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Region IX Office
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April 16, 2021

ELECTRONIC CORRESPONDENCE ONLY

Mr. Toks Omishakin, Director
Office of the Director, M.S. 49
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: California 2021 FSTIP Approval

Dear Mr. Omishakin:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of the 2021 Federal Statewide Transportation Improvement Program (FSTIP), which was submitted by your letter dated April 1, 2021. As detailed in your letter enclosed, the 2021 FSTIP incorporates by reference the following metropolitan planning organizations' (MPO) Federal Transportation Improvement Programs (FTIP):

- Association of Monterey Bay Area Governments (AMBAG)
- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Santa Barbara County Association of Governments (SBCAG)
- Shasta County Regional Transportation Planning Agency (SCRTPA)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)

- Tahoe Metropolitan Planning Organization (TMPO)
- Tulare County Association of Governments (TCAG)

We find that the FSTIP and FTIPs, were developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan planning provisions of 23 U.S.C. 134 and 49 U.S.C. Chapter 53 as amended by Public Law 114-94, the Fixing America's Surface Transportation (FAST) Act.

The United States Environmental Protection Agency (EPA) has designated the following planning areas as Nonattainment or Maintenance Areas for Criteria Pollutants:

- Butte County Association of Governments (BCAG)
- Fresno Council of Governments (FresnoCOG)
- Kern Council of Governments (KCOG)
- Kings County Association of Governments (KCAG)
- Madera County Transportation Commission (Madera CTC)
- Merced County Association of Governments (MCAG)
- Metropolitan Transportation Commission (MTC)
- Sacramento Area Council of Governments (SACOG)
- San Diego Association of Governments (SANDAG)
- San Joaquin Council of Governments (SJCOG)
- San Luis Obispo Council of Governments (SLOCOG)
- Southern California Association of Governments (SCAG)
- Stanislaus Council of Governments (StanCOG)
- Tulare County Association of Governments (TCAG)

As such, the above MPOs Policy Boards have made an initial conformity determination on the above FTIPs and associated Regional Transportation Plan (RTP) amendments, as applicable, before your letter dated April 1, 2021. The FHWA and FTA have reviewed the conformity determinations and find that the FTIPs, the associated RTP amendments, and associated conformity determinations conform to the applicable state implementation plan (SIP) in accordance with the provisions of 40 CFR Parts 51 and 93. This finding has been coordinated with Region IX of the EPA pursuant to the Transportation Conformity Rule.

Based on our review of the information provided and our ongoing oversight of the statewide and metropolitan transportation planning processes, the FHWA and FTA are approving the 2021 FSTIP. This approval is effective April 16, 2021. This approval is given with the understanding that an eligibility determination of individual projects for funding must be met, and the applicant must ensure the satisfaction of all administrative and statutory requirements.

Included with this approval is FHWA and FTA's Federal Planning Finding (FPF). FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FSTIP. At a minimum, the FPF verifies that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. Furthermore, the FPF documents FHWA and FTA's recommendations for statewide and metropolitan transportation planning improvements.

If you have questions or need additional information concerning our approval and the FPF, please contact Mr. Antonio Johnson of the FHWA California Division at (916) 498-5889, or by email at antonio.johnson@dot.gov, or Mr. Ted Matley of the FTA Region 9 Office at (415) 734-9468, or by email at ted.matley@dot.gov.

Sincerely,

VINCENT PAUL MAMMANO  Digitally signed by VINCENT PAUL MAMMANO
Date: 2021.04.15 08:41:42 -07'00'

Vince Mammano
Division Administrator

Sincerely,

RAYMOND S TELLIS

Ray Tellis
Regional Administrator



U.S. Department
of Transportation

**Federal Highway
Administration**

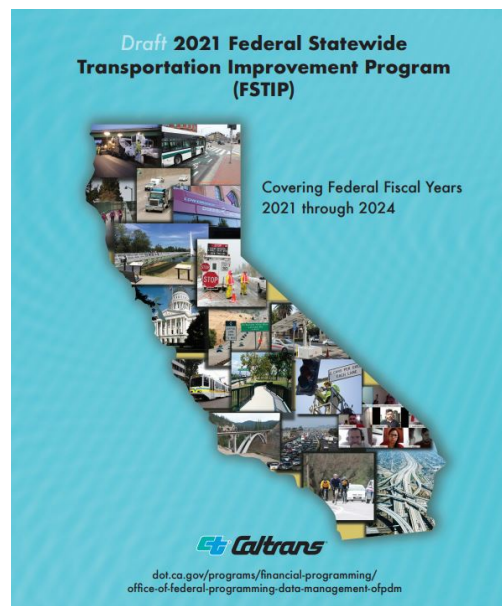
FHWA, California
Division
FTA, Region IX

Federal Planning Finding



2021 Federal State Transportation Improvement Program

April 15, 2021



FINAL REPORT



The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required under 23 CFR 450.220(b) to document and issue a Federal Planning Finding in conjunction with the approval of the Federal Statewide Transportation Improvement Program (FSTIP). The Federal Planning Finding verifies, at a minimum, that the development of the FSTIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements of 23 U.S.C. 134, 135; 49 U.S.C. 5303-5305; 23 CFR parts 450 and 500, and 49 CFR part 613. This report substantiates the issuance of the FHWA/FTA Federal Planning Finding (FPF) to support FHWA/FTA approval of the FSTIP based on the review of FSTIP and FTIP documents, statewide and metropolitan planning self-certification statements (23 CFR 450.220; 23 CFR 450.336), and related supporting documentation.

The FPF is one part of the risk-based stewardship and oversight the FHWA and FTA conduct for Caltrans, the Metropolitan Planning Organizations (MPOs), and planning partners. The FPF serves as a “tool” for FHWA and FTA to support improvements to the planning process and ensure that Caltrans, the MPOs, and planning partners comply with Federal laws and regulations. The FPF ties the statewide, metropolitan, and non-metropolitan planning processes together into one formal risk-based action.

To determine if Caltrans transportation planning and programming processes substantially meet the Federal requirements, FHWA and FTA reviewed the following:

- 2018 California FSTIP FPF;
- 2019 and 2020 Transportation Management Area Certification Reviews Reports;
- California Division Planning and Air Quality Program Analysis and Risk Assessments for Years 2019, 2020, and 2021;
- And additional guidance received from the FHWA Office of Planning.

Based on the above, FHWA and FTA find that California’s statewide and metropolitan planning process substantially meets the Federal requirements. FHWA and FTA also finds that some improvements are warranted to ensure continued compliance with the Federal requirements and therefore are issuing the following Corrective Actions and recommendations:

Corrective Action - CMAQ and STBG programs administration and oversight

During the calendar year 2020, FHWA and FTA conducted three TMA Certification Reviews (Reviews). Two of the three Reviews found that the MPOs were sub-allocating the urbanized areas apportionments of STBG based on population and/or mode. On April 4, 2016, FHWA published "Sub-allocation of Apportioned Funds Questions and Answers." Question five asks, **"In developing an FTIP, can an MPO sub-allocate its STBG to individual jurisdictions or a specific transportation mode?" Answer five states, "As a general matter, no. Procedures or agreements that distribute sub-allocated STBG funds to individual jurisdictions or modes *within the Metropolitan Planning Area* by pre-determined percentages or formulas are inconsistent with**



the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP."

The reviews also found that two MPOs had delegated CMAQ project selection authority to county transportation agencies. Per the Interim Program Guidance Section IX(A) Project Selection

(https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/), only the State DOT and the MPO have project selection authority. Due to the county transportation agencies' CMAQ project selection processes, the Reviews found that projects were being selected before the required assessments of proposed projects' expected emission reduction benefits. Furthermore, a review of the proposed FTIPs found that another MPO was similarly sub-allocating STBG funds.

Caltrans is the primary recipient of the STBG and CMAQ programs apportionments. As such, Caltrans is required to ensure that Caltrans's sub-recipients are administering CMAQ and STBG funds per the applicable federal-aid program requirements. Caltrans shall review the DOT's CMAQ and STBG administrative policies, update the policies and procedures if warranted, and ensure and/or develop a process for ensuring the sub-recipients are administering the programs in compliance with Federal program guidance and regulations.

Recommendation - Periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events

Per 23 CFR 667, Caltrans is required to conduct statewide evaluations to determine if there are reasonable alternatives to all roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. The evaluations shall be completed prior to any affected portion of a road, highway, or bridge project being included in the FSTIP.

Several Divisions within Caltrans are responsible for documenting damages to the NHS caused by emergency events and the associated repairs and sustainability activities including conducting an evaluation. However, the evaluation and supporting documentation was not included in the 2018 California FSTIP and associated FTIPs and was not included in the 2021 California FSTIP and associated FTIPs. Failure to include the evaluation in the 2023 California FSTIP is likely to result in the issuing of a Corrective Action and/or non-approval of the FSTIP. Caltrans and the MPOs are encouraged to include consideration of the evaluations during the development of transportation plans and programs, including the 2023 California FSTIP and FTIPs.

Recommendation - Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation

Caltrans, in coordination with the MPOs, has implemented a performance-based planning and programming process as required by 23 CFR 450. Also, Caltrans, in coordination with the MPOs, have established performance targets, reported the established targets, and continues to



monitor and report on progress toward achieving the performance targets. Despite completing the requirements, challenges persist in the coordination of data. Caltrans and the MPOs have established agreements that reference PBPP and TPMs; however, the agreements do not define the type of data needed for the California asset management plan and the information needed to satisfy the TPM reporting requirements.

FHWA and FTA recommend that Caltrans and the MPOs jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS. This agreement shall be documented either as part of the metropolitan planning agreements, or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by Caltrans and the MPOs.

Recommendation – Regional Transportation Conformity

FHWA/FTA makes conformity determinations. MPO policy boards make initial conformity determinations for the Regional Transportation Plan - Sustainable Communities Strategies (RTP-SCSs) and FTIPs in areas that either does not meet or previously have not met national ambient air quality standards (NAAQS) for ozone (O₃), carbon monoxide (CO), particulate matter (PM₁₀ and PM_{2.5}), or nitrogen dioxide (NO₂). These areas are known as “nonattainment areas” and “maintenance areas,” respectively. The State DOT, through the Self-Certification, certifies that the statewide and metropolitan transportation planning process is being carried out in accordance with sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93. The Caltrans Air Quality, Environment, and Health Branch reviews the MPOs' transportation conformity analyses and supporting documentation and provided comments for improvements when necessary. Caltrans Office of Federal Programming and Data Management is responsible for developing and managing the FSTIP, including providing the Self-Certification to FHWA and FTA.

Historically, the regional transportation conformity process for the FTIPs and FSTIP and the review and approval of the FTIPs and FSTIP have been conducted as two separate processes. Conducting two different reviews for each FTIP and FSTIP update and amendment has caused delays in approval, inefficient communication, and a lack of documentation to justify FSTIP/FTIP amendments' approval. FHWA and FTA recommend that Caltrans develop a process to integrate the Air Quality, Environment, and Health Branch into the FSTIP/FTIP review process before Caltrans requests FHWA/FTA FSTIP or associated amendments approvals. FHWA and FTA also recommend that the updated process includes Caltrans providing the conformity analysis and their concurrence as part of the request for approval. Failure to integrate the Air Quality, Environment, and Health Branch into the process may result in FHWA and FTA determination that Caltrans has not satisfied the Self-Certification requirements.



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

If you have questions or need additional information concerning the FPF, please contact Ted Matley of the FTA Region IX at (415) 734-9468, or Ted.Matley@dot.gov, or Antonio Johnson of the FHWA California Division office at (916) 498-5889 or Antonio.Johnson@dot.gov.



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



Report prepared by:

*FHWA California Division Office
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Sacramento, CA 95814
Phone: (916) 498-5001
FAX: (916) 498-5008*



February 22, 2021

Mr. James R. Anderson
California Department of Transportation
Chief, Division of Financial Programming, MS82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Mr. Muhaned Aljabiry

Subject: Submittal of Kern Council of Governments' 2021 Federal Transportation Improvement Program, 2018 RTP Amendment No. 1, and Corresponding Conformity Analysis

Dear Mr. Aljabiry:

Enclosed for your review and approval are the 2021 Federal Transportation Improvement Program (FTIP), 2018 Regional Transportation Plan (RTP) Amendment No. 1, and corresponding Conformity Analysis. The final adopted documents meet all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. The 2021 FTIP program listing is consistent with the 2018 RTP, the 2020 State Transportation Improvement Program, and the corresponding Conformity Analysis.

A 30-day public review and interagency consultation period for all draft documents began December 23, 2020 and ended on January 22, 2021. The public hearing was held at a regularly scheduled Kern COG Board meeting on January 21, 2021. The summary of comments and responses were incorporated into the final documents. The public participation process for the 2021 FTIP, 2018 RTP Amendment No. 1, and corresponding Conformity Analysis is consistent with Kern COG Board adopted public participation plan. On February 18, 2021, the Kern COG Board of Directors approved the 2021 FTIP, 2018 RTP Amendment No. 1, and corresponding Conformity Analysis. State and federal approval is required.

Included with this letter is one hard copy of the 2021 FTIP, 2018 RTP Amendment No. 1, and corresponding Conformity Analysis. In addition, an electronic copy of the four-year financial plan will be sent via email. The final documents are all available online on Kern COG's website at <https://www.kerncog.org/category/docs/ftip/>; additional hard copies will be provided upon request.

Page 2
Final documents
February 22, 2021

If you have any questions regarding this document, please contact Raquel Pacheco at (661) 635-2907 or rpacheco@kerncog.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ahron Hakimi', with a second, less legible signature to its right.

Ahron Hakimi,
Executive Director

AH/rp

Enclosures

cc: Abhijit Bagde, Caltrans (electronic and hard copy)
Jim Perrault, Caltrans District 6 (electronic)
Robert Johnson, Caltrans District 6 (electronic)
Forest Becket, Caltrans District 9 (electronic)
Antonio Johnson, FHWA (electronic)
Michael Morris, FHWA (electronic and hard copy)
Charlene Lee Lorenzo, FTA (electronic)
Mervin Acebo, FTA (electronic)
Karina O'Connor, US EPA (electronic)
Glen Stephens, EKAPCD (electronic)
Executive Directors, Valley COGs (electronic)
Alex Marcucci, Trinity Consultants (electronic)

2021 Federal Transportation
Improvement Program

Regional Adoption
February 18, 2021



**Kern Council
of Governments**

Kern Council of Governments
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Bakersfield, California 93301
www.kerncog.org
661-635-2900
Facsimile 661-324-8215

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
Secretary/ Executive Director: Ahron Hakimi

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Jose Gurrola, Jr.

City of California City
Nicholas Lessenevitch

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City of Taft
Orchel Krier

City of Wasco
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County of Kern
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City of Bakersfield
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Scott Kiernan

Golden Empire Transit District
Cindy Parra

Caltrans District 6
Michael Navarro

Caltrans District 9
Dennee Alcalá

TABLE OF CONTENTS	PAGE
SUMMARY	1
INTRODUCTION	2
Kern County: Part of the Central San Joaquin Valley	2
San Joaquin Valley.....	2
Tejon Indian Tribe.....	2
THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM.....	6
FTIP Presentation	6
Federal TIP Process and Development	7
Consistency with Other Documents.....	8
AIR QUALITY.....	9
Air Quality Conformity Assessment	9
Transportation System Management	9
Transportation Demand Management	10
FINANCIAL PLAN.....	11
Financial Constraint and Funding Assumptions.....	11
Project Priority.....	13
Revenue Summary	14
Expenditure Summary.....	14
TRANSPORTATION PERFORMANCE MANAGEMENT.....	15
Safety Performance Measures (PM 1: Safety)	16
National Highway System Pavement and Bridge Condition Performance Measures (PM 2: Pavement and Bridge)	17
National Highway System Performance Measures (PM 3: System Performance)	17
Transit Asset Management (TAM)	18
Public Transportation Agency Safety Plan	18
PROJECT LISTINGS BY MODE.....	19
Introduction	19
County Share	19
Regional Priorities.....	20
LOCAL STREETS AND ROADS.....	22
Safety.....	22
Locally Funded Projects of Regional Significance	22
Regional Surface Transportation Program (RSTP)	22
Congestion Mitigation & Air Quality (CMAQ).....	22
AVIATION.....	23

TABLE OF CONTENTS (continued)

	PAGE
MASS TRANSPORTATION	24
Mass Transit Project Development Funding	24
Delano	24
GET	24
Kern County	25
Special Needs	25
Rail	25
NON-MOTORIZED TRANSPORTATION	26
Bicycle Path & Pedestrian/Landscape Projects	26
Recreational Trails Program	26

APPENDICES

	PAGE
APPENDIX A: Resolution	27
2021 TIP Resolution.....	28
APPENDIX B: Transit Operator Agreements.....	31
MOU between KCOG and Delano	32
MOU between KCOG and GET.....	50
APPENDIX C: Directory	68
Glossary of Terms	69
Project Listing Codes.....	70
Air Quality Screening Criteria.....	71
APPENDIX D: Status of Projects	73
Annual Obligations FY 2018-2019	74
APPENDIX E: Projects Exempt from Air Quality Conformity Finding.....	85
APPENDIX F: CMAQ Policy Local Cost Effectiveness.....	91
APPENDIX G: Public Involvement Process.....	99
APPENDIX H: Federal Performance Management.....	107
APPENDIX I: Expedited Project Selection Procedures	127
APPENDIX J: CTIPS Project Listing	131
APPENDIX K: Grouped Project Listing	231
APPENDIX L: 2021 Financial Table.....	255

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SUMMARY

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

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

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

INTRODUCTION

Kern County: Part of the Central San Joaquin Valley

Kern County is the third largest county in California, encompassing approximately 8,172 square miles. As one of the nation's leading farm producing counties, Kern exceeds \$7.62 billion a year in commercial crop production. Kern County is comprised of eleven incorporated cities and contains a federally recognized urbanized area known as the Bakersfield Metropolitan Area, with a population over 547,900 (Figure 1).

The San Joaquin Valley

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

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

The Tejon Indian Tribe

The Tejon Indian Tribe is the only federally recognized Indian tribe in Kern County. Kern COG will continue Government-to-Government consultation with the Tejon Indian Tribe of California in the development of transportation plans and programs.

Figure 1
Kern County and its Eleven Cities

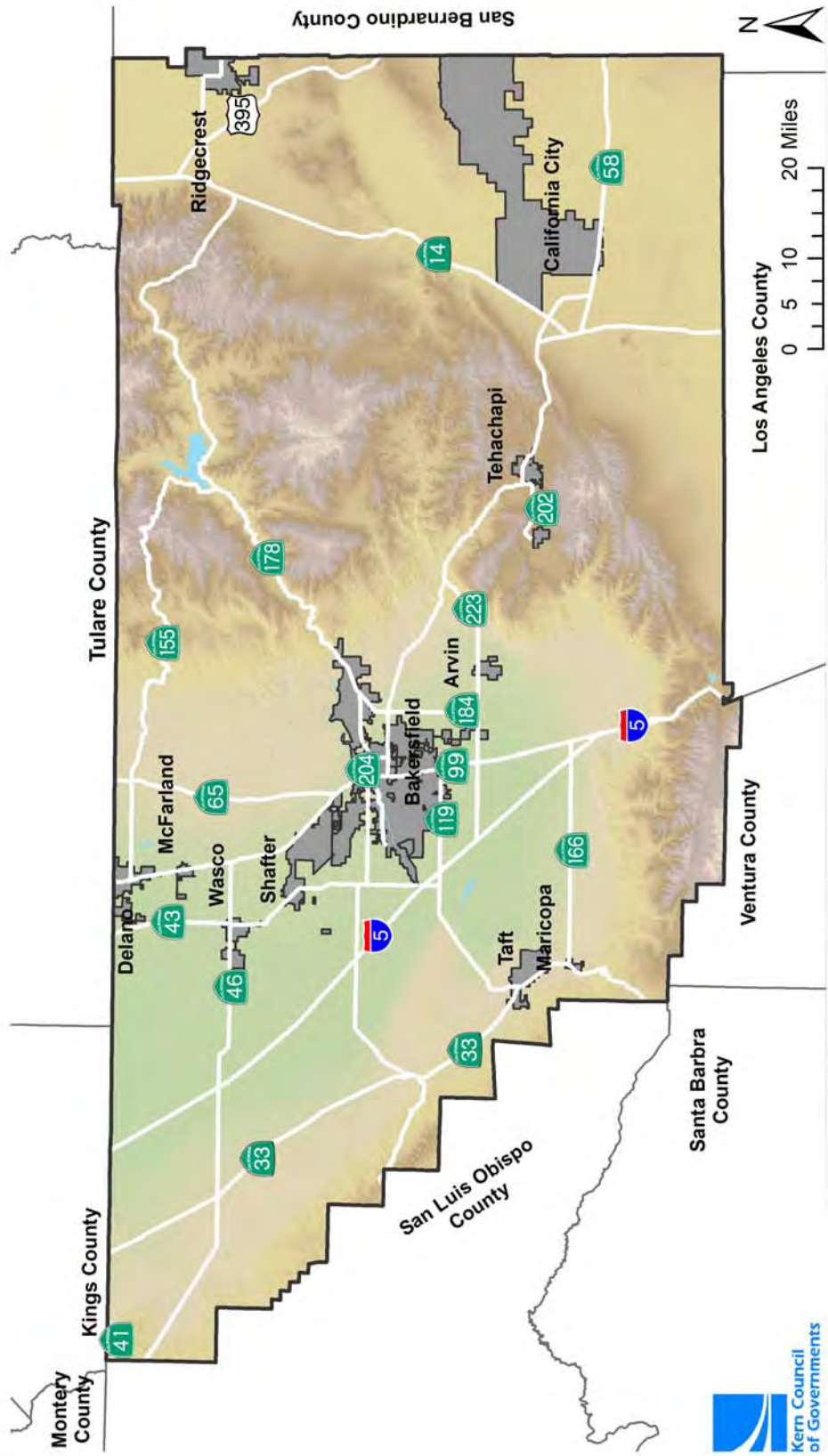
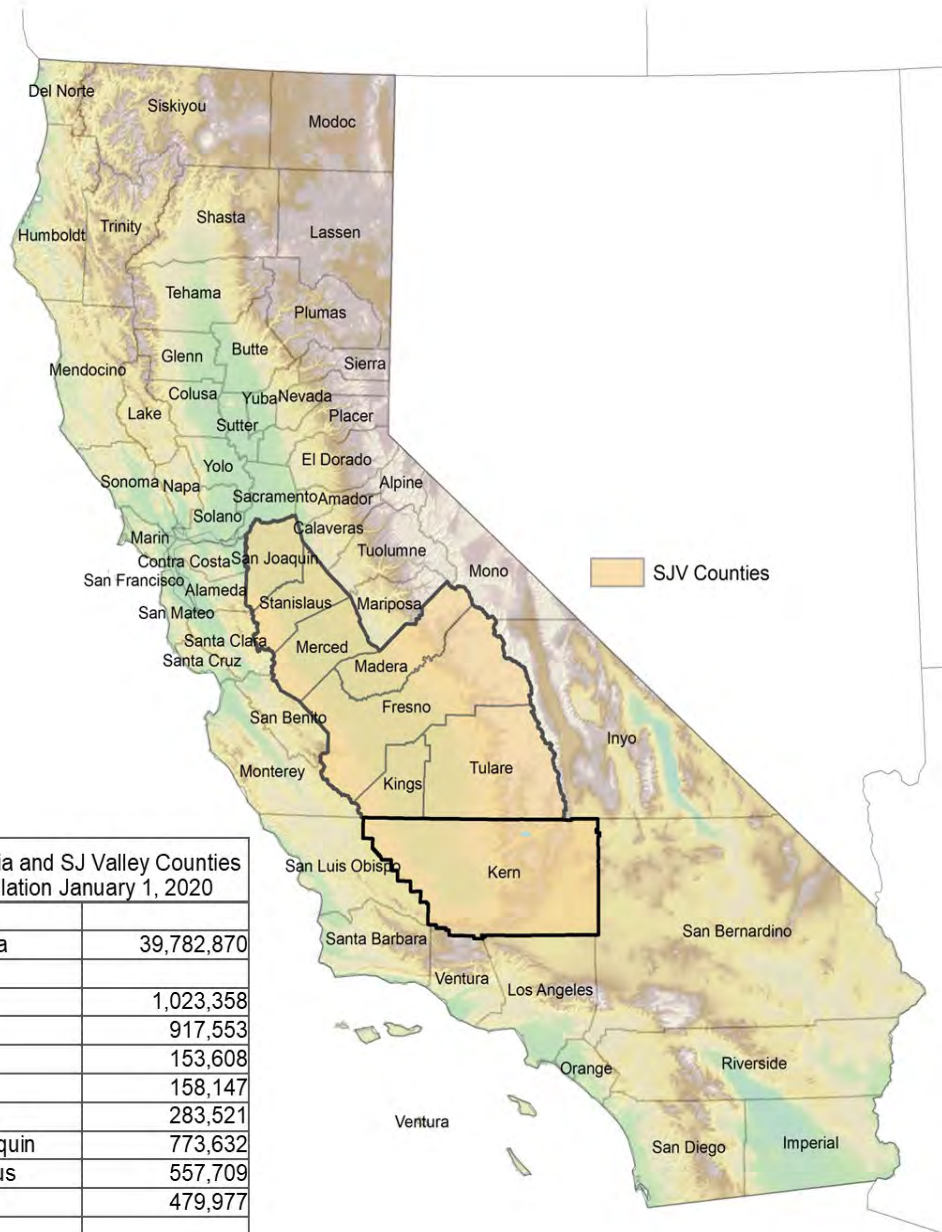


Figure 2
San Joaquin Valley Counties within
the State of California



California and SJ Valley Counties Population January 1, 2020	
California	39,782,870
Fresno	1,023,358
Kern	917,553
Kings	153,608
Madera	158,147
Merced	283,521
San Joaquin	773,632
Stanislaus	557,709
Tulare	479,977
SJ Valley Total	4,347,505
SJ Valley % CA	10.93%

Source: California State Department of Finance,
 Demographic Research Unit
 Report E-1, May 2020

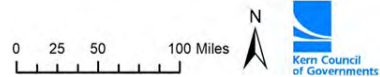
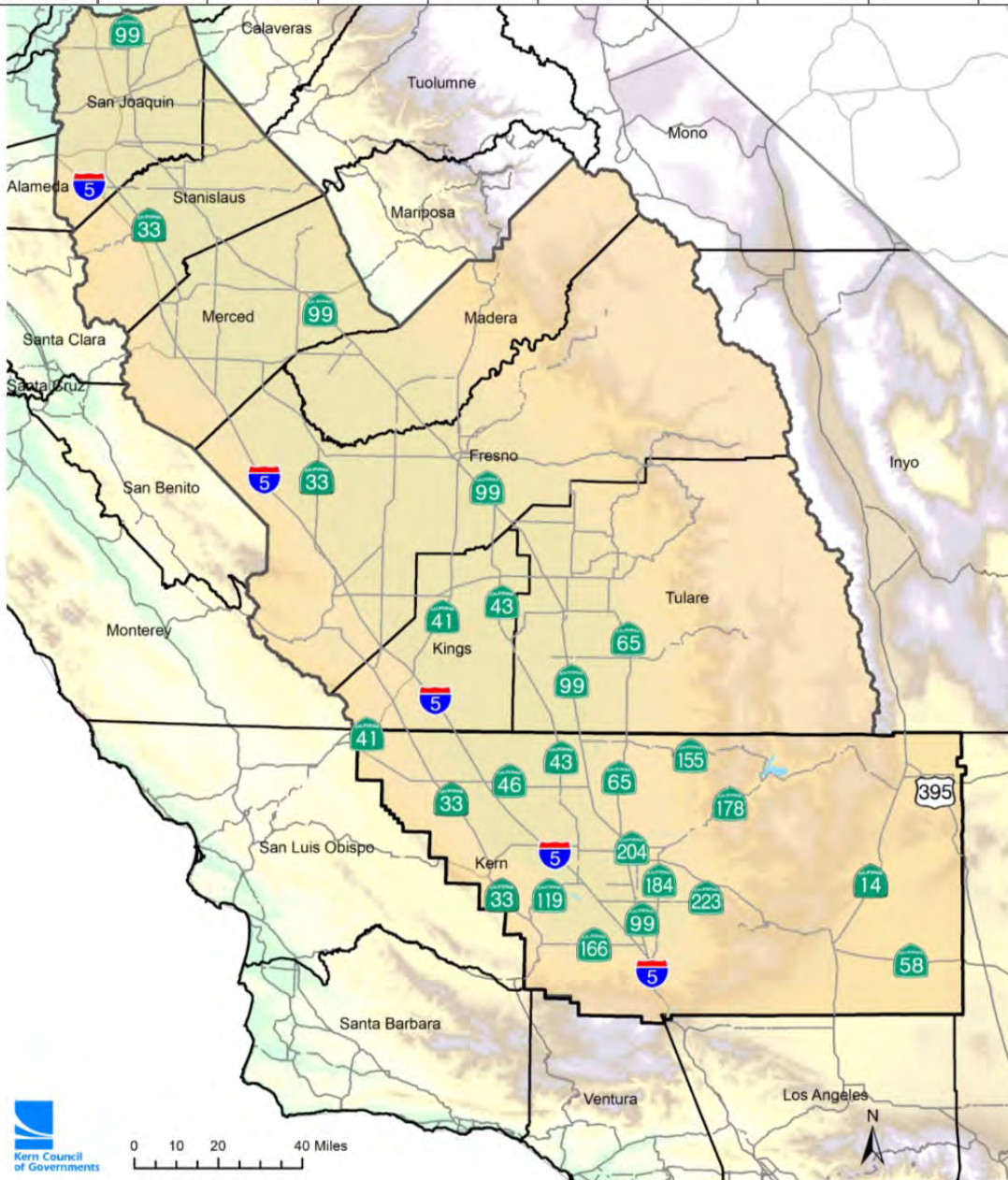


Figure 3
San Joaquin Valley County Seats

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



THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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

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

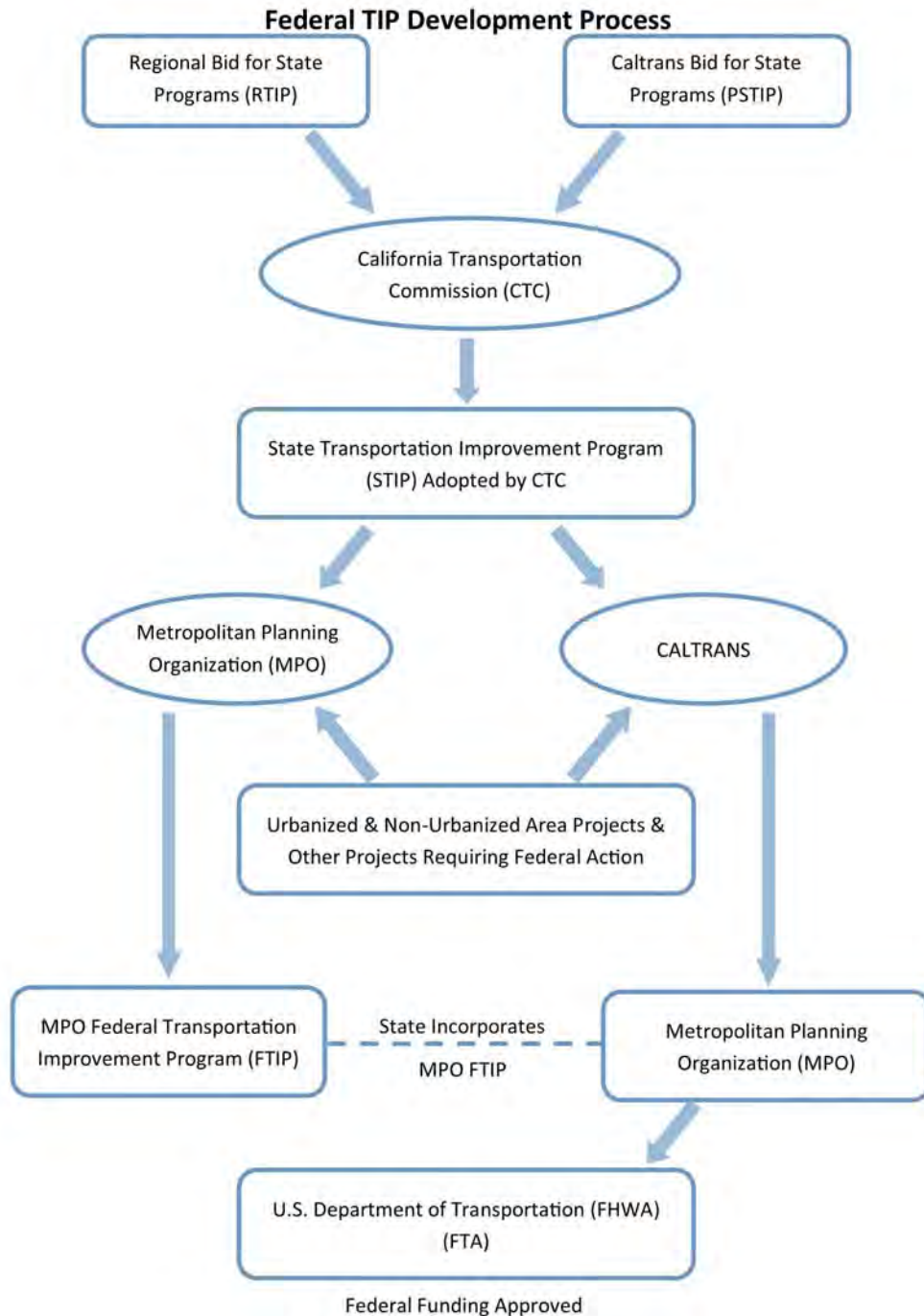
FTIP Presentation

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

Federal TIP Process and Development

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

Figure 4



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

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

Consistency with Other Documents

Kern Council of Governments' 2021 Federal Transportation Improvement Program (FTIP) is consistent with the following documents:

1. 2020 State Transportation Improvement Program (STIP);
2. State Implementation Plan for Air Quality;
3. Kern County Congestion Management Program (CMP); and
4. 2018 Regional Transportation Plan (RTP).

The 2021 Federal Transportation Improvement Program is consistent with County Share information as provided within the 2020 STIP and also with federal fund estimates resulting from the passage of FAST Act (December 4, 2015).

AIR QUALITY

Air Quality Conformity Assessment

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

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

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

Transportation System Management

Transportation System Management (TSM) is a system-wide approach to maximize use of existing facilities and available financial resources. TSM fosters cooperation between jurisdictions while minimizing duplication of efforts in the metropolitan Bakersfield area. Kern COG, in cooperation with the City of Bakersfield, Kern County, Caltrans, and GET, have developed TSM strategies to

reduce traffic congestion, fuel consumption, and vehicle emissions, strategies that tend to enhance air quality.

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

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

Transportation Demand Management (TDM)

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

FINANCIAL PLAN

Financial Constraint and Funding Assumptions

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

Revenue and Expenditure	2020-21	2021-22	2022-23	2023-24	Total	Performance Measure Values
Local Streets and Roads	\$83,215,000	\$83,215,000	\$83,215,000	\$83,215,000	\$332,860,000	\$29,127 / lane-mile / year
State Highway Maintenance	\$55,250,000	\$55,250,000	\$55,250,000	\$55,250,000	\$221,000,000	\$21,390 / lane-mile / year
Public Transportation	\$87,468,750	\$87,468,750	\$87,468,750	\$87,468,750	\$349,875,000	\$344,365 / vehicle / year

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

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

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

Total project costs are reflected for all projects except a few projects identified in the State Highway/Regional Choice Program and Regional Surface Transportation Program. For these projects, please refer to the estimated total project cost listed in the comment section of each project record.

This year, the TIP has a revenue projection of about \$720 million of which only \$693 million would be eligible as programmed expenditures.

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

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

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

- The California Department of Parks and Recreation provides revenue estimates and programming for the Recreational Trails Program.
- For the transit agencies, grants are on an annualized cycle, projects shown beyond 2020-21 are "projections." As the amounts become available for each new year for the granting agencies, these years are formally amended in the FTIP consistent with the actual grants.
- The local fund commitments are reflected in each entity's capital improvement program and adopted annually by local resolution. Local revenue figures are local match requirements for state and federal funding. The local matching fund exceptions are those projects that are in the Locally Funded Projects of Regional Significance Program of Projects. These projects are subsidized with 100% local funds.

- A few project records in the 2021 TIP, for each respective program listing, only have funding in the prior year column and do not have funding in fiscal years 2020/2021 through 2023/2024. These projects are listed for information purposes only.

These projects were part of the 2019 FTIP and are listed because: 1. They are close to being completed; or 2. They are in the early stages of implementation. The first case applies to projects listed under the following Program of Projects: CMAQ, RSTP, Transit, and Non-Motorized. The second case applies to projects listed in the State Highway Regional Choice Program. These projects may have not received environmental clearance, are in design and/or right way phases and may need additional funding in the future. In addition, all items for information purposes are listed to ensure accurate reimbursements.

Project Priority

In accordance with FAST Act, Kern COG establishes the following priorities: 1) all projects (as a group) shown in the first year of the four year element (20-21) shall have first priority; 2) all projects (as a group) shown in the second year of the four year element (21-22) shall have second priority; 3) all projects (as a group) shown in the third year of the four year element (22-23) shall have third priority; and 4) all projects (as a group) shown in the fourth year of the four year element (23-24) shall have fourth priority.

Kern COG received approval of its Expedited Project Selection Procedure (EPSP) July 15, 2010 as included in Appendix I of this document. The EPSP met the requirements of the Federal Regulations, 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code. All projects in the first four years of the Kern COG's 2011 FTIP were considered selected and could be advanced within the four-year period of the 2011 California Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions set by the EPSP. Projects from the first four years of the 2021 FTIP have been selected using the approved project selection procedures.

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

SUMMARY OF REVENUE PROJECTIONS (in thousands of dollars)

Funding / Project Type		FOUR YEAR ELEMENT				20/21 - 23/24
		2020-21	2021-22	2022-23	2023-24	TOTAL
Congestion Mitigation/Air Quality	Federal	\$11,477	\$11,543	\$11,540	\$11,536	\$46,096
FTA - Section 5307	Federal	\$20,432	\$0	\$0	\$0	\$20,432
FTA - Section 5310	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5311	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5339	Federal	\$3,135	\$0	\$0	\$0	\$3,135
Highway Safety Improvement Program (HSIP)	Federal	\$1,037	\$0	\$7,648	\$0	\$8,685
Railway-Highway Crossings	Federal	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	Federal	\$0	\$0	\$0	\$0	\$0
Regional Surface Transportation Program	Federal	\$13,967	\$13,174	\$12,156	\$12,150	\$51,448
State Transportation Improvement Program (STIP)	Federal/State	\$25,963	\$19,264	\$45,563	\$300	\$91,090
Active Transportation Program	Federal/State	\$5,500	\$5,897	\$4,286	\$0	\$15,683
BUILD, Demo, High Priority Projects (HPP)	Federal/State	\$22,503	\$0	\$0	\$0	\$22,503
Highway Bridge Program (HBP)	Federal/State	\$2,129	\$0	\$0	\$85	\$2,214
State Highway Operations and Protection Program	Federal/State	\$81,716	\$89,077	\$111,055	\$82,850	\$364,698
Senate Bill 1 - Road Repair and Accountability Act	State	\$43	\$0	\$10,000	\$0	\$10,043
Subtotal		\$187,903	\$138,955	\$202,248	\$106,922	\$636,028
Locally Committed Revenues	Local	\$12,004	\$4,505	\$10,660	\$57,346	\$84,515
TOTAL PROJECTIONS	All Funding	\$199,907	\$143,460	\$212,908	\$164,268	\$720,543

Notes: Regional Surface Transportation Program includes Highway Infrastructure Program;
State Highway Operations and Protection Program includes Minor Program

SUMMARY OF REVENUE EXPENDITURES (in thousands of dollars)

Funding / Project Type		FOUR YEAR ELEMENT				20/21 - 23/24
		2020-21	2021-22	2022-23	2023-24	TOTAL
Congestion Mitigation/Air Quality	Federal	\$11,079	\$11,217	\$9,904	\$11,117	\$43,317
FTA - Section 5307	Federal	\$20,432	\$0	\$0	\$0	\$20,432
FTA - Section 5310	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5311	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5339	Federal	\$3,135	\$0	\$0	\$0	\$3,135
Highway Safety Improvement Program (HSIP)	Federal	\$1,037	\$0	\$7,648	\$0	\$8,685
Railway-Highway Crossings	Federal	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	Federal	\$0	\$0	\$0	\$0	\$0
Regional Surface Transportation Program	Federal	\$13,944	\$13,071	\$0	\$0	\$27,014
State Transportation Improvement Program (STIP)	Federal/State	\$25,963	\$19,264	\$45,563	\$300	\$91,090
Active Transportation Program	Federal/State	\$5,500	\$5,897	\$4,286	\$0	\$15,683
BUILD, Demo, High Priority Projects (HPP)	Federal/State	\$22,503	\$0	\$0	\$0	\$22,503
Highway Bridge Program (HBP)	Federal/State	\$2,129	\$0	\$0	\$85	\$2,214
State Highway Operations and Protection Program	Federal/State	\$81,716	\$89,077	\$111,055	\$82,850	\$364,698
Senate Bill 1 - Road Repair and Accountability Act	State	\$43	\$0	\$10,000	\$0	\$10,043
Subtotal		\$187,481	\$138,526	\$188,457	\$94,352	\$608,815
Locally Committed Revenues	Local	\$12,004	\$4,505	\$10,660	\$57,346	\$84,515
TOTAL EXPENDITURES	All Funding	\$199,485	\$143,030	\$199,116	\$151,699	\$693,330

Notes: Regional Surface Transportation Program includes Highway Infrastructure Program;
State Highway Operations and Protection Program includes Minor Program

TRANSPORTATION PERFORMANCE MANAGEMENT

Federal transportation bills Moving Ahead for Progress-21st Century (MAP-21) and Fixing America's Surface Transportation (FAST Act) require Metropolitan Planning Organizations (MPOs) to conduct performance based planning and focus on achieving performance outcomes. The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Regional Transportation Plans shall include the performance measures and targets as well as a description of progress made towards the targets. In addition, the Federal Transportation Improvement Program shall provide a description on how investment in the FTIP will contribute towards achieving the transportation performance targets set in the RTP.

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups:

- PM 1: Safety
- PM 2: Pavement and Bridge
- PM 3: System Performance, Freight, Congestion Mitigation and Air Quality

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on the maintenance of the regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and
4. Transit facilities including stations, parking structures, and administrative offices.

Kern COG has provided a description below on how investment in the FTIP will contribute towards achieving the performance measures. Additional supporting documentation is available on Kern COG's performance monitoring website <https://www.kerncog.org/category/docs/performance-monitoring/> and also is included in Appendix H. In addition, Kern COG includes an Integrated Performance Measures Analysis as an appendix to the most recently adopted Regional Transportation Plan.

Safety Performance Measures (PM 1: Safety)

The overall goal of PM 1 is to make the nation's transportation systems safer for all users. State DOTs are required to set targets each year. MPOs have the option of supporting state targets or setting their own targets. In February 2020, Kern COG approved the 2020 Kern "Toward Zero" safety targets consistent with federal methodology. The Kern "Toward Zero" methodology is consistent with the 2018 state safety target methodology originally recommended by Caltrans Division of Traffic Operations engineers. The five safety performance measure targets for 2020 (5-yr) are as follow:

- Number of fatalities: 154
- Rate of fatalities per 100 million VMT: 1.64
- Number of serious injuries: 405
- Rate of serious injuries per 100 million VMT: 4.31
- Number of non-motorized fatalities and non-motorized serious injuries (bicycles and pedestrians): 103

The methodology uses California Highway Patrol (CHP) historical accident data (SWITRS) for Kern County and a 5 year running average to forecast future accidents. Kern COG's member agencies are encouraged to promote projects and policies that will help the region to perform better than the national targets for the Kern region. In an effort to encourage projects funded with federal dollars to address safety concerns, Kern COG has implemented ranking criteria that prioritizes projects that have a safety component.

In addition, Kern COG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through the stakeholder groups, Kern COG often identifies safety issues critical to their interests. For example, Kern COG works closely with member agencies (cities and county) and Caltrans in nominating projects for the State Highway Operation and Protection Program, Highway Safety Improvement Program, and Active Transportation Program.

National Highway System Pavement and Bridge Condition Performance Measures (PM 2: Pavement and Bridge)

The overall goal of PM 2 is to improve the condition of the existing pavements and bridges. State DOTs are required to develop a Transportation Asset Management Plan to develop long-range investment strategies for assets on the National Highway System, including pavement and bridge conditions. The plan establishes 10-year performance goals and interim two-year and four-year performance targets to monitor progress. MPOs have the option of supporting state targets or setting their own targets. In consultation with Kern COG staff, Caltrans has established statewide and Kern regional targets. In September 2018, Kern COG approved Kern's PM 2 targets consistent with the state targets. Jurisdictions with National Highway System (NHS) mileage in Kern include Bakersfield, California City, Caltrans, Shafter, and Kern County. Kern COG has had a long-time and successful use of State Highway Operations and Protection Program (SHOPP) and Highway Bridge Program (HBP) by our member agencies for state of good repair projects on federal aid system routes including the National Highway System (NHS). Kern COG will consider project delivery policies that help prioritize bridge and pavement maintenance on the NHS. Member agencies are encouraged to promote projects and policies that help improve the NHS routes in their jurisdictions.

National Highway System Performance Measures (PM 3: System Performance)

The goal of PM 3 system performance (travel time reliability) is to improve the efficiency of the surface transportation system. State DOTs and MPOs are required to set two-year and four-year

performance targets every four years for each reliability measure. MPOs have the option of supporting state targets or setting their own targets. In September 2018, Kern COG approved Kern's travel time reliability targets consistent with state targets. Jurisdictions with National Highway System (NHS) mileage in Kern include Bakersfield, California City, Caltrans, Shafter, and Kern County. Kern COG has been successful in using State Highway Operations and Protection Program (SHOPP) and Senate Bill 1 Trade Corridor Enhancement Program dollars on federal aid system routes including the National Highway System (NHS). Member agencies are encouraged to promote projects and policies that will help improve the region's NHS routes. Since the Kern region is less than one million population it is not required to set CMAQ targets.

Transit Asset Management (TAM)

The goal of the TAM is to maintain the condition of public transit assets in a state of good repair. Transit operators are required to set targets for each transit asset performance measure. Two agencies in the Kern region, City of Delano (Delano Area Rapid Transit) and Golden Empire Transit District, developed TAM plans that included identified goals, objectives, measures, and targets. Kern COG will continue to work with the region's transit operators to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding. The FTIP includes funding from multiple FTA sources for projects that support Transit Asset Management such as rolling stock, maintenance, and bus fleet replacement. Additional supporting documentation is available on Kern COG's public transit website <https://www.kerncog.org/category/docs/public-transit/>.

The Public Transportation Agency Safety Plan requires transit agencies employing federal funds to develop a safety plan. The National Public Transportation Agency Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability.

PROJECT LISTINGS BY MODE

Introduction

The 2021 Federal Transportation Improvement Program is comprised of the following transportation categories for project listings:

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

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

CTIPS project listings are in Appendix J. Grouped project listings are in Appendix K.

County Share

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

Regional Priorities

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

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

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

State highway project lists are based on funding sources and potential funding level estimates. The Interregional Improvement Program (IIP) list of projects is a discretionary program developed by Caltrans and available on state highways designated as high emphasis interregional routes. Other state highways, i.e. urban and non-state routes, are funded under the Regional Improvement Program (RIP) program. Kern COG and its member agencies in cooperation with state and federal agencies develop the RIP list of projects. Because both lists of projects draw from the same funding sources, coordination and consensus must be reached between the two lists. All projects in the current TIP are programmed for implementation in the 2020-21 through 2023-24 fiscal years. All projects must be assured of having preliminary study reports done prior to fund allocation. All projects must be within the "county share" limits for Kern County.

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

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

SCREENING CRITERIA – YES or NO

Safety – will the project improve the fatalities and injuries Index rate?

Sustainability – will the project improve the average trip time or on-time performance?

System Reliability – will the project improve the Highway Buffer Index (delay trip time)?

GENERAL CRITERIA - MAXIMUM OF 100 POINTS

Congestion Relief - Vehicle Miles Traveled (VMT) Reduction	10 Points
Congestion Relief - Percentage of VMT 35 MPH or less	10 Points
Congestion Relief - Percent mode share - work or school	10 Points
Safety - Fatalities and Injuries per person	15 Points
Safety - Fatalities and Injuries per VMT	15 Points
System Reliability - Travel Time Savings	10 Points
Cost-Effectiveness - Benefit Cost Analysis	15 Points
Sustainability - Emissions Reductions	15 Points

For complete details about the project selection process see Kern Council of Governments Project Delivery Policies and Procedures available at www.kerncog.org/category/docs/other-docs/.

LOCAL STREETS AND ROADS

Safety Program

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

Locally Funded Projects

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

Regional Surface Transportation Program (RSTP)

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

Congestion Mitigation & Air Quality (CMAQ)

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

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

AVIATION

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

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

Airport Funding

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

MASS TRANSPORTATION

Mass Transit Project Development Funding

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

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

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

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

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

Delano

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

GET

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

Kern County

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

Special Needs

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

Rail

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

NON-MOTORIZED TRANSPORTATION

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

Bicycle Path & Pedestrian/Landscape Projects

The selection process for Active Transportation Program (ATP) funded projects was a state process, through the California Transportation Commission (CTC). Once yearly apportionment planning amounts were assigned, agency participants of the MPO evaluated projects on an individual basis using the state established set of project criteria. Once the ranking was established and new projects were selected, the MPO was able to include the projects into the FTIP. The CTC approves the allocation of funding. The ATP projects are separated into two lists: bicycle projects and pedestrian/landscape projects. New projects in this category will eventually be selected using the ATP guidelines that the CTC approved April 2020.

Recreational Trails Program

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

APPENDIX A: Resolution

Draft 2021 Federal Transportation Improvement Program
Resolution

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

RESOLUTION NO. 21-06

In the Matter of:

2021 Federal Transportation Improvement Program, 2018 Regional Transportation Plan Amendment 1, and Corresponding Conformity Analysis

WHEREAS, the Kern Council of Governments (Kern COG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

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

WHEREAS, a 2018 Regional Transportation Plan Amendment 1 (2018 RTP Amendment 1) has been prepared in full compliance with federal guidance; and

WHEREAS, a 2018 RTP Amendment 1 has been prepared in accordance with state guidelines adopted by the California Transportation Commission and;

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

WHEREAS, the 2021 Federal Transportation Improvement Program (2021 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through Kern COG forum and general public involvement; and

WHEREAS, the 2021 FTIP program listing is consistent with: 1) the 2018 RTP Amendment 1; 2) the 2020 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2021 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2021 FTIP and 2018 RTP Amendment 1 meet all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, Kern COG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, projects submitted in the 2021 FTIP and 2018 RTP Amendment 1 must be financially constrained and the financial plan affirms that funding is available; and

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

WHEREAS, the corresponding Conformity Analysis supports a finding that the 2021 FTIP and 2018 RTP Amendment 1 meet the air quality conformity requirements for ozone and particulate matter; and

WHEREAS, the 2021 FTIP and 2018 RTP Amendment 1 do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2021 FTIP and 2018 RTP Amendment 1 conform to the applicable SIPs; and

WHEREAS, the documents have been widely circulated and reviewed by Kern COG's advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Kern County consistent with public participation process adopted by Kern COG; and

WHEREAS, a public hearing was conducted on January 21, 2021 to hear and consider comments on the 2021 FTIP, 2018 RTP Amendment 1, and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that Kern COG adopts the 2021 FTIP, 2018 RTP Amendment 1, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that Kern COG finds that the 2021 FTIP and 2018 RTP Amendment 1 are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

AUTHORIZED AND SIGNED THIS 18th DAY OF FEBRUARY 2021.

TRUJILLO, B.SMITH, LESSENEVITCH, CRUMP, BLADES, PROUT
AYES: KRIER, P.SMITH, GARCIA, COUCH, SCRIVNER, PARRA, KERSEY
NAVARRO

NOES: NONE

ABSTAIN: NONE

ABSENT: VASQUEZ, GONZALEZ



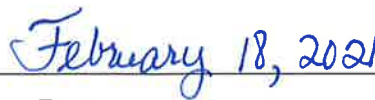
Bob Smith, Chairman
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 18th day of February 2021.



Ahron Hakimi, Executive Director
Kern Council of Governments



Date

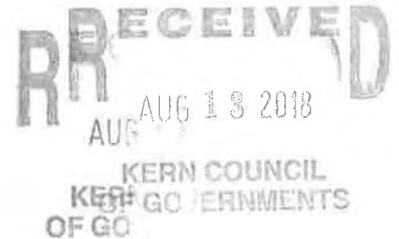
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APPENDIX B: Transit Operator Agreements

MOU between KCOG and Delano

MOU between KCOG and GET

**MEMORANDUM OF UNDERSTANDING (MOU)
BETWEEN KERN COUNCIL OF GOVERNMENTS AND
CITY OF DELANO**



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

This MOU made effective on June 21st, 2018, is made by and between Kern Council of Governments, herein referred to as Kern COG, and City of Delano's Delano Area Rapid Transit herein referred to as DART. The purpose of this MOU is to:

- 1) Foster a cooperative and mutually beneficial working relationship between noted agencies for the provision of comprehensive, effective, and coordinated transit planning on behalf of metro-Bakersfield public mass transportation systems;
- 2) Identify the transit planning responsibilities in coordination with the State of California for programming federal transit funds within the Federal Transportation Improvement Program (FTIP); and
- 3) Be consistent with the most recent Federal Transit guidelines and otherwise update the original MOU from 2017 in compliance with the Federal Transit Administration in each area with multiple recipients of Urbanized Area Formula grants.

RECITALS:

WHEREAS, in July 1992, DART was formed to provide public transportation for greater Delano, including all of the city limits as well as adjacent unincorporated areas; and

WHEREAS, DART is a public transportation provider that is eligible to apply for and receive Federal Transit Administration (FTA) Section 5307 and 5339 for capital, operating, and planning assistance for the delivery of passenger mobility services; and

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

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

WHEREAS, the Federal Surface Transportation Act requires Metropolitan Planning Organizations (MPOs) to work cooperatively with public transportation service providers to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas. Those plans and programs are intended to further the national interest in encouraging and promoting the Fixing America's Surface Transportation Act (FAST Act). Transportation services increase the public's mobility and foster

and foster economic growth and development within and through urbanized areas while minimizing transportation-related fuel consumption and air pollution; and

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

WHEREAS, Part 450, Subpart C, Section 314 of Chapter I of Title 23 CFR requires that there be an MOU and that it be updated in line with new federal transit legislation between the MPO and operators, which specifies cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and transit programming; and

WHEREAS, DART is the local and regional provider of publicly owned transit systems serving the Delano Small Urbanized Area (UZA); and

WHEREAS, Kern COG and DART desire to establish the basic structure for cooperative planning and decision-making for transit planning, and programming pursuant to the above requirements.

AGREEMENT:

1. Limitation of Statutory Construction: Nothing in this MOU shall be construed to interfere with the authority, under any State law in effect on the date of the enactment of Section 134 of Title 23 USC, of a public agency with the multimodal transportation responsibilities to develop:

- a. Plans and programs for adoption by a metropolitan organization; and
- b. Develop long-range capital plans, coordinate transit services, and projects, and carry out other activities pursuant to State law.

2. Kern region-wide Transit Coordination: Kern COG and DART agree to work cooperatively with each other and with other public and private transit providers, and local agencies to ensure the provision of coordinated, cost-effective, region-wide transit services. Such coordination includes, to the extent feasible, fares; operating service agreements; past policies; transit information and marketing; schedule and service coordination; capital needs; shared passenger facilities; consolidation of data to meet periodic reporting requirements; and other activities as agreed upon by parties.

3. Planning: Kern COG and DART shall coordinate, to the extent feasible, planning efforts and studies as required by state and federal laws. This coordination shall include but not be limited to:

3.1 Overall Work Program: In accordance with state and federal requirements, Kern COG annually prepares, adopts, and updates an Overall Work Program (OWP) describing regional planning activities. The OWP identifies Kern COG's regionally significant planning activities of the State, transit operators, local governments, and completes an integrated, comprehensive program document. DART agrees to annually prepare a list of regionally significant transit-related planning studies for the future that includes:

- a. A brief description of said studies by June 30th annually.



- b. A detailed description of said studies by January 1st of the following year.

Examples of regionally significant transit studies include preparation and update of Short-range Transit Plans (TDPs), Long-range Transit Plans (LRTPs), operational studies that may involve inter-city connections, and other joint changes that may affect the coordination and efficiency of local and regional transit services within the region.

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

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

3.3 Long-range Transit Plan: DART will develop a Long-range Transit Plan. The Long-range Plan will assess the transportation needs of DART and sets forth improvements necessary to address those needs over approximately a twenty (20) year period; it will be updated every three years to be consistent with the Short-range Transit Plan.

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

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

3.4 Planning Assistance: The need to prepare short and long-range plans for the development of sound financial decisions in the transportation planning and programming process is essential. Comprehensive planning is required to establish and maintain the public transportation planning documents. This input includes, but is not limited to the following:



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

3.5 Regional Transportation Plan (RTP): To comply with USC 23 CFR 450, Subpart C, Section 322, Kern COG will prepare a Regional Transportation Plan, hereinafter referred to as the RTP, which meets the requirement of California Government Code Section 65080 et. Seq. and the most current California Transportation Commission's (CTC) Regional Transportation Planning Guidelines. Kern COG agrees to derive from DART's Short-range Transit Plan(s) as a starting point for a long-range projection of public transit and paratransit components of the RTP within the DART transit service area. The RTP itself updated every four (4) years, will be directed at achieving a coordinated and balanced regional transportation system. The RTP will be developed with the full cooperation and participation of all affected or interested agencies, including DART, air quality agencies, Caltrans, the public and private sectors.

Any RTP provisions proposed to achieve a coordinated regional transit that necessitates an amendment to DART's Short-range Transit Plan (SRTP) will be identified and referred to DART for their consideration prior to adoption or amendment of the RTP. DART may choose to amend its SRTP to achieve consistency with proposed RTP provisions, or not pursue said amendment for the near term horizon of the local Plan.

3.6 Regional and Federal Transportation Improvement Programs: Kern COG is responsible for the periodic development, endorsement, and amendment of both a Regional Transportation Improvement Plan (RTIP) and a Federal Transportation Improvement Plan (FTIP), pursuant to state and federal requirements, listed below:

- a. Kern COG agrees that the RTIP/FTIP will be prepared cooperatively on a fair and equitable basis with DART and all public agencies eligible to receive project funding.
- b. DART agrees to report to Kern COG a listing of projects for which federal funds were obligated in the previous fiscal year October 1st of every year.
- c. Kern COG agrees to include in the RTIP/FTIP projects recommended by DART which relate to FTA Sections 5307 and 5339 subject to provisions of this MOU, and subject to a finding by Kern COG of consistency with adopted SRTPs and the most recently adopted RTP.

4. State of Good Repair – Transit Asset Management (TAM): The Federal Transit Administration continues to advance efforts to implement a performance-based approach to planning. The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) requires the FTA and Federal Highway Administration (FHWA) to develop a performance-driven and outcome-based program that provides a greater level of transparency and accountability, improved project decision making, and more efficient investment of Federal transportation funds. The Fixing America's Surface Transportation Act of 2015 (FAST Act) further affirmed the tradition of performance management through its Transit Asset Management (TAM) Plan requirement. Information on preparation of Tier I and Tier II TAM Plans may be viewed on this Internet link: <http://www.transit.dot.gov/TAM/TAMPLANS>



The Planning Rule requires each Metroplottian Planning Organization to establish targets for DART no later than 180 days after the date on which the relevant State or provider transportation establishes its performance targets for DART. (See amendment I for State of Good Repair – Transit Asset Management relevant CFRs.)

5. Programming: Kern COG and DART shall coordinate, to the extent feasible, programming efforts and studies as required by state and federal. This coordination shall include but not be limited to:

5.1 Programming Criteria: Kern COG and DART will employ the following selection criteria to establish priorities for urban transit funding:

- a. Maintenance of existing service levels;
- b. Project purpose and need;
- c. Anticipated benefits (including mobility and air quality);
- d. Degree of improvement to transit system performance;
- e. Air quality benefits;
- f. Cost-effectiveness of transit improvements; and
- g. Leveraging other funding sources.

5.2 Section 5307 Programming: Pursuant to Part 450, Subpart C, Sections 424.326 and 328, the selection of federally funded projects for implementation in metropolitan areas shall be carried out, from the approved transportation improvement program, as listed by:

- a. In the case of projects under Title 23, the State; or
 - b. In the case of projects under Chapter 53 of Title 49, the designated transit funding recipients;
- and
- c. In cooperation with Kern COG.

5.3 Program of Projects (POP): By mid-October of each year, DART shall prepare and adopt a "Program of Projects" (POP) consistent with the requirements of Title 49 U.S.C. Section 5307 (c) (1) through (7). As part of this process GET will:

- a. Make available to the public, and all parties to this MOU, information concerning a number of funds available under the Urbanized Area Formula Program of the Projects (POP) that the recipients propose to undertake with such funds;
- b. Develop a list of candidate activities proposed to be financed, in consultation with Kern COG and DART, interested parties, including qualifying private transportation providers;
- c. Bring the draft POP to the transit advisory committees for Kern COG and incorporate their feedback;
- d. Prepare a description of the proposed POP in sufficient detail as to afford affected citizens, private transportation providers, and, as appropriate, local elected officials, and opportunity to examine the proposed POP and submit comments on such projects, whether local or regional in nature;



e. DART publishes public hearing notices in local print media to obtain the views of residents, agencies, and interested organizations on the proposed POP in accordance with DART's adopted Public Participation Plan guidelines; those notices will be issued per the FTA guidelines on public participation;

f. Ensure that the proposed POP provides for the coordination of transit services assisted by the Large Urbanized Area Formula Program and the transportation services assisted by other Federal sources for optimal use of funding available to the urbanized area;

g. Consider comments and views received, from DART and their advisory bodies, Kern COG, and its regional advisory committees, interested organizations, and the general public as well as those of private transportation providers, in preparing the final POP; and

h. Make the final adopted POP available to the public and forward it to Kern COG for incorporation (or rejection) in the FTIP by December of each year.

5.3 Incorporation or Rejection in the FTIP; Kern COG will include all POP projects nominated from the annual urbanized area allocation in its entirety in the FTIP unless Kern COG finds that:

a. The POP is insufficient with the planning and programming process (Section 5.3) and criteria (Section 5.1) in this MOU; or

b. There are insufficient funds to implement the POP based on the Federal apportionment; or

c. The POP is inconsistent with the RTP and/or adopted GET transit plans.

If Kern COG proposes to reject the POP, it will provide notice to DART not later than 30 days after it receives the POP. Kern COG's Executive Director shall provide notice by letter; the notice does not require formal Board action. At a minimum, said letter shall specify which of the three findings noted above from the basis for rejection of the POP and shall describe how a proposed project or projects fail to be consistent with said finding(s). Whenever Kern COG rejects the POP, DART may submit a new POP. Unless the new POP is rejected in the same manner, it will be incorporated into the FTIP as an FTIP Amendment.

5.4 Committees: The following committees, as established, shall be staffed by DART.

a. KernCOG's Transportation Technical Advisory Committee (TTAC) made of sixteen (16) voting staff members shall include one (1) representative from Kern COG and one (1) representative from the Air Pollution Control District as ex-officio members.

b. Kern COG's Social Service Transportation Advisory Committee (SSTAC) made of eleven (11) voting members shall include one (1) representative from GET.

c. Kern COG's Transit Operator's Committee made of twelve (12) voting members and one (1) assigned representative from GET.



d. Kern COG's Regional Planning Advisory Committee (RPAC) made of seventeen (17) voting members: One (1) assigned representative from GET.

e. Kern COG's Transportation Planning Policy Committee (TPPC) made of sixteen (16) voting members: One voting member from the Delano City Council.

5.5 Disputes: Negotiations regarding the allocation of funds by the Delano City Council shall be conducted in good faith.

Once Kern COG has approved a draft POP, if a dispute involving one or more project's failure to be consistent with findings (a), (b), and (c) listed in Section 5.4 (inclusive of programming criteria listed in Section 5.1). the dispute shall be forwarded to Kern COG's TTAC for review and recommendation. The recommendation of Kern COG's TTAC shall be forwarded to the Delano City Council for review and potential revisoin of the area POP. GET will consider the recommendations of the review and potential revision of the area POP. DART will consider the recommendation of the Kern COG's TTAC and choose to either incorporate or not incorporate the Committee's recommendations, it shall provide Kern COG with specific findings and rationale for this decision.

Kern COG shall consider the recommendations of the Delano City Council and also the recommendations of Kern COG's TTAC when disputes have not been resolved. Based upon those considerations, Kern COG shall make a final determination of POP consistency with the adopted RTP, and that decision shall be final.

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

DART will assist KernCOG's effort to track the overall progress receiving federal funds. At a minimum, the report will include:

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

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

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



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

6. Labor Standards: Pursuant to Title 49, Section 5333(b)(A) through Section 5333(b)(F), Kern COG and DART shall ensure that interests of employees affected by the assistance of federal funds shall be protected under arrangements of the Secretary of Labor concluded to be fair and equitable. These rights include the preservation of rights, privileges, and benefits under existing collective bargaining agreements, the continuation of collective bargaining rights, the protection of individual employees of acquired mass transportation systems, the priority of reemployment, and paid training or retraining.

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

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

IN WITNESS WHEREOF, the parties hereto have caused the MEMORANDUM OF UNDERSTANDING to be executed by their officers and agents thereunto duly authorized ON THE DAY AND YEAR FIRST WRITTEN.

GET:


Grace Vallejo, Mayor
City of Delano


KERN COUNCIL OF GOVERNMENTS:


Cheryl Wegman, Chair
Kern Council of Governments


APPROVED AS TO CONTENT:


Maibel Reyna, City Manager
City of Delano

APPROVED AS TO CONTENT:


Ahron Hakimi, Executive Director
Kern Council of Governments

APPROVED AS TO FORM:


Bonny Garcia, Attorney
City of Delano
RACHEL
RUFFMAN
CITY ATTORNEY

APPROVED AS TO FORM:


Brian Van Wyk, Attorney
Kern County Counsel

ATTACHMENT NO. 1

The Fixing America's Surface Transportation Act (FAST Act) of 2015 provides guidance for transit operators eligible to receive federal transit funds through the 5307 and 5339 program to report the condition of vehicles, facilities, and equipment through the State of Good Repair and Transit Asset Management Plan reporting. The reporting responsibilities are contained in the below Code of Federal Regulations (CFRs).

23 CFR 450.306 – **Scope of the metropolitan transportation planning process**

(a) To accomplish the objectives in CFRs 450.300 and 450.306(b), metropolitan planning organizations designed under CFR 450.310, in cooperation with the State and public transportation operators, shall develop long-range plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

(c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development,



land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

(d) Performance-based approach.

(1) The metropolitan transportation factors planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301 (c).

(2) Establishment of performance targets by metropolitan planning organizations.

(i) The metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326 (c), and 49 U.S.C. 5329 (d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.

(ii) The selection of targets that address performance measures described in 23 U.S.C. 150 (c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490 and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.

(iii) The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U. S. C. 5329(d).

(3) Each MPO shall establish the performance target under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(4) An MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:

(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;

(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;

(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);

(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;



- (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(i), as applicable;
- (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
- (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and
- (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

23 CFR 450.314 – Metropolitan planning agreements.

- (a) The MPO(s), the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out of the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO(s), the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement among all responsible parties should be developed. The written agreement(s) shall include specific provisions for the development of financial plans that support the metropolitan transportation plan (see 23 CFR 450.324) and the metropolitan TIP (see 23 CFR 450.334).
- (b) The MPO(s), the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.
- (c) If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO(s) describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity regulations (40 CFR part 93, subpart A). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the nonattainment or maintenance area outside the MPA.
- (d) In nonattainment or maintenance areas, if MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality transportation planning.
- (e) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves a UZA, when more than one MPO serves a UZA, and when



an MPA includes a UZA that has been designated as a TMA as well as a UZA that is not a TMA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section or documented in some other means outside of the metropolitan planning agreements as determined cooperatively by MPO(s), State(s), and providers of public transportation.

23 CFR 450.324 – Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO(s) shall consider factors described in 23 CFR 450.306 as the factors related to a minimum 20-year forecast period. In nonattainment and maintenance area, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO(s).

(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO(s) shall review and update the transportation plan every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the **transportation plan's** validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO(s) may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO(s) shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO(s) shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

(e) The MPO(s), the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO(s) shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO(s) shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

(f) The metropolitan transportation plan shall at a minimum, include:

(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.



(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkway and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d).

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including:

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with the system performance recorded in previous reports, including baseline data; and

(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.

(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.

(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.

(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101.(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.



(9) Design concept and design scope descriptions of all existing and proposed and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determination under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO(s) shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO(s) may establish reasonable timeframes for performing this consultation.

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under 23 CFR 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO(s) shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).



(v) For outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost range/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

(g) The MPO(s) shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available;
or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

(i) The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance under 49 CFR part 659, as in effect until completion of the Public Transportation agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.



(h) An MPO may while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

(1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider:

(i) Potential regional investment strategies for the planning horizon;

(ii) Assumed distribution of population and employment;

(iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in 23 CFR 405.306(d) and measures establish under 23 CFR part 490;

(iv) A scenario that improves the baseline conditions for as many of the performance measures identified in 23 CFR 450.306(d) as possible;

(v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) Estimated costs and potential revenues available to support each scenario.

(2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.

(i) The MPO(s) shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under 23 CFR 450.316(a).

(j) The MPO(s) shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

(k) A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.

(l) In nonattainment and maintenance areas for transportation-related pollutants, the MPO(s), as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation



conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. As interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

23 CFR 450.326 (C & D) – Development and content of the transportation improvement program (TIP)

(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

23 CFR 450.340 – Phase-in of new requirements

(a) Prior to May 27, 2018, an MPO or MPO(s) may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements of the provisions and requirements of this part. On or after May 27, 2018, an MPO or MPOs may not adopt a metropolitan transportation plan that has not been developed according to the provisions and requirements of this part.

(b) Prior to May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may determine the conformity of, or approve as part of a STIP, a TIP that has been developed using SAFETEA-LU requirements or the provisions and requirements of this part. On or after May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may only determine the conformity of, or approve as part of a STIP, a TIP that has been developed according to the provisions and requirements of this part, regardless of when the MPO developed the TIP.

(c) On and after May 27, 2018 (2 years after the issuance of this rule), the FHWA and the FTA will take action (i.e., conformity determinations and STIP approvals) on an updated or amended TIP developed under the provisions of this part, even if the MPO has not yet adopted a new metropolitan transportation plan under the provisions of this part, as long as the underlying transportation planning process is consistent with the requirements in the MAP-21.



(d) On or after May 27, 2018 (2 years after the publication date of this rule), an MPO may make an administrative modification to a TIP that conforms to either the SAFETEA-LU or to the provisions and requirements of this part.

(e) Two years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329, FHWA/FTA will only determine the conformity of or approve as part of a STIP, a TIP that is based on a metropolitan transportation planning process that meets the performance-based planning requirements in this part and in such a rule.

(f) Prior to 2 years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, MPO may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements or the performance-based planning requirements of this part and in such a rule. Two years on or after the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, an MPO may only adopt a metropolitan transportation plan that has been developed according to the performance-based provisions and requirements of this part and in such a rule.

(g) A newly designated TMA shall implement the congestion management process described in 23 CFR 450.322 within 18 months of designation.

(h) With respect to requirements added in 23 CFR 450.306(d); 450.312(a), (h), (l), and (j); 450.314(e), (f), (g), and (h); and 450.324(c), (d), (e), (f), (h), (l), and (n); 450.326; 450.330; 450.332(c); 450.334(a); and 450.336(b), on January 19, 2017; States and MPOs shall comply with the MPA boundary and MPO boundaries agreement provisions, shall document the determination of Governor and MPO(s) whether the size and complexity of the MPA make multiple MPOs appropriate, and the MPOs shall comply with the requirements for jointly established performance targets, and a single metropolitan transportation plan and TIP for the entire MPA, prior to the next metropolitan transportation plan update occurring on or after the date that is 2 years after the date the U.S. Census Bureau releases its notice of Qualifying Urban Areas following the 2020 census.



**MEMORANDUM OF UNDERSTANDING (MOU)
BETWEEN KERN COUNCIL OF GOVERNMENTS AND
GOLDEN EMPIRE TRANSIT DISTRICT (GET)**

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

This MOU made effective on June 21st, 2018, is made by and between Kern Council of Governments, herein referred to as Kern COG, and Golden Empire Transit District herein referred to as GET. The purpose of this MOU is to:

- 1) Foster a cooperative and mutually beneficial working relationship between noted agencies for the provision of comprehensive, effective, and coordinated transit planning on behalf of metro-Bakersfield public mass transportation systems;
- 2) Identify the transit planning responsibilities in coordination with the State of California for programming federal transit funds within the Federal Transportation Improvement Program (FTIP); and
- 3) Be consistent with the most recent Federal Transit guidelines and otherwise update the original MOU from 2017 in compliance with the Federal Transit Administration in each area with multiple recipients of Urbanized Area Formula grants.

RECITALS:

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

WHEREAS, GET is a public transportation provider that is eligible to apply for and receive Federal Transit Administration (FTA) Section 5307 and 5339 for capital, operating, and planning assistance for the delivery of passenger mobility services; and

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

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

WHEREAS, the Federal Surface Transportation Act requires Metropolitan Planning Organizations (MPOs) to work cooperatively with public transportation service providers to develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) for urbanized areas. Those plans and programs are intended to further the national interest in encouraging and promoting the Fixing America's Surface Transportation Act (FAST Act). Transportation services increase the public's mobility



and foster economic growth and development within and through urbanized areas while minimizing transportation-related fuel consumption and air pollution; and

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

WHEREAS, Part 450, Subpart C, Section 314 of Chapter I of Title 23 CFR requires that there be an MOU and that it be updated in line with new federal transit legislation between the MPO and operators, which specifies cooperative procedures for carrying out transportation planning (including corridor and subarea studies) and transit programming; and

WHEREAS, GET is the local and regional provider of publicly owned transit systems serving the Bakersfield Large Urbanized Area (UZA); and

WHEREAS, Kern COG and GET desire to establish the basic structure for cooperative planning and decision-making for transit planning, and programming pursuant to the above requirements.

AGREEMENT:

1. Limitation of Statutory Construction: Nothing in this MOU shall be construed to interfere with the authority, under any State law in effect on the date of the enactment of Section 134 of Title 23 USC, of a public agency with the multimodal transportation responsibilities to develop:
 - a. Plans and programs for adoption by a metropolitan organization; and
 - b. Develop long-range capital plans, coordinate transit services, and projects, and carry out other activities pursuant to State law.

2. Kern region-wide Transit Coordination: Kern COG and GET agree to work cooperatively with each other and with other public and private transit providers, and local agencies to ensure the provision of coordinated, cost-effective, region-wide transit services. Such coordination includes, to the extent feasible, fares; operating service agreements; past policies; transit information and marketing; schedule and service coordination; capital needs; shared passenger facilities; consolidation of data to meet periodic reporting requirements; and other activities as agreed upon by parties.

3. Planning: Kern COG and GET shall coordinate, to the extent feasible, planning efforts and studies as required by state and federal laws. This coordination shall include but not be limited to:
 - 3.1 Overall Work Program: In accordance with state and federal requirements, Kern COG annually prepares, adopts, and updates an Overall Work Program (OWP) describing regional planning activities. The OWP identifies Kern COG's regionally significant planning activities of the State, transit operators, local governments, and completes an integrated, comprehensive program document. GET agrees to annually prepare a list of regionally significant transit-related planning studies for the future that includes:
 - a. A brief description of said studies by June 30th annually.



- b. A detailed description of said studies by January 1st of the following year.

Examples of regionally significant transit studies include preparation and update of Short-range Transit Plans (TDPs), Long-range Transit Plans (LRTPs), operational studies that may involve inter-city connections, and other joint changes that may affect the coordination and efficiency of local and regional transit services within the region.

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

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

3.3 Long-range Transit Plan: GET will develop a Long-range Transit Plan. The Long-range Plan will assess the transportation needs of GET and sets forth improvements necessary to address those needs over approximately a twenty (20) year period; it will be updated every three years to be consistent with the Short-range Transit Plan.

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

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

3.4 Planning Assistance: The need to prepare short and long-range plans for the development of sound financial decisions in the transportation planning and programming process is essential. Comprehensive planning is required to establish and maintain the public transportation planning documents. This input includes, but is not limited to the following:



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

3.5 Regional Transportation Plan (RTP): To comply with USC 23 CFR 450, Subpart C, Section 322, Kern COG will prepare a Regional Transportation Plan, hereinafter referred to as the RTP, which meets the requirement of California Government Code Section 65080 et. Seq. and the most current California Transportation Commission's (CTC) Regional Transportation Planning Guidelines. Kern COG agrees to derive from GET's Short-range Transit Plan(s) as a starting point for a long-range projection of public transit and paratransit components of the RTP within the GET transit service area. The RTP itself updated every four (4) years, will be directed at achieving a coordinated and balanced regional transportation system. The RTP will be developed with the full cooperation and participation of all affected or interested agencies, including GET, air quality agencies, Caltrans, the public and private sectors.

Any RTP provisions proposed to achieve a coordinated regional transit that necessitates an amendment to GET's Short-range Transit Plan (SRTP) will be identified and referred to GET for their consideration prior to adoption or amendment of the RTP. GET may choose to amend its SRTP to achieve consistency with proposed RTP provisions, or not pursue said amendment for the near term horizon of the local Plan.

3.6 Regional and Federal Transportation Improvement Programs: Kern COG is responsible for the periodic development, endorsement, and amendment of both a Regional Transportation Improvement Plan (RTIP) and a Federal Transportation Improvement Plan (FTIP), pursuant to state and federal requirements, listed below:

- a. Kern COG agrees that the RTIP/FTIP will be prepared cooperatively on a fair and equitable basis with GET and all public agencies eligible to receive project funding.
- b. GET agrees to report to Kern COG a listing of projects for which federal funds were obligated in the previous fiscal year October 1st of every year.
- c. Kern COG agrees to include in the RTIP/FTIP projects recommended by GET which relate to FTA Sections 5307 and 5339 subject to provisions of this MOU, and subject to a finding by Kern COG of consistency with adopted SRTPs and the most recently adopted RTP.

4. State of Good Repair – Transit Asset Management (TAM): The Federal Transit Administration continues to advance efforts to implement a performance-based approach to planning. The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) requires the FTA and Federal Highway Administration (FHWA) to develop a performance-driven and outcome-based program that provides a greater level of transparency and accountability, improved project decision making, and more efficient investment of Federal transportation funds. The Fixing America's Surface Transportation Act of 2015 (FAST Act) further affirmed the tradition of performance management through its Transit Asset Management (TAM) Plan requirement. Information on preparation of Tier I and Tier II TAM Plans may be viewed on this Internet link: <http://www.transit.dot.gov/TAM/TAMPLANS>



The Planning Rule requires each Metropolitan Planning Organization to establish targets for GET no later than 180 days after the date on which the relevant State or provider transportation establishes its performance targets for GET. (See amendment I for State of Good Repair – Transit Asset Management relevant CFRs.)

5. Programming: Kern COG and GET shall coordinate, to the extent feasible, programming efforts and studies as required by state and federal. This coordination shall include but not be limited to:

5.1 Programming Criteria: Kern COG and GET will employ the following selection criteria to establish priorities for urban transit funding:

- a. Maintenance of existing service levels;
- b. Project purpose and need;
- c. Anticipated benefits (including mobility and air quality);
- d. Degree of improvement to transit system performance;
- e. Air quality benefits;
- f. Cost-effectiveness of transit improvements; and
- g. Leveraging other funding sources.

5.2 Section 5307 Programming: Pursuant to Part 450, Subpart C, Sections 424.326 and 328, the selection of federally funded projects for implementation in metropolitan areas shall be carried out, from the approved transportation improvement program, as listed by:

- a. In the case of projects under Title 23, the State; or
 - b. In the case of projects under Chapter 53 of Title 49, the designated transit funding recipients;
- and
- c. In cooperation with Kern COG.

5.3 Program of Projects (POP): By mid-October of each year, GET shall prepare and adopt a "Program of Projects" (POP) consistent with the requirements of Title 49 U.S.C. Section 5307 (c) (1) through (7). As part of this process GET will:

- a. Make available to the public, and all parties to this MOU, information concerning a number of funds available under the Urbanized Area Formula Program of the Projects (POP) that the recipients propose to undertake with such funds;
- b. Develop a list of candidate activities proposed to be financed, in consultation with Kern COG and GET, interested parties, including qualifying private transportation providers;
- c. Bring the draft POP to the transit advisory committees for Kern COG and incorporate their feedback;
- d. Prepare a description of the proposed POP in sufficient detail as to afford affected citizens, private transportation providers, and, as appropriate, local elected officials, and opportunity to examine the proposed POP and submit comments on such projects, whether local or regional in nature;



e. GET publishes public hearing notices in local print media to obtain the views of residents, agencies, and interested organizations on the proposed POP in accordance with GET's adopted Public Participation Plan guidelines; those notices will be issued per the FTA guidelines on public participation;

f. Ensure that the proposed POP provides for the coordination of transit services assisted by the Large Urbanized Area Formula Program and the transportation services assisted by other Federal sources for optimal use of funding available to the urbanized area;

g. Consider comments and views received, from GET and their advisory bodies, Kern COG, and its regional advisory committees, interested organizations, and the general public as well as those of private transportation providers, in preparing the final POP; and

h. Make the final adopted POP available to the public and forward it to Kern COG for incorporation (or rejection) in the FTIP by December of each year.

5.3 Incorporation or Rejection in the FTIP; Kern COG will include all POP projects nominated from the annual urbanized area allocation in its entirety in the FTIP unless Kern COG finds that:

a. The POP is insufficient with the planning and programming process (Section 5.3) and criteria (Section 5.1) in this MOU; or

b. There are insufficient funds to implement the POP based on the Federal apportionment; or

c. The POP is inconsistent with the RTP and/or adopted GET transit plans.

If Kern COG proposes to reject the POP, it will provide notice to GET not later than 30 days after it receives the POP. Kern COG's Executive Director shall provide notice by letter; the notice does not require formal Board action. At a minimum, said letter shall specify which of the three findings noted above from the basis for rejection of the POP and shall describe how a proposed project or projects fail to be consistent with said finding(s). Whenever Kern COG rejects the POP, GET may submit a new POP. Unless the new POP is rejected in the same manner, it will be incorporated into the FTIP as an FTIP Amendment.

5.4 Committees: The following committees, as established, shall be staffed by GET.

a. KernCOG's Transportation Technical Advisory Committee (TTAC) made of sixteen (16) voting staff members shall include one (1) representative from Kern COG and one (1) representative from the Air Pollution Control District as ex-officio members.

b. Kern COG's Social Service Transportation Advisory Committee (SSTAC) made of eleven (11) voting members shall include one (1) representative from GET.

c. Kern COG's Transit Operator's Committee made of twelve (12) voting members and one (1) assigned representative from GET.



d. Kern COG's Regional Planning Advisory Committee (RPAC) made of seventeen (17) voting members: One (1) assigned representative from GET.

e. Kern COG's Transportation Planning Policy Committee (TPPC) made of sixteen (16) voting members: One voting member from the GET Board of Directors.

5.5 Disputes: Negotiations regarding the allocation of funds by the GET Board of Directors shall be conducted in good faith.

Once Kern COG has approved a draft POP, if a dispute involving one or more project's failure to be consistent with findings (a), (b), and (c) listed in Section 5.4 (inclusive of programming criteria listed in Section 5.1). the dispute shall be forwarded to Kern COG's TTAC for review and recommendation. The recommendation of Kern COG's TTAC shall be forwarded to the GET's Board of Directors for review and potential revisoin of the area POP. GET will consider the recommendations of the review and potential revision of the area POP. GET will consider the recommendation of the Kern COG's TTAC and choose to either incorporate or not incorporate the Committee's recommendations, it shall provide Kern COG with specific findings and rationale for this decision.

Kern COG shall consider the recommendations of the GET's Board of Directors and also the recommendations of Kern COG's TTAC when disputes have not been resolved. Based upon those considerations, Kern COG shall make a final determination of POP consistency with the adopted RTP, and that decision shall be final.

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

GET will assist KernCOG's effort to track the overall progress receiving federal funds. At a minimum, the report will include:

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

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

5.7 FTIP Amendments: Kern COG's Executive Director will exercise the authority delegated to process minor administrative amendments, for example, changes in the source of funds and shifting of federal



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

6. Labor Standards: Pursant to Title 49, Section 5333(b)(A) through Section 5333(b)(F), Kern COG and GET shall ensure that interests of employees affected by the assistance of federal funds shall be protected under arrangements of the Secretary of Labor concluded to be fair and equitable. These rights include the preservation of rights, privileges, and benefits under existing collective bargaining agreements, the continuation of collective bargaining rights, the protection of individual employees of acquired mass transportation systems, the priority of reemployment, and paid training or retraining.

7. MOU Amendment: This may not be amended except by the written consnet of both parties.

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

IN WITNESS WHEREOF, the parties hereto have caused the MEMORANDUM OF UNDERSTANDING to be executed by their officers and agents thereunto duly authorized ON THE DAY AND YEAR FIRST WRITTEN.

GET:

KERN COUNCIL OF GOVERNMENTS:



Cindy Parra, Chair
Golden Empire Transit District



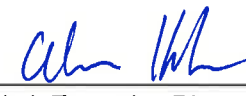
Cheryl Wegman, Chair
Kern Council of Governments

APPROVED AS TO CONTENT:

APPROVED AS TO CONTENT:



Karen King, Chief Executive Officer
Golden Empire Transit District



Ahron Hakimi, Executive Director
Kern Council of Governments

APPROVED AS TO FORM:

APPROVED AS TO FORM:



Jim Worth, Attorney
Golden Empire Transit District



Brian Van Wyk, Attorney
Kern County Counsel



ATTACHMENT NO. 1

The **Fixing America's Surface Transportation Act (FAST Act) of 2015** provides guidance for transit operators eligible to receive federal transit funds through the 5307 and 5339 program to report the condition of vehicles, facilities, and equipment through the State of Good Repair and Transit Asset Management Plan reporting. The reporting responsibilities are contained in the below Code of Federal Regulations (CFRs).

23 CFR 450.306 – **Scope of the metropolitan transportation planning process**

(a) To accomplish the objectives in CFRs 450.300 and 450.306(b), metropolitan planning organizations designed under CFR 450.310, in cooperation with the State and public transportation operators, shall develop long-range plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

(c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development,



land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.

(d) Performance-based approach.

(1) The metropolitan transportation factors planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301 (c).

(2) Establishment of performance targets by metropolitan planning organizations.

(i) The metropolitan planning organization shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326 (c), and 49 U.S.C. 5329 (d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization.

(ii) The selection of targets that address performance measures described in 23 U.S.C. 150 (c) shall be in accordance with the appropriate target setting framework established at 23 CFR part 490 and shall be coordinated with the relevant State(s) to ensure consistency, to the maximum extent practicable.

(iii) The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated, to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U. S. C. 5329(d).

(3) Each MPO shall establish the performance target under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(4) An MPO shall integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:

(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;

(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;

(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);

(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;



(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(i), as applicable;

(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);

and

(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable;

(viii) Other State transportation plans and transportation processes required as part of a performance-based program.

23 CFR 450.314 – Metropolitan planning agreements.

(a) The MPO(s), the State(s), and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out of the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO(s), the State(s), and the providers of public transportation serving the MPA. To the extent possible, a single agreement among all responsible parties should be developed. The written agreement(s) shall include specific provisions for the development of financial plans that support the metropolitan transportation plan (see 23 CFR 450.324) and the metropolitan TIP (see 23 CFR 450.334).

(b) The MPO(s), the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.

(c) If the MPA does not include the entire nonattainment or maintenance area, there shall be a written agreement among the State department of transportation, State air quality agency, affected local agencies, and the MPO(s) describing the process for cooperative planning and analysis of all projects outside the MPA within the nonattainment or maintenance area. The agreement must also indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas outside the MPA, will be treated for the purposes of determining conformity in accordance with the EPA's transportation conformity regulations (40 CFR part 93, subpart A). The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the MPA and the portion of the nonattainment or maintenance area outside the MPA.

(d) In nonattainment or maintenance areas, if MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 U.S.C. 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality transportation planning.

(e) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see 23 CFR 450.306(d)), and the collection of data for the State asset management plans for the NHS for each of the following circumstances: When one MPO serves a UZA, when more than one MPO serves a UZA, and when



an MPA includes a UZA that has been designated as a TMA as well as a UZA that is not a TMA that is not a TMA. These provisions shall be documented either as part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section or documented it in some other means outside of the metropolitan planning agreements as determined cooperatively by MPO(s), State(s), and providers of public transportation.

23 CFR 450.324 – Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO(s) shall consider factors described in 23 CFR 450.306 as the factors related to a minimum 20-year forecast period. In nonattainment and maintenance area, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO(s).

(b) The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO(s) shall review and update the transportation plan every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO(s) may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO(s) shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO(s) shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

(e) The MPO(s), the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO(s) shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO(s) shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

(f) The metropolitan transportation plan shall at a minimum, include:

(1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan.



(2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkway and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

(3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d).

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in 23 CFR 450.306(d), including:

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with the system performance recorded in previous reports, including baseline data; and

(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility congestion and maximize the safety and mobility of people and goods.

(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.

(7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.

(8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101.(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate.



(9) Design concept and design scope descriptions of all existing and proposed and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment **and maintenance areas for conformity determination under the EPA's** transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates.

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO(s) shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO(s) may establish reasonable timeframes for performing this consultation.

(11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under 23 CFR 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

(iv) In developing the financial plan, the MPO(s) shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to **reflect "year of expenditure dollars," based on reasonable financial principles** and information, developed cooperatively by the MPO(s), State(s), and public transportation operator(s).



(v) For outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost range/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

(g) The MPO(s) shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available;
or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

(i) The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance under 49 CFR part 659, as in effect until completion of the Public Transportation agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.



(h) An MPO may while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

(1) An MPO that chooses to develop multiple scenarios under this paragraph (i) is encouraged to consider:

(i) Potential regional investment strategies for the planning horizon;

(ii) Assumed distribution of population and employment;

(iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in 23 CFR 405.306(d) and measures established under 23 CFR part 490;

(iv) A scenario that improves the baseline conditions for as many of the performance measures identified in 23 CFR 450.306(d) as possible;

(v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) Estimated costs and potential revenues available to support each scenario.

(2) In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures.

(i) The MPO(s) shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under 23 CFR 450.316(a).

(j) The MPO(s) shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

(k) A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.

(l) In nonattainment and maintenance areas for transportation-related pollutants, the MPO(s), as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation



conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

23 CFR 450.326 (C & D) – Development and content of the transportation improvement program (TIP)

(c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).

(d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

23 CFR 450.340 – Phase-in of new requirements

(a) Prior to May 27, 2018, an MPO or MPO(s) may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements of the provisions and requirements of this part. On or after May 27, 2018, an MPO or MPOs may not adopt a metropolitan transportation plan that has not been developed according to the provisions and requirements of this part.

(b) Prior to May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may determine the conformity of, or approve as part of a STIP, a TIP that has been developed using SAFETEA-LU requirements or the provisions and requirements of this part. On or after May 27, 2018 (2 years after the publication date of this rule), FHWA/FTA may only determine the conformity of, or approve as part of a STIP, a TIP that has been developed according to the provisions and requirements of this part, regardless of when the MPO developed the TIP.

(c) On and after May 27, 2018 (2 years after the issuance of this rule), the FHWA and the FTA will take action (i.e., conformity determinations and STIP approvals) on an updated or amended TIP developed under the provisions of this part, even if the MPO has not yet adopted a new metropolitan transportation plan under the provisions of this part, as long as the underlying transportation planning process is consistent with the requirements in the MAP-21.



(d) On or after May 27, 2018 (2 years after the publication date of this rule), an MPO may make an administrative modification to a TIP that conforms to either the SAFETEA-LU or to the provisions and requirements of this part.

(e) Two years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329, FHWA/FTA will only determine the conformity of or approve as part of a STIP, a TIP that is based on a metropolitan transportation planning process that meets the performance-based planning requirements in this part and in such a rule.

(f) Prior to 2 years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, MPO may adopt a metropolitan transportation plan that has been developed using the SAFETEA-LU requirements or the performance-based planning requirements of this part and in such a rule. Two years on or after the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, or 49 U.S.C. 5329, an MPO may only adopt a metropolitan transportation plan that has been developed according to the performance-based provisions and requirements of this part and in such a rule.

(g) A newly designated TMA shall implement the congestion management process described in 23 CFR 450.322 within 18 months of designation.

(h) With respect to requirements added in 23 CFR 450.306(d); 450.312(a), (h), (l), and (j); 450.314(e), (f), (g), and (h); and 450.324(c), (d), (e), (f), (h), (l), and (n); 450.326; 450.330; 450.332(c); 450.334(a); and 450.336(b), on January 19, 2017; States and MPOs shall comply with the MPA boundary and MPO boundaries agreement provisions, shall document the determination of Governor and MPO(s) whether the size and complexity of the MPA make multiple MPOs appropriate, and the MPOs shall comply with the requirements for jointly established performance targets, and a single metropolitan transportation plan and TIP for the entire MPA, prior to the next metropolitan transportation plan update occurring on or after the date that is 2 years after the date the U.S. Census Bureau releases its notice of Qualifying Urban Areas following the 2020 census.



APPENDIX C: Directory

Glossary of Terms

Project Listing Codes

Air Quality Screening Criteria

GLOSSARY OF TERMS

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

PROJECT LISTING CODES

Fund Type

ATP	Active Transportation Program
CMAQ	Congestion Mitigation & Air Quality
Demo	Demonstration funding from federal transportation legislation
ER	Emergency Repair Program
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program
IMD	Interstate Maintenance Discretionary
JARC	Job Access Reverse Commute
Local	Local Agency Funds
LSSRP	Local Seismic Safety Retrofit Program
NCIIP	National Corridor Infrastructure Improvement Program
NF	New Freedom
NH	National Highway System
PNRS	Projects of National and Regional Significance
RIP	Regional Improvement Program
RIP-STIP AC	Regional Improvement Program - State Transportation Improvement Program advance construction
RSTP	Regional Surface Transportation Program
SB 1	Senate Bill 1: Road Repair and Accountability Act of 2017
Sec 130	Railway Highway Crossing
Sec 5307	Federal Transit Administration Section 5307 Grant
Sec 5310	Federal Transit Administration Section 5310 Grant
Sec 5311	Federal Transit Administration Section 5311 Grant
Sec 5339	Federal Transit Administration Section 5339 Grant
SHOPP	State Highways Operations and Protection Program
SHOPP-AC	State Highways Operations and Protection Program advance construction
SRTS	Safe Routes to School (Federal)
State	State of California
STIP	State Transportation Improvement Program [includes Regional Improvement Program (RIP) and Interregional Improvement Program (IIP)]
STIP-AC	State Transportation Improvement Program advance construction
STP	Surface Transportation Program
TCRP	Traffic Congestion Relief Program

Phase

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

AIR QUALITY SCREENING CRITERIA: Air Quality Assessment

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

Air Quality Screening Criteria continued

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

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

APPENDIX D: Status of Projects

Annual Obligations FY 2018-2019

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2019



**Kern Council
of Governments**

December 2019

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Purpose

Federal law, Title 23 CFR §450.334, requires that Kern Council of Governments publish an annual listing of projects for which funds have been obligated in the preceding year including a listing of pedestrian and bicycle projects.

“(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.”

This report is published in response to the above requirement by listing all federally funded transportation projects in the Kern County region that were obligated during federal fiscal year 2019. Obligation refers to the federal government’s commitment to pay or reimburse the lead agency for the federal share of a project’s cost. Obligation does not indicate expenditure or project completion; only that the project has been approved for federal reimbursement. Programmed project costs can be found in the corresponding Federal Transportation Improvement Program and Regional Transportation Plan.

Background

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

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

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

Kern COG’s member agencies are represented by a member of the city council of each of the eleven incorporated cities and two members of the Kern County Board of Supervisors. Golden Empire Transit District, California State Department of Transportation, and Military Joint Planning Policy Board are ex-officio members.

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Board of Directors**

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The Regional Transportation Plan

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

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

The Federal Transportation Improvement Program

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

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

Public Involvement

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

Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2019

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

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

This report indicates that approximately \$218 million in federal funds were obligated for transportation projects in the region between October 1, 2018 and September 30, 2019.

The obligated federal funding consisted of approximately \$3.8 million of Federal Highway Administration (FHWA) funds for bicycle/pedestrian facilities; 14 projects had bicycle/pedestrian components. \$15 million of Federal Transit Administration (FTA) funds were obligated for transit projects and \$280 thousand was transferred from FHWA to FTA for transit projects.

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2019

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
Arvin	HSIP	HSIPL	5370(025)	KER140601	INTERSECTION OF SR 223 AND DERBY STREET	TRAFFIC SIGNALIZATION (TC)	12/27/2018	-\$498,175	PE/RW	-\$498,175	0	
Bakersfield	NCIIP	NCIPL	5109(106)	KER050104	SR58: FROM 0.60 MILE E/O COFFEE RD OVERCROSSING TO TRUXTUN AVE UNDERCROSSING, ELEMENT OF THE CITY OF BAKERSFIELD CENTENNIAL CORRIDOR PROJECT	CONSTRUCT NEW INSIDE LANES, SHLDRS AND MEDIAN BARRIER TO FUTURE SR58, CONSTRUCT A NEW W/B TO MOHAWK ST OFF RAMP. CONSTRUCT IMPROVEMENTS TO EXIST. ON RAMP FROM MOHAWK ST TO E/B FUTURE SR58. THIS PROJECT INCLUDES NEW TWO BRIDGES AND EXTENSION OF TWO EXISTING BRIDGES. (TC)	11/1/2018	-\$13,000,000	RW	-\$13,000,000	0	
Bakersfield	NCIIP	NCIPL	5109(114)	KER050108	ON SR178 FROM VINELAND RD TO MIRAMONTE DRIVE	WIDEN HIGHWAY TO 4-LANE W/SHOULDER	11/16/2018 4/30/2019	\$0	PE/RW/ CON	\$0	0	
Bakersfield	NCIIP	NCIPL	5109(116)	KER020604	HAGEMAN ROAD EASTERLY OVER SR99 TO SR204	CONSTRUCT FLYOVER AND WIDEN TO 6 LANES	7/8/2019	-\$1	PE	-\$1	0	
Bakersfield	ISTEA/ NCIIP	DPIL/ NCIPL	5109(159)	KER080110	ROSEDALE HWY SR58: FROM E/O ALLEN ROAD AT VERDUGO LN TO W/O SR99 AT CAMINO DEL RIO CT	WIDEN EXISTING HWY	4/24/2019	\$0	RW	\$0	0	
Bakersfield	HBP	BHLSZ	5109(166)	KER060601	50C0021 L & R MANOR STREET BRIDGES NB & SB OVER THE KERN RIVER	SEISMIC RETROFIT AND BRIDGE REHABILITATION	11/29/2018	\$1,836,988	CON	\$2,074,989	0	
Bakersfield	CMAQ	CML	5109(217)	KER140507	SNOW RD AT JEWETTA AVE AND SNOW RD AT NORRIS RD/VERDUGO LN	INSTALL TRAFFIC SIGNALS	6/19/2019	\$0	CON	\$0	0	
Bakersfield	CMAQ	CML	5109(224)	KER140507	STOCKDALE HWY BETWEEN ALLEN ROAD AND COFFEE ROAD	INSTALL TRAFFIC SIGNAL INTERCONNECT AND FIBER OPTIC CABLE AND EQUIPMENT	11/14/2018	-\$1,371	CON	-\$1,371	0	
Bakersfield	HBP	BPMP	5109(226)	KER060601	CITYWIDE (11 BRIDGE LOCATIONS: 50C0012, 50C0067, 50C0081R, 50C0155, 50C0249, 50C0303L, 50C0311, 50C0318, 50C0327, 50C0336, AND 50C0393R)	BRIDGE PREVENTATIVE MAINTENANCE PROGRAM (BPMP) WORK	2/28/2019	-\$305,728	CON	-\$305,728	0	
Bakersfield	RSTP	STPL	5109(229)	KER160402	CALIFORNIA AVENUE BETWEEN OAK STREET AND H STREET	REHABILITATION OF EXISTING PAVEMENT STRUCTURAL SECTION, INSTALLATION OF PAVEMENT STRIPING AND MARKINGS, CONSTRUCTION OF PEDESTRIAN ACCESS RAMPS, CURBS&GUTTERS, ADJUSTMENT OF MANHOLES AND MONUMENTS	11/29/2018 1/17/2019	-\$445,295	CON	-\$445,295	0	
Bakersfield	RSTP	STPL	5109(230)	KER160402	P STREET FROM BRUNDAGE LANE TO CALIFORNIA AVENUE	REHABILITATION OF EXISTING PAVEMENT STRUCTURAL SECTION, INSTALLATION OF PAVEMENT STRIPING AND MARKINGS, CONSTRUCTION OF PEDESTRIAN ACCESS RAMPS, CURBS & GUTTERS, ADJUSTMENTS OF MANHOLES AND MONUMENTS	6/25/2019	-\$135,702	CON	-\$135,702	0	
Bakersfield	CMAQ	CML	5109(231)	KER160507	UNION AVE AT BERKSHIRE RD	INSTALL TRAFFIC SIGNAL	11/2/2018	-\$7,718	CON	-\$7,718	0	
Bakersfield	HSIP	HSIPL	5109(233)	KER140601	VARIOUS INTERSECTIONS IN THE CITY OF BAKERSFIELD. A LIST OF LOCATIONS ATTACHED WITH THE NEPA	PEDESTRIAN COUNTDOWN TIMERS	6/25/2019	-\$61,689	CON	-\$61,689	0	
Bakersfield	RSTP	STPL	5109(236)	KER160402	A. ST. BETWEEN BRUNDAGE LN. AND CALIFORNIA AVE.	ROAD REHABILITATION	11/29/2018	\$299,999	CON	\$351,282	0	
Bakersfield	RSTP	STPL	5109(237)	KER160402	WHITE LN. BETWEEN UNION AVE. AND COTTONWOOD RD.	ROAD REHABILITATION	11/29/2018	\$136,046	CON	\$153,671	0	
Bakersfield	HSIP	STPL	5109(238)	KER160402	TRUXTUN AVE. BETWEEN T ST. AND BEALE AVE.	ROAD REHABILITATION	11/29/2018	\$309,245	CON	\$349,311	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2019

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
Bakersfield	HSIP	HSIPL	5109(247)	KER140601	FIFTY-SEVEN (57) LOCATION WITHIN NORTH WEST PORTION OF THE CITY OF BAKERSFIELD	REMOVE EXISTING PEDESTRIAN WALK/DONT WALK SIGNAL HEAD AND INSTALL NEW PED. COUNTDOWN TIME MODULES	11/23/2018	\$111,960	CON	\$124,400	0	1
Bakersfield	HSIP	HSIPL	5109(248)	KER140601	EIGHTY-EIGHT (88) SIGNALIZED INTERSECTIONS WITHIN SOUTH WEST PORTION OF THE CITY OF BAKERSFIELD	REMOVE EXISTING PEDESTRIAN WALK/DONT WALK SIGNAL HEAD AND INSTALL NEW PEDESTRIAN COUNTDOWN TIME MODULES	11/23/2018	\$190,080	CON	\$211,200	0	1
Bakersfield	RSTP	STPHIPL	5109(249)	KER180403	DISTRICT BLVD; BETWEEN GOSFORD RD TO STINE RD (2.0 MILES)	ROAD RECONSTRUCTION	3/28/2019	\$4,321,109	CON	\$4,880,956	0	
Bakersfield	RSTP	STPHIPL	5109(250)	KER180403	WIBLE RD; BETWEEN WHITE LN. TO PLANZ RD. AND SOUTH H ST. BETWEEN PACHECO RD. TO WHITE LN.	ROAD RECONSTRUCTION	4/3/2019	\$2,517,806	CON	\$2,927,706	0	
Bakersfield	NCIIP/ INFRA/ DEMO	NCIPL	5109(251)	KER050104	CENTENNIAL CORRIDOR CONNECTOR: WESTSIDE PARKWAY(WSP) AT KERN RIVER BRIDGE TO SR58 SR99	NEW ROAD: CONSTRUCT NEW CENTENNIAL CORRIDOR MAINLINE AND INTERCHANGE AND MISC. RELATED WORK	12/14/2018 8/22/2019	\$96,003,734	CON	\$156,024,110	0	
Bakersfield	CMAQ	CML	5109(252)	KER180507	BUENA VISTA RD (STOCKDALE HWY TO WHITE LN), ALLEN RD (WESTSIDE PKWY WB RAMP TO STOCKDALE HWY), CALLOWAY DR (BRIMHALL RD TO STOCKDALE HWY)	SIGNAL COORDINATION (INTERCONNECT) INTERCONNECT SIGNALS	9/5/2019	\$561,110	CON	\$633,809	0	
California City	RSTP	RSTPL	5399(028)	KER180403	FROM SOUTH LOOP BLVD TO EUCALYPTUS AVE IN CALIFORNIA CITY	ROAD REHABILITATION	1/17/2019	\$47,806	PE	\$54,000	0	
California City	Rec. Trails	Rec. Trails	RM15(018)	KER161003	BORAX BILL STAGING AREA IN THE CALIFORNIA CITY OHV RECREATIONAL AREA (RTM-15-018)	PURCHASE A 10-WHEEL DUMP TRUCK FOR MAINTENANCE OF ROUTES	2/8/2019	\$57,200	CON	\$65,000	0	
Delano	RSTP CMAQ	STPCML	5227(046)	KER120404 KER120514	VARIOUS LOCATIONS	REHAB, RESURFACE, SHOULDER IMPROVEMENTS	12/17/2018	\$0	CON	\$0	0	
Delano	HSIP	HSIPL	5227(047)	KER140601	CECIL AVENUE AND ALBANY STREET	UPGRADE SIGNALS, LEFT TURN PHASING (TC)	11/14/2018	-\$100,020	CON	-\$100,020	0	
Delano	RSTP	STPL	5227(052)	KER140404	ELLINGTON STREET FROM 11TH AVENUE TO 9TH AVENUE; FREMONT STREET FROM CECIL AVENUE TO 9TH AVENUE; HIGH STREET FROM 1ST AVENUE TO WOOLLOMES AVENUE	REHABILITATION/RESURFACING	12/14/2018	-\$342,021	CON	-\$342,021	0	
Delano	RSTP	STPL	5227(062)	KER180403	11TH AVE FROM RANDOLPH ST. TO ALBANY ST., TIMMONS AVE FROM GARCES HWY TO CECIL AVE AND 9TH AVE FROM RANDOLPH ST. TO BROWNING RD.	RESURFACING, RECONSTRUCTION AND REHABILITATION	9/5/2019	\$973,253	CON	\$1,122,507	0	
Delano	FTA	Section 5307		KER170805	IN DELANO FTA GRANT 7236-2019-1	OPERATING ASSISTANCE	9/1/2019	\$993,728	CON	\$1,987,456	0	
Delano	FTA	Section 5339		KER150814	IN DELANO FTA GRANT 7236-2019-1	PURCHASE ONE CUTAWAY CNG BUS	9/1/2019	\$88,000	CON	\$110,000	0	
Friends of Jawbone	Rec. Trails	Rec. Trails	RM15(026)	KER161003	2016 RECREATIONAL TRAILS PROJECT (RTM-15-026)	TRAIL MAINTENANCE EQUIPMENT FOR JAWBONE CANYON	11/20/2018	-\$100,878	CON	-\$100,878	0	
Golden Empire Transit District	FTA	Section 5307		KER190801	IN BAKERSFIELD FTA GRANT 1695-2018-3	PREVENTIVE MAINTENANCE	9/1/2019	\$6,313,772	CON	\$7,892,215	0	
Golden Empire Transit District	FTA	Section 5307		KER190802	IN BAKERSFIELD FTA GRANT 1695-2018-3	BUS SHELTERS	9/1/2019	\$88,000	CON	\$110,000	0	
Golden Empire Transit District	FTA	Section 5339		KER190803	IN BAKERSFIELD FTA GRANT 1695-2019-1	PARATRANSIT BUSES	9/1/2019	\$600,000	CON	\$750,000	0	
Golden Empire Transit District	FTA	Section 5307		KER190804	IN BAKERSFIELD FTA GRANT 1695-2018-3	LONG RANGE IT PLAN	9/1/2019	\$197,264	CON	\$246,580	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2019

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
Golden Empire Transit District	FTA	Section 5339		KER190805	IN BAKERSFIELD FTA GRANT 1695-2019-1	DOWNTOWN TRANSIT CENTER	9/1/2019	\$152,310	CON	\$190,388	0	
Golden Empire Transit District	FTA	Section 5339		KER190806	IN BAKERSFIELD FTA GRANT 1695-2019-1	SOUTHWEST TRANSIT CENTER	9/1/2019	\$152,310	CON	\$190,388	0	
Golden Empire Transit District	FTA	Section 5307		KER190807	IN BAKERSFIELD FTA GRANT 1695-2018-3	PREVENTIVE MAINTENANCE	9/1/2019	\$6,499,496	CON	\$8,124,370	0	
Kern Council of Governments	RSTP	STPLNI	6087(061)	KER180401	THROUGHOUT KERN COUNTY 18/19	TRAFFIC COUNT PROGRAM	11/14/2018	\$79,677	CON	\$90,000	0	
Kern Council of Governments	CMAQ	CMLNI	6087(062)	KER180501	THROUGHOUT KERN COUNTY	RIDESHARE PROGRAM	2/6/2019	\$179,343	CON	\$202,579	0	
Kern County	RSTP	STPL	5950(412)	KER160402	ON CHESTER AVENUE FROM 50' N/O UNION PACIFIC RR CROSSING TO MING AVE	HOT MIX AC OVERLAY, DIG-OUTS, CURB AND GUTTER	10/17/2018	-\$141,405	CON	-\$141,405	0	
Kern County	RSTP	STPL	5950(414)	KER160402	NORTH CHESTER AVENUE: KERN RIVER BR. TO NORRIS ROAD	AC OVERLAY AND RELATED MISC. WORK	10/31/2018 5/3/2019	-\$175,543	CON	-\$175,543	0	
Kern County	CMAQ	CML	5950(415)	KER160507	MEACHAM RD. AT JEWETTA AVE	INSTALL TRAFFIC SIGNALS	5/20/2019	-\$6,762	CON	-\$6,762	0	
Kern County	CMAQ	CML	5950(416)	KER160507	MEACHAM ROAD AT VERDUGO LANE	INSTALL NEW TRAFFIC SIGNAL AND RELATED ROAD WORK	5/20/2019	-\$24,721	CON	-\$24,721	0	
Kern County	CMAQ	CML	5950(417)	KER160507	INTERSECTION OF AIRPORT DR. AND DAY AVE	INSTALL TRAFFIC SIGNAL	6/12/2019	\$31,415	CON	\$125,494	0	
Kern County	RSTP	STPL	5950(419)	KER160402	A' STREET BETWEEN 10TH STREET AND ARROYO DRIVE (CITY LIMITS)	RESURFACE AND RECONSTRUCT	11/14/2018	\$31,131	CON	\$35,163	0	
Kern County	RSTP	STPL	5950(420)	KER160402	MERCED AVENUE FROM SR99 TO ZERKER ROAD	AC OVERLAY	10/31/2018	-\$73,166	CON	-\$73,166	0	
Kern County	CMAQ	CML	5950(421)	KER160508	SHAFTER AVENUE BETWEEN SEVENTH STANDARD ROAD AND RIVERSIDE STREET	CONSTRUCT 6' AC WITH 2' SHOULDER BACKING	11/2/2018	-\$86,589	CON	-\$86,589	0	
Kern County	CMAQ	CML	5950(422)	KER160508	EDISON ROAD BETWEEN SR223 AND SR58	CONSTRUCT 6' AC SHOULDER WITH 2' SHOULDER BACKING	10/17/2018	-\$209,058	CON	-\$209,058	0	
Kern County	CMAQ	CML	5950(427)	KER160508	PETROL DRIVE BETWEEN AIRPORT BLVD AND GREENVIEW LANE	SHOULDER IMPROVEMENTS: CONSTRUCT 6' AC SHOULDERS WITH 2' SHOULDER BACKING	11/2/2018	-\$8,971	CON	-\$8,971	0	
Kern County	RSTP	STPL	5950(430)	KER160402	(1) KIMBERLINA ROAD: WASCO AVENUE TO SR 99; (2) LERDO HWY: WILDWOOD AVENUE TO SR 99; (3) BUTTONWILLOW DRIVE: SR 58 TO I-5; (4) GARCES HWY: SR 43 TO MELCHER ROAD	PAVEMENT RESURFACING AND REHABILITATION	10/16/2018	\$0	CON	\$0	0	
Kern County	RSTP	STPL	5950(431)	KER160402	NORTH CHESTER AVENUE BETWEEN NORRIS ROAD AND CHINA GRADE LOOP	REHABILITATION AND RESURFACING	11/14/2018 5/7/2019	-\$150,138	CON	-\$150,138	0	
Kern County	RSTP	STPL	5950(433)	KER160402	ROBERTS LN. BETWEEN NORTH CHESTER AVE. AND MANOR ST.	ROAD RECONSTRUCTION AND RESURFACING INCLUDING CURB AND GUTTER AND CURB RAMPS	11/14/2018	\$216,718	CON	\$300,666	0	
Kern County	HSIP	HSIPL	5950(435)	KER140601	AIRPORT DR. AND NORRIS RD.	INSTALL/ MODIFY SIGNAL HEADS, LOOPS AND MISC. STRIPING	5/17/2019	\$168,000	CON	\$168,000	0	
Kern County	HSIP	HSIPL	5950(436)	KER140601	KERN COUNTY VARIOUS LOCATIONS IN THE UNINCORPORATED BAKERSFIELD AND ROSAMOND AREAS	INSTALL PEDESTRIAN COUNTDOWN SIGNAL HEADS	10/31/2018	\$250,000	CON	\$250,000	0	1
Kern County	HSIP	HSIPL	5950(437)	KER140601	MOUNT VERNON AVE. AT QUINCY ST.	UPGRADE INTERSECTION (CONVERT EXISTING SIGNAL TO MAST ARM SIGNAL WITH PEDESTRIAN COUNT DOWN SIGNAL HEADS)	4/19/2019	\$168,000	CON	\$168,000	0	1
Kern County	HSIP	HSIPL	5950(440)	KER140601	VARIOUS LOCATIONS	UPGRADE EXISTING GUARDRAIL AND INSTALL NEW GUARDRAIL	11/30/2018	\$1,100,200	CON	\$1,100,200	0	
Kern County	RSTP	STPL	5950(443)	KER160402	DIGIORGIO RD. FROM SR 184 TO TEJON HWY.	RECONSTRUCTION AND RESURFACING	11/14/2018	-\$216,719	CON	-\$216,719	0	
Kern County	RSTP	STPL	5950(452)	KER180403	UNIVERSE AVENUE: FROM MCCRAY STREET TO N. CHESTER AVE (0.50 MILE)	ROADWAY RECONSTRUCTION	1/25/2019	\$1,114,100	CON	\$1,277,970	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2019

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
Kern County	RSTP	STPL	5950(453)	KER180403	GILMORE AVE: GIBSON STREET TO SR99	RESURFACING GILMORE AVE INCLUDING DIG OUTS	11/14/2018	\$399,400	CON	\$451,200	0	
Kern County	CMAQ	CML	5950(454)	KER180507	IN OILDALE: (1) MERLE HAGGARD DR. WINGS WAY TO MCCRAY ST. (2) AIRPORT DR MERLE HAGGARD DR. TO NORRIS RD. (3) NORRIS ROAD: AIRPORT DR. TO MCCRAY ST.	SIGNAL COORDINATION INTERCONNECT	5/2/2019	\$536,000	CON	\$605,500	0	
Kern County	CMAQ	CML	5950(455)	KER180507	RENFRO ROAD BETWEEN ROSEDALE HWY AND HAGEMAN RD	SURFACE UNPAVED SHLDRS AND CLASS II BIKE LANE	11/2/2018	\$280,800	CON	\$317,200	0	1
Kern County	CMAQ	CML	5950(456)	KER180507	BRECKINGRIDGE ROAD: MONICA STREET TO COMANCHE DRIVE	SURFACE UNPAVED SHOULDERS	1/30/2019	\$1,138,500	CON	\$1,286,100	0	
Kern County	CMAQ	CML	5950(457)	KER180507	UNION AVE FROM CASA LOMA DR. TO MING AVE TO FAIRVIEW RD	SIGNAL COORDINATION INTERCONNECT	5/2/2019	\$512,600	CON	\$579,100	0	
Kern County	CMAQ	CML	5950(458)	KER180507	NORD AVE BETWEEN STOCKDALE HWY AND REINA ROAD	SURFACE UNPAVED SHOULDERS AND INSTALL CLASS II BIKE LANE	1/25/2019	\$969,100	CON	\$1,094,700	0	1
Kern County	RSTP CMAQ	STPCML	5950(459)	KER180507 KER180403	COMANCHE DR. FROM SYCAMORE DR. TO SHANE COURT	CONSTRUCT AC OVERLAY AND CONSTRUCT AC SHOULDERS	4/19/2019	\$1,237,800	CON	\$1,398,206	0	
Kern County	CMAQ	CML	5950(460)	KER180507	FRUITVALE AVE: NORRIS ROAD TO SNOW ROAD	SURFACE UNPAVED SHOULDERS AND INSTALL CLASS II BIKE LANE	1/10/2019	\$397,700	CON	\$449,300	0	1
Kern County	RSTP CMAQ	STPCML	5950(461)	KER180507 KER180403	PANAMA LANE FROM SR 43 TO KERN COUNTY LIMITS- APPROX 3 MILES	ROADWAY RESURFACING AND SHOULDER IMPROVEMENTS	3/19/2019	\$2,113,100	CON	\$2,386,874	0	
Kern County	CMAQ	CML	5950(464)	KER180507	VINELAND ROAD FROM EDISON HIGHWAY TO PIONEER DR	CONSTRUCT NEW PAVED SHOULDERS AND INSTALL CLASS II BIKE LANES	3/28/2019	\$299,700	CON	\$338,600	0	1
Kern County	CMAQ	CML	5950(465)	KER180507	KRATZMEYER RD: BETWEEN ENOS LANE AND NORD AVE.	SURFACE AC UNPAVED SHOULDERS	2/21/2019	\$1,021,500	CON	\$1,153,900	0	
Kern County	HSIP	HSIPL	5950(469)	KER140601	(1) INTERSECTION OF ROBERTS LANE AT SEQUOIA DR.(2) NORRIS AT MANOR (3) MANOR AT CHINA GRADE LOOP	UPGRADE SIGNALS FROM PEDESTAL TO OVERHANG MAST ARMS	9/5/2019	\$131,900	PE	\$131,900	0	
Kern County	HSIP	HSIPL	5950(470)	KER140601	(1) EIGHTY-TWO (82) CROSSWALK LOCATIONS AT 79 INTERSECTIONS THROUGHOUT KERN COUNTY H9-06-010.	PEDESTRIAN SAFETY IMPROVEMENTS, CORSSWALKS, ADA CURB RAMPS PEDESTRIAN CROSSING	9/5/2019	\$375,100	PE	\$375,100	0	1
Kern County	HSIP	HSIPL	5950(471)	KER140601	VARIOUS LOCATIONS THROUGHOUT THE UNINCORPORATED BAKERSFIELD, OILDALE, WHEELER RIDGE, LAKE ISABELLA AND ROSAMOND COMMUNITIES OF KERN COUNTY	SAFETY IMPROVEMENTS. INTERSECTION IMPROVEMENTS INCLUDING REPLACING SIGNAL HARDWARE AT 30 INTERSECTION, PAVEMENT MARKERS AND STRIPING AND UPGRADE ADA RAMPS	9/5/2019	\$261,300	PE	\$261,300	0	1
Kern County	CMAQ	CML	5961(010)	KER180507	INTERSECTION OF RED APPLE AVE AND WEST WOOD BLVD, IN THE UNINCORPORATED COMMUNITY OF GOLDEN HILLS, KERN COUNTY	IMPROVEMENT INCLUDES HIGH VISIBILITY CROSS WALK, INTERSECTION LIGHTS, AND THE REPLACEMENT/INSTALLATION OF ADA-COMPLIANT CURB RAMPS	3/26/2019	\$496,400	CON	\$560,800	0	1
Kern Transit	CMAQ	FTACML	6285(017)	KER180502	KERN REGION: BAKERSFIELD AND SANTA CLARITA VIA FRAZIER PARK	PROVIDE COMMUTER BUS SERVICE FTACML-6285(017) Grant No 1622-2019-1	11/13/2018	\$280,000	CON	\$320,000	0	
McFarland	RSTP	STPL	5343(010)	KER160403	SOUTH SIDE OF W. KERN AVENUE FROM 3RD STREET TO 4TH STREET	LANDSCAPING AND PED IMPROVEMENTS	12/14/2018	\$32,464	CON	\$32,464	0	1
McFarland	CMAQ	CML	5343(014)	KER180504	CITY OF MCFARLAND YARD LOCATED AT 100 E. INDUSTRIAL STREET	CONSTRUCT ELECTRIC VEHICLE CHARGING STATION	1/22/2019	\$93,128	CON	\$105,400	0	
Ridgecrest	RSTP	STPL	5385(056)	KER140407	SOUTH CHINA LAKE BLVD. FROM BOWMAN RD. TO COLLEGE HEIGHTS BLVD	PAVEMENT REINFORCEMENT, ASPHALT OVERLAY, ADA RAMPS	6/12/2019	-\$5,575	CON	-\$5,575	0	
Ridgecrest	HSIP	HSIPL	5385(059)	KER140601	DOWNNS ST. AND BOWMAN RD.	INTERSECTION SAFETY SIGNS AND STRIPING	12/21/2018	\$135,200	CON	\$135,200	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2019

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
Ridgecrest	HSIP	HSIPL	5385(060)	KER140601	GRAAF AVE. AT ALENE AVE.; DRUMMOND AVE. AT SANDERS ST.; LAS FLORES AVE. AT SIERRA VIEW ST.; CHURCH AVE. AT HELENA ST.; UPJOHN AVE. AT GUAM ST.; GUAM ST. AT IOWA ST.; GOLD CANYON ST. AT SANDORA ST.; AND GATEWAY BLVD. NEAR UPJOHN ST.	INSTALL RRFB'S WITH SIGNAGE AND STRIPING AND UPGRADE ADA RAMPS	12/23/2018	\$195,500	CON	\$195,500	0	
Shafter	HSIP	HSIPL	5281(027)	KER140601	LERDO HWY BETWEEN CHERRY AVE AND ZACHERY AVE	INSTALL MEDIAN BARRIER	9/5/2019	\$1,081,800	CON	\$1,197,934	0	
Shafter	RSTP	STPHIPL	5281(028)	KER180403	JAMES ST BETWEEN LERDO HWY AND CENTRAL AVE	ROAD RECONSTRUCTION	5/2/2019 5/7/2019	\$526,000	CON	\$700,621	0	
State	SHOPP	SHOPP	0054(199) 0054(202)	KER180201	IN KERN COUNTY NEAR THE GRAPEVINE AT THE CALIFORNIA AQUEDUCT NO. 50-0321L/R	IMPROVE STANDARD LOAD CAPACITY (TC)	7/16/2019 8/22/2019	\$2,065,371	CON	\$2,065,371	0	
State	SHOPP	SHOPP	0054(200)	KER180201	IN KERN COUNTY NEAR THE GRAPEVINE AT THE ROUTE 5/99 SEPARATION NO. 50-0240 R	LOWER ROADWAY PROFILE TO OBTAIN STANDARD VERTICAL CLEARANCE (TC)	8/5/2019	\$702,635	CON	\$702,635	0	
State	SHOPP	HM	P033(091)	KER180208	ON STATE ROUTE: 33. KERN COUNTY IN AND NEAR NORTH BELRIDGE FROM 0.1 MILE NORTH OF LOST HILLS ROAD TO 0.8 MILE SOUTH OF BROWN MATERIAL ROAD	COLD PLANE AC PAVEMENT, REPAIR FAILED AREA AND RESURFACE THE PAVEMENT	5/21/2019	\$2,547,200	CON	\$2,547,200	0	
State	SHOPP	HM	P041(131)	KER160206	ON STATE ROUTE: 41. KERN AND KINGS COUNTIES NEAR CHOLAME FROM SAN LUIS OBISPO COUNTY LINE TO KINGS COUNTY LINE AND NEAR KETTLEMAN CITY FROM UTICA AVENUE TO 0.5 MILE SOUTH OF ROUTE 5/41 SEPARATION	RHMA-GAP GRADED (BONDED WEARING COURSE) PAVING (TC)	6/12/2019	-\$155,693	CON	-\$155,693	0	
State	SHOPP	SHOPP	P043(047)	KER120204	ON STATE ROUTE: 43. KERN COUNTY IN SHAFTER AND WASCO AT VARIOUS LOCATIONS FROM EUCLID AVENUE TO SECOND STREET	CONSTRUCT ADA CURB RAMPS AND MODIFY SIGNALS AND LIGHTING (TC)	5/3/2019	\$35,000	CON	\$35,000	0	
State	SHOPP	SHOPP	P043(048)	KER160205	IN KERN COUNTY NEAR BAKERSFIELD ON ROUTE 43 FROM ROUTE 119 TO SOUTH OF NORIEGA ROAD ALSO ON ROUTE 119 FROM ENOS LANE TO ROUTE 5	PAVEMENT REHABILITATION (TC)	1/10/2019	\$500,000	CON	\$500,000	0	
State	SHOPP	SHOPP	P058(129)	KER160202	KERN COUNTY IN TEHACHAPI AT SUMMIT OVERHEAD	INSTALL BRIDGE RAILING AND MIDWEST GUARDRAIL SYSTEM	8/22/2019	\$1,709,700	CON	\$1,709,700	0	
State	SHOPP	SHOPP	P058(130)	KER160202	ON STATE ROUTE: 58. IN KERN COUNTY NEAR TEHACHAPI FROM 0.5 MILE WEST TO 0.8 MILE EAST OF SAND CAYON UNDERCROSSING	WIDEN SHOULDERS AND REPLACE BRIDGES	8/22/2019	\$5,445,500	CON	\$5,445,500	0	
State	SHOPP	SHOPP	P065(110)	KER160203	ON STATE ROUTE: 65. IN KERN COUNTY NEAR BAKERSFIELD FROM IMPERIAL STREET TO TULARE COUNTY LINE	INSTALL CENTERLINE AND SHOULDER RUMBLE STRIP	7/5/2019	-\$246,288	CON	-\$246,288	0	
State	SHOPP	SHOPP	P099(551)	KER080205	ON STATE ROUTE: 99. KERN COUNTY IN BAKERSFIELD FROM BEARDSLEY CANAL BRIDGE TO RTE 46/99 SEPARATION	REPL #2 & #3 LANES W/CRCP & PLACE 10' JPCP OS (TC)	2/6/2019	-\$19,605,659	CON	-\$19,605,659	0	
State	SHOPP	SHOPP	P099(620)	KER180202	ON STATE ROUTE: 99. IN KERN COUNTY NEAR BAKERSFIELD AT LERDO CANAL BRIDGE	CLOSE MEDIAN GAP BRIDGE OPENING (TC)	7/16/2019 9/18/2019	\$3,249,800	CON	\$3,249,800	0	
State	SHOPP	SHOPP	P099(636)	KER180205	KERN COUNTY NEAR WHEELER RIDGE FROM 0.8 MILE SOUTH OF ROUTE 5/99 SEPARATION TO 0.3 MILE NORTH OF OLD US 99 OVERCROSSING	REPLACE CONCRETE PAVEMENT LANES WITH CONTINUOUSLY REINFORCED CONCRETE PAVEMENT	9/4/2019	\$58,859,700	CON	\$58,859,700	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2019

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
State	STIP	RIP	P119(017)	KER130104	KERN CO., NEAR TAFT ON SR 119, CHERRY AVENUE TO ELK HILLS ROAD	CONSTRUCT TRUCK CLIMBING LANES	10/17/2018	-\$692,505	CON	-\$692,505	0	
State	SHOPP	SHOPP	P119(018)	KER140203	ON STATE ROUTE: 119. KERN COUNTY NEAR TAFT FROM ELK HILLS RD TO TUPMAN RD	CONSTRUCT TRUCK CLIMBING LANES & WIDEN SHOULDERS (TC)	10/17/2018	-\$731,087	CON	-\$731,087	0	
State	SHOPP	SHOPP	P178(067)	KER160203	ON STATE ROUTE: 178. KERN COUNTY IN AND NEAR BAKERSFIELD FROM M STREET TO 0.1 MILE EAST OF FAIRFAX ROAD	ROADSIDE SAFETY IMPROVEMENTS	7/5/2019	\$3,236,900	CON	\$3,236,900	0	
State	SHOPP	SHOPP	P395(253)	KER120205	ON STATE ROUTE: 395. KERN CO IN & NEAR JOHANNESBURG FROM SAN BERNARDINO COUNTY LINE TO RTE 395/178 SEP	RESURFACE EXISTING PAVEMENT WITH RHMA (TC)	11/16/2018	-\$638,101	CON	-\$638,101	0	
State	SHOPP	HM	X029(123)	KER150202	ON STATE ROUTE: 5, 43. KERN COUNTY IN AND NEAR LOST HILLS ON RTE 5 FROM RTE 5/46 SEPERATION TO 0.2 MILE NORTH OF TWISSELMAN ROAD OVERCROSSING AND IN AND NEAR SHAFER ON RTE 43 FROM ROUTE 58 WEST TO 0.6 MILE NORTH OF RIVERSIDE AVE	REPAIR FAILED PAVEMENT AND BWC OVERLAY (TC)	3/27/2019	-\$185,375	CON	-\$185,375	0	
State	SHOPP	SHOPP	X029(125)	KER120201	ON STATE ROUTE: 99. KERN COUNTY IN BAKERSFIELD AT AIRPORT DRIVE OVERCROSSING AND AT GOLDEN STATE AVENUE SEPARATION	SEISMIC RESTORATION (TC)	7/5/2019	-\$1,122,663	CON	-\$1,122,663	0	
State	STIP	STIP	X029(126) X029(133)	KER010103	ON STATE ROUTE: 14. KERN COUNTY NEAR INDIAN WELLS ON ROUTE 14 FROM 2.4 MILES SOUTH OF JUNCTION ROUTE 178 TO 1.7 MILES NORTH OF JUNCTION ROUTE 178 AND ON ROUTE 178 FROM ROUTE 14 TO 0.6 MILE EAST OF ROUTE 14	RECONSTRUCT HIGHWAY FROM 2-LANE CONVENTIONAL TO 4-LANE EXPRESSWAY (TC)	10/17/2018 9/18/2019	-\$2,257,500	RW/CON	-\$2,257,500	0	
State	SHOPP	SHOPP	X029(129)	KER120201	ON STATE ROUTE: 46, 99. KERN COUNTY NEAR FAMOSO ON ROUTE 46 FROM 0.5 MILE WEST OF ROUTE 46/99 SEPARATION TO 0.1 MILE EAST OF ROUTE 46/99 SEPARATION AND ON ROUTE 99 FROM 0.4 MILE SOUTH OF ROUTE 46/99 SEPARATION TO 0.3 MILE NORTH OF ROUTE 46/99 SEPARATION	BRIDGE REPLACEMENT (TC)	5/3/2019 9/18/2019	\$460,000	RW	\$460,000	0	
State	SHOPP	HM	X029(130)	KER160206	ON STATE ROUTE: 58, 99. KERN COUNTY IN BUTTONWILLOW ON ROUTE 58 FROM LESLIE LANE TO 0.2 MILE WEST OF ROUTE 5/58 SEPARATION AND NEAR MCFARLAND ON ROUTE 99 FROM LERDO CANAL BRIDGE TO 1.3 MILE NORTH OF WHISLER ROAD OVERCROSSING. RHMA	BWC TYPE G OVERLAY (TC)	3/20/2019	-\$586,452	CON	-\$586,452	0	
State	SHOPP	SHOPP	X029(136)	KER160203	ON STATE ROUTE: 33, 119. KERN COUNTY IN AND NEAR TAFT ON ROUTE 33 FROM SAN LUIS OBISPO COUNTY LINE TO PETROLEUM ROAD AND ON ROUTE 119 FROM CEDAR STREET TO BUENA VISTA ROAD.	PLACE RUMBLE STRIP AND NEW PAVEMENT DELINEATION	3/5/2019	-\$319,370	CON	-\$319,370	0	

Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2019

Lead Agency	FTIP Program	Funding Type	Federal ID	Agency ID	Location	Work Description	Date of Obligation	Federal Funds Obligated	Phase	Total Dollar Amount in FTIP	Total Project Funds Remaining	Bicycle/Pedestrian Related Projects
State	SHOPP	HM	X029(138)	KER160206	ON STATE ROUTE: 14, 178. KERN COUNTY NEAR MOJAVE ON RTE. 14 FROM 0.1 MILE NORTH OF BUSINESS 58 TO ROGERS ROAD AND NEAR WELDON ON RTE. 178 FROM KELSO VALLEY ROAD TO 2.0 MILES WEST OF BRIDGE #50-0054.	CONSTRUCT ASPHALT RUBBER CHIP SEAL (TC)	5/20/2019	-\$557,083	CON	-\$557,083	0	
State	SHOPP	SHOPP	X029(143)	KER160205	ON STATE ROUTE: 99. KERN COUNTY IN BAKERSFIELD ON ROUTE 99 FROM 0.3 MILE SOUTH OF PALM AVENUE	REHABILITATE ROADWAY	9/18/2019	\$41,404,800	CON	\$41,404,800	0	
Taft	CMAQ	CML	5193(037)	KER140513	SUPPLY ROW BETWEEN 4TH STREET AND 6TH STREET	PARK AND RIDE	3/19/2019	-\$25,620	CON	-\$25,620	0	
Taft	RSTP	STPL	5193(042)	KER180403	6TH STREET FROM MAIN STREET TO CENTER STREET	REHABILITATION	1/17/2019	\$35,929	CON	\$40,584	0	
Tehachapi	ATP	ATPL	5184(026)	KER151005	CURRY ST. FROM VALLEY BLV. TO C ST.; VALLEY BLVD. FROM CLEARVIEW ST. TO DENNISON	CURB, GUTTER, SIDEWALK, CROSSWALKS, & BIKE LANE (TC)	10/16/2018	-\$12,641	CON	-\$12,641	0	
Tehachapi	ATP	ATPL	5184(027)	KER151014	H STREET AND TEHACHAPI BOULEVARD FROM MILL STREET TO DENNISON ROAD AND AT THREE AT-GRADE RAILROAD CROSSING LOCATIONS	PEDESTRIAN FACILITIES AND RAILROAD CROSSING IMPROVEMENTS	8/9/2019	\$2,042,000	CON	\$2,442,966	0	1
Tehachapi	RSTP	STPL	5184(032)	KER180403	ON TEHACHAPI BOULEVARD FROM CURRY ST. TO HAYES ST.	REHAB AC	8/27/2019 4/18/2019	\$456,441	CON	\$560,364	0	
Tehachapi	HSIP	HSIPL	5184(033)	KER140601	IN TEHACHAPI ON CURRY STREET AT TOMPKINS ELEMENTARY AND THE INTERSECTION OF VALLEY BOULEVARD AND MILL STREET	INSTALL ENHANCED PEDESTRIAN CROSSINGS INCLUDING ACTIVATED PERIMETER LIT PEDESTRIAN CROSSING SIGNS, ACCESSIBLE CURB RAMPS, SIGNING, AND STRIPING	4/15/2019	\$35,000	CON	\$35,000	0	1
Wasco	HSIP	HSIPL	5287(046)	KER140061	VARIOUS LOCATIONS	REPLACE/UPGRADE SIGNS	4/19/2019	-\$17,269	CON	-\$17,269	0	
Wasco	CMAQ	CML	5287(048)	KER160513	CITY OF WASCO	PURCHASE CNG REFUSE TRUCK	10/31/2018	-\$25,216	CON	-\$25,216	0	
Wasco	RSTP	STPL	5287(056)	KER180403	7TH ST BETWEEN MAGNOLIA AVE WEST TO END OF THE ROAD AT THE WASTEWATER TREATMENT PLANT	ROAD RECONSTRUCTION	12/6/2018	\$39,838	PE	\$45,000	0	
Wasco	HSIP	HSIPL	5287(057)	KER140601	VARIOUS LOCATIONS WITHIN CITY OF WASCO UPGRADE ROADWAY SIGNS	VARIOUS LOCATIONS WITHIN CITY OF WASCO UPGRADE ROADWAY SIGNS	4/3/2019	\$11,000	PE	\$11,000	0	

APPENDIX E:

Projects Exempt from Air Quality Conformity Finding

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Arvin	KER161010	20400000840	VARSITY ROAD PEDESTRIAN AND BICYCLE PROJECT	\$833,000	3.02	San Joaquin
Arvin	KER200809	20400000910	IN ARVIN: PURCHASE OF THREE REPLACEMENT BATTERY ELECTRIC BUSES AND INSTALL THREE CHARGING STATIONS	\$3,431,896	2.10	San Joaquin
Bakersfield	KER161011	20400000841	DOWNTOWN BICYCLE CONNECTIVITY PROJECT	\$1,367,000	3.02	San Joaquin
Bakersfield	KER180505	20400000860	IN BAKERSFIELD: STOCKDALE HWY AT SR 43/ENOS LN; CONSTRUCT ROUNDABOUT	\$3,300,000	5.01	San Joaquin
Bakersfield	KER180506	20400000861	BAKERSFIELD: MING AVE AT STINE RD; CONSTRUCT LEFT TURN LANES	\$300,000	5.01	San Joaquin
Bakersfield	KER191004	20400000900	BAKERSFIELD: BOUNDED BY 7TH STANDARD RD, KERN RIVER PARKWAY AND APPROX 6 MILES FRIANT-KERN CANAL; CONSTRUCT CLASS I MULTI-USE PATH	\$8,200,000	3.02	San Joaquin
Cal. City	KER200502	20400000917	IN CALIFORNIA CITY: MENDIBURU RD FROM HACIENDA BLVD TO NEURALIA RD; SURFACE UNPAVED STREET	\$1,978,278	1.10	Mojave Desert
Caltrans	KER210201	20400000928	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM	\$7,845,000	1.19	Various
Caltrans	KER210202	20400000929	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM	\$35,715,000	1.09	Various
Caltrans	KER210203	20400000930	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM	\$15,348,000	1.02	Various
Caltrans	KER210204	20400000931	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MOBILITY PROGRAM	\$3,700,000	1.02	Various
Caltrans	KER210205	20400000932	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM	\$306,361,000	1.10	Various
Caltrans	KER210207	20400000934	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURFACING AND/OR REHABILITATION - MINOR PROGRAM	\$13,501,972	1.10	Various
Delano	KER161004	20400000834	DELANO ATP3 SRTS: SIDEWALK GAP CLOSURE	\$609,000	3.02	San Joaquin
Delano	KER161005	20400000835	DELANO ATP3 SRTS: INTERSECTION ENHANCEMENT AND EDUCATION PROJECT	\$669,000	3.02	San Joaquin
Delano	KER200803	20400000904	IN DELANO: OPERATING ASSISTANCE	\$2,136,210	2.01	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Delano	KER200804	20400000905	IN DELANO: PURCHASE OF THREE REPLACEMENT DAR (GAS) MINIVANS	\$200,000	2.10	San Joaquin
GET	KER160504	20400000813	IN BAKERSFIELD: PURCHASE TWO REPLACEMENT 40' ELECTRIC BUSES	\$1,500,000	2.10	San Joaquin
GET	KER180503	20400000858	METRO BAKERSFIELD PROGRAM FOR FREE TRANSIT FARE TRIPS DURING UNHEALTHY AIR QUALITY DAYS	\$681,658	2.01	San Joaquin
GET	KER190804	20400000893	BAKERSFIELD: LONG RANGE IT PLAN, SECURITY EQUIPMENT AND CAMERAS FOR TRANSIT CENTERS FY 2018-19	\$246,580	2.04	San Joaquin
GET	KER190805	20400000894	BAKERSFIELD: DOWNTOWN TRANSIT CENTER FY 2018-19	\$190,388	5.06	San Joaquin
GET	KER190806	20400000895	BAKERSFIELD: SOUTHWEST TRANSIT CENTER FY 2018-19	\$190,388	5.06	San Joaquin
GET	KER200805	20400000906	IN BAKERSFIELD: LONG RANGE IT PLAN, SECURITY EQUIPMENT AND CAMERAS FOR TRANSIT CENTERS FY 2019-20	\$172,250	2.04	San Joaquin
GET	KER200806	20400000907	IN BAKERSFIELD: PURCHASE OF 21 REPLACEMENT CNG BUSES FY 2020-21	\$11,865,000	2.10	San Joaquin
GET	KER200807	20400000908	IN BAKERSFIELD: PURCHASE OF FOUR REPLACEMENT HYDROGEN BUSES FY 2020-21	\$5,200,000	2.10	San Joaquin
GET	KER200808	20400000909	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2020-21	\$7,500,000	2.01	San Joaquin
GET	KER200812	20400000935	IN BAKERSFIELD: PURCHASE OF 18 CNG GAL BUSES TO EXPAND RYDE PROGRAM FOR FY 2020-21	\$2,011,865	2.01	San Joaquin
KCOG	KER200401	20400000911	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM	\$180,000	4.01	Various
KCOG	KER200501	20400000916	IN KERN COUNTY: COMMUTEKERN RIDESHARE PROGRAM	\$489,948	3.01	Various
KCOG	KER210101	20400000927	PLANNING, PROGRAMMING AND MONITORING	\$1,500,000	4.01	Various
Kern Co.	KER161001	20400000802	IN KERN COUNTY: KERN RIVER PARKWAY; CONSTRUCT BIKE TRAIL WESTERN EXTENSION PHASE I	\$4,499,000	3.02	San Joaquin
Kern Co.	KER161006	20400000836	BORON/DESERT LAKE PEDESTRIAN PATH	\$2,319,000	3.02	Mojave Desert
Kern Co.	KER161007	20400000837	REXLAND ACRES COMMUNITY SIDEWALK PROJECT	\$6,376,000	3.02	San Joaquin
Kern Co.	KER161008	20400000838	ROSAMOND BOULEVARD PEDESTRIAN PATH PROJECT	\$997,000	3.02	Mojave Desert
Kern Co.	KER171001	20400000847	VIRGINIA STREET PEDESTRIAN PATH PROJECT	\$2,456,000	3.02	San Joaquin
Kern Co.	KER180502	20400000857	KERN REGION: BAKERSFIELD AND SANTA CLARITA VIA FRAZIER PARK; PROVIDE COMMUTER BUS SERVICE	\$320,000	2.01	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Kern Co.	KER180509	20400000864	ROSAMOND: HOLIDAY AVE BETWEEN 65TH ST W AND 60TH ST W; SURFACE UNPAVED ROAD	\$1,162,700	1.10	Mojave Desert
Kern Co.	KER180510	20400000865	DELANO: CHRISTINA ST BETWEEN MATHEWS AVE TO CECIL AVE; SURFACE UNPAVED ROAD	\$1,808,800	1.10	San Joaquin
Kern Co.	KER180511	20400000866	DELANO: MATHEWS AVE BETWEEN TIMMONS AVE TO METTLER AVE (.75 MILES); SURFACE UNPAVED ROAD	\$2,201,400	1.10	San Joaquin
Kern Co.	KER180513	20400000868	LAMONT: WILSON RD APPROX. 250 FT; SURFACE UNPAVED ROAD; HOPE AVE & TATUM ST APPROX. 1,000 FT; SURFACE UNPAVED SHOULDERS	\$1,126,200	1.10	San Joaquin
Kern Co.	KER180514	20400000869	DELANO: BRUTTON ST BETWEEN MATHEWS AVE TO CECIL AVE; SURFACE UNPAVED ROAD	\$1,561,800	1.10	San Joaquin
Kern Co.	KER191002	20400000898	IN BAKERSFIELD: SOUTH CHESTER AVE, MING AVE TO SANDRA DR; PEDESTRIAN SAFETY, ACCESSIBILITY, CROSSING IMPROVEMENTS	\$2,257,000	3.02	San Joaquin
Kern Co.	KER191003	20400000899	IN LAKE ISABELLA: WALK ISABELLA - LAKE ISABELLA BLVD AND ERSKINE CREEK RD: PEDESTRIAN AND CYCLIST SAFETY AND ACCESSIBILITY IMPROVEMENTS	\$6,086,000	3.02	Mojave Desert
Kern Co.	KER200402	20400000912	BAKERSFIELD: ROSEDALE HWY FROM HEATH RD TO ALLEN RD (2 MILES); WIDENING (PE PHASE ONLY, FOR NEPA ENVIRONMENTAL DOCUMENT APPROVAL)	\$56,479	4.05	San Joaquin
Kern Co.	KER200403	20400000913	NEAR WELDON: SIERRA WAY AT SOUTH FORK KERN RIVER (.05 MILES); BRIDGE (PE PHASE ONLY, FOR NEPA ENVIRONMENTAL DOCUMENT APPROVAL)	\$51,977	4.05	San Joaquin
Kern Co.	KER200504	20400000919	KERN COUNTY (DELANO): LYTLE AVENUE FROM WEST CECIL AVENUE TO COUNTY LINE ROAD; PAVE DIRT RD	\$1,622,081	1.10	San Joaquin
Kern Co.	KER200810	20400000925	IN KERN COUNTY: PURCHASE 4 REPLACEMENT DIESEL BUSES	\$522,025	2.10	Various
Kern Co.	KER200811	20400000926	IN MOJAVE: CONSTRUCT BUS MAINTENANCE FACILITY	\$2,000,000	2.11	Mojave Desert
McFarland	KER180504	20400000859	IN MCFARLAND: CONSTRUCT PUBLIC TRANSIT ELECTRIC VEHICLE CHARGING STATION	\$583,065	2.05	San Joaquin

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
McFarland	KER200404	20400000914	MCFARLAND: 2ND ST FROM WESTSIDE CORNER OF HARLOW AVE TO CALIFORNIA AVE; LANDSCAPE AND PEDESTRIAN IMPROVEMENTS	\$498,271	4.09	San Joaquin
Ridgecrest	KER180518	20400000873	RIDGECREST: W. DOLPHIN AVE BETWEEN S. CHINA LAKE BLVD AND COLLEGE HEIGHTS BLVD; SURFACE UNPAVED STREET	\$963,761	1.10	Indian Wells
Ridgecrest	KER180519	20400000883	RIDGECREST: NORTH HALF OF TAMARISK AVE FROM INYO ST AND 100 FT WEST OF CAPEHART CT; SURFACE UNPAVED STREET	\$232,142	1.10	Indian Wells
Ridgecrest	KER200508	20400000923	RIDGECREST: CITY CORPORATION YARD; INSTALL ELECTRIC VEHICLE CHARGING STATION AND SOLAR PHOTOVOLTAIC SYSTEM	\$634,200	2.05	Indian Wells
Shafter	KER190401	20400000901	SHAFTER: JAMES ST PHASE II: CENTRAL AVE TO SHAFTER AVE; RECONSTRUCTION	\$594,149	1.10	San Joaquin
Shafter	KER200405	20400000915	SHAFTER: ZERKER RD FROM NORTH OF THE FRIANT KERN CANAL TO APPROXIMATELY 3,500 LF NORTH; RECONSTRUCTION	\$775,000	1.10	San Joaquin
Tehachapi	KER151014	20400000799	IN TEHACHAPI: SECTIONS OF H ST AND TEHACHAPI BLVD FROM MILL ST TO DENNISON RD; CONSTRUCT PEDESTRIAN AND RAIL CROSSING IMPROVEMENTS	\$2,242,000	3.02	Mojave Desert
Tehachapi	KER191001	20400000897	IN TEHACHAPI: SRTS SNYDER AVENUE GAP CLOSURE PROJECT - VARIOUS LOCATIONS; INSTALL SIDEWALKS AND BIKE LANES, IMPROVE CROSSWALKS	\$1,495,000	3.02	Mojave Desert
Tehachapi	KER200505	20400000920	TEHACHAPI: PINON STREET FROM BRANDON LANE EAST TO DENNISON ROAD; PAVE AN UNPAVED STREET AND INSTALL CLASS II BIKE LANE	\$1,000,000	1.10	Mojave Desert
Various	KER060601	20400000418	GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP)	\$14,247,230	1.19	Various
Various	KER140601	20400000710	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS -HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	\$9,366,423	1.06	Various
Various	KER180403	20400000855	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION	\$47,799,519	1.10	Various

Transportation Project Listing - Exempt Projects

Jurisdiction/ Agency	TIP Project ID	CTIPS ID (If available)	Description	Est. Cost	Exempt Code (per CTIPS)	Air Basins
Various	KER180507	20400000862	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON-FEDERAL AID ROADS	\$42,779,466	1.06	Various
Various	KER180801	20400000885	GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES	\$11,446,150	2.01	Various
Various	KER200506	20400000921	GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION	\$3,500,000	5.01	Various
Various	KER200507	20400000922	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES	\$11,223,559	3.02	Various

APPENDIX F:

CMAQ Policy Local Cost Effectiveness

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CMAQ POLICY LOCAL COST- EFFECTIVENESS

Adopted September 2007



**Kern Council
of Governments**

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

Kern Council of Governments Board of Directors

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

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

City of Arvin
Tim Tarver

City of California City
Nicholas Lessenevitch

City of Maricopa
Gary Mock

City of Ridgecrest
Steve Morgan

City of Taft
Cliff Thompson

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Cherylee Wegman

County of Kern
Jon McQuiston

City of Bakersfield
Zack Scrivner

City of Delano
Sam Ramirez

City of McFarland
Ken Rosson

City of Shafter
Fran Florez

City of Tehachapi
Philip A. Smith

County of Kern
Michael J. Rubio

Military Joint Planning Policy Board
Jason Warren

San Joaquin Valley Unified Air Pollution Control District
Vacant

Golden Empire Transit
Howard Silver

Caltrans
Sharri Ehlert

BEFORE THE
KERN COUNCIL OF GOVERNMENTS
RESOLUTION NO. 07-28

In the Matter of:)
)
CONGESTION MITIGATION AND)
AIR QUALITY PROGRAM)
_____)

**RESOLUTION ADOPTING THE
LOCAL COST-EFFECTIVENESS
CONGESTION MITIGATION AND
AIR QUALITY (CMAQ) POLICY**

WHEREAS, the Kern Council Of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal transportation legislation provides states and Metropolitan Planning Organizations funding from the Congestion Mitigation and Air Quality (CMAQ) program for their region; and

WHEREAS, the San Joaquin Valley Air District has been designated by the Governor of California as the regional air quality planning agency in San Joaquin Valley; and

WHEREAS, the San Joaquin Valley Air District has requested an Extreme classification for the eight-hour ozone nonattainment designation, which would extend the attainment date to 2023; and

WHEREAS, the Metropolitan Planning Organizations in the San Joaquin Valley participated in the development of the eight-hour ozone plan and are committed to improving air quality in the region; and

WHEREAS, the Metropolitan Planning Organizations in the San Joaquin Valley are committed to identify methods of improving funding programs that affect air quality; and

WHEREAS, the resolution and Exhibit A have been reviewed by Kern Council Of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of KERN; and

WHEREAS, the policy listed in Exhibit A only affects federal CMAQ funds and does not imply changes to other funding programs; and

NOW, THEREFORE, BE IT RESOLVED, that Kern Council Of Governments commits to implement the local cost-effectiveness CMAQ policy listed in Exhibit A.

THEREFORE, BE IT FURTHER RESOLVED, that Kern Council Of Governments agrees to proceed with a good faith effort to implement the policy as scheduled and with the funding source identified. Recognizing, however, that the availability of necessary funding depends on the programs or processes of various state and federal agencies, the Kern Council Of Governments will consider modifications or removal of policies, as necessary. Should future transportation legislation not include CMAQ funding, the cost-effectiveness policy listed in Exhibit A will no longer be in effect.

THE FOREGOING RESOLUTION was passed and adopted by Kern Council Of Governments this 20th day of September 2007.

AYES: Scrivner, Lessenevitch, Ramirez, Gray, Rosson, Morgan, Florez,
Thompson, Vernon, Wegman, Rubio, Ehlert, Silver

NOES: None

ABSTAIN: None

ABSENT: Tarver, Smith, McQuiston

ATTEST:

Signed: 
Cheryl Wegman, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council Of Governments duly adopted at a regular meeting thereof held on the 20th day of September 2007.

Signed: 
Ronald E. Brummett, Executive Director

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

Summary

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards. The CMAQ program supports two important goals of the Department of Transportation: improving air quality and relieving congestion. SAFETEA-LU strengthens these goals by establishing priority consideration for cost-effective emission reduction and congestion mitigation activities. Exhibit A provides a summary of the policy for distributing at least 20% of the CMAQ funds to projects that meet a minimum cost-effectiveness threshold for emission reductions beginning in FY 2011. This policy will focus on achieving the most cost-effective emission reductions, while maintaining flexibility to meet local needs.

Estimates of Available Funds

Caltrans Programming provides apportionment estimates to all regions of the state. The FTIP is currently developed for a four-year programming cycle; with each new FTIP document, Kern Council Of Governments will use the Caltrans estimate to develop the available CMAQ funds over the four-year period. Kern Council Of Governments commits to dedicate at least 20% INSERT LARGER PERCENTAGE, IF APPROPRIATE of the total funding for the four-year period of each FTIP as part of the local cost-effectiveness CMAQ policy. For example, if an agency is estimated to receive \$20 million over a four year period, it would allocate 20%, or \$4 million, of the CMAQ program to projects that meet a minimum cost-effectiveness.

The CMAQ allocation formula is currently based on population, ozone status, and carbon monoxide status. Revisions to the formula or updates to estimates may result in changes to available funds for the Kern Council Of Governments CMAQ program; such updates will also affect the funds available for the local cost-effectiveness policy. CMAQ estimates may be revised at any time due to changes from Caltrans, Federal legislation, or classification of the air quality standards in the San Joaquin Valley.

Timeframe

The local cost-effectiveness CMAQ policy is scheduled to be implemented in FY 2011 because the current federally approved 2007 Federal Transportation Improvement Programs (FTIPs) have committed CMAQ funds through FY 2009 and in some cases, regional commitments through FY 2010. In addition, the current CMAQ programming assists in implementing approved local RACM (Amended 2003 PM-10 Plan) that are committed through 2010.

The San Joaquin Valley Air Basin is currently classified as a serious ozone non-attainment area with an attainment deadline of 2013. As part of the 2007 Ozone plan, the Air District is requesting an "extreme" classification, which would delay the attainment deadline until 2023. If approved and assuming no change to the current funding formula, the MPOs may continue to receive CMAQ funding through that time (2023). The local cost-effectiveness CMAQ policy may remain in effect through 2023; however, continuation of the policy will be reviewed on a regular basis per the Policy Review section below.

Local Allocation of Funds

The Federal Highway Administration (FHWA) released new CMAQ guidance based on SAFETEA-LU on October 31, 2006. The new legislation and guidance clarifies project eligibility, including advanced truck stop electrification systems and the purchase of diesel retrofits. SAFETEA-LU directs States and MPOs to give priority to diesel retrofits and to cost-effective congestion mitigation activities that provide air quality benefits. Though SAFETEA-LU establishes these investment priorities, it also retains State and local agencies' authority in project selection, meaning that changes to local procedures are not required

by SAFETEA-LU. Kern Council Of Governments has previously developed procedures for allocating CMAQ funds; the local cost-effectiveness CMAQ policy will be incorporated into existing procedures. Prioritization and funding of projects will continue to be based on criteria developed by Kern Council Of Governments.

Cost-Effectiveness Threshold

Cost-effectiveness is a key component of providing funding to projects that improve air quality and reduce congestion. The cost-effectiveness of an air quality project is based on the amount of pollution it eliminates for each dollar spent. Policies that focus on cost-effectiveness will result in the largest emission reductions for the lowest cost. Cost-effectiveness can be based on total project costs, including capital investments and operating costs. However, for the purposes of this policy, cost-effectiveness is based on CMAQ funding dollars only.

In the state of California, the Air Resources Board (ARB) provides funding for air quality improvement projects through the Carl Moyer Program, which requires that heavy-duty vehicle projects meet a cost-effectiveness threshold. The San Joaquin Valley Air Pollution Control District (SJVAPCD) also uses cost-effectiveness thresholds for projects funded through the REMOVE II and Heavy-Duty Incentive Programs. However, there is currently no minimum cost-effectiveness established for the CMAQ program, and according to recent studies, the numbers vary widely across the country and by project type.

Prior to allocation of CMAQ funds for the local cost-effectiveness policy with each FTIP, the SJV MPOs in consultation with the interagency consultation (IAC) partners will develop the minimum cost-effectiveness threshold. While other criteria may be developed at the discretion of Kern Council Of Governments, all projects funded by the 20% of CMAQ dollars related to the local cost-effectiveness CMAQ policy must meet that minimum threshold.

Expenditure of Funds under the Local Cost-Effectiveness Policy

Kern Council Of Governments will make every effort to expend the minimum 20% funding for the cost-effective projects as soon as possible beginning in FY 2011. However, recognizing that there are additional issues related to project delivery and financial constraint, Kern Council Of Governments will be allowed to meet the 20% funding over the course of the FTIP, beginning with the 2008 FTIP and each new FTIP thereafter. For example, if the four-year estimate is \$4 million, then the MPO could spend \$1 million per year over the four year FTIP cycle, \$4 million in one year, or other combination of funding.

Project eligibility will continue to be based on federal CMAQ guidance. MPOs can continue to fund projects within the local jurisdictions, or contribute funding to the SJVAPCD air quality grant incentive programs to meet their cost-effectiveness threshold requirements.

Emissions Estimates

CMAQ projects must demonstrate an air quality benefit, and the expected emissions reductions will continue to be estimated with the most recent methodology. As of 2007, the ARB "Methods to Find the Cost-Effectiveness of Funding Air Quality Projects" released in 2005 is the appropriate methodology. If necessary, interagency consultation will be used to reach agreement on the methodology for future estimates. Emission benefits and cost-effectiveness calculations will continue to be based on the applicable pollutants for the region, including nitrogen oxides (NOx), volatile organic compounds (VOC), particulate matter (PM) and carbon monoxide (CO).

Reporting Requirements

Tracking of the CMAQ policy will be achieved through several methods. MPOs must develop annual reports for Caltrans and FHWA that specify how CMAQ funds have been spent and the expected air quality benefits. This report is due by the first day of February following the end of the previous Federal fiscal year (September 30) and covers all CMAQ obligations for that fiscal year. As has been the practice of several MPOs, a copy of the CMAQ annual report will also be submitted to the Air District for information purposes. Each MPO will also post information related to the implementation of the local cost-effectiveness CMAQ policy on its website.

Policy Review

Due to changes in project costs and technology over time, the MPOs will revisit the minimum cost-effectiveness threshold, as well as policy feasibility, at least once every four years prior to FTIP development. A periodic review of the policy is necessary due to potential changes in federal transportation legislation, apportionments, and project eligibility. This policy will only affect 20% of the allocated federal CMAQ funds, and does not imply changes to other funding programs. Should future transportation legislation not include CMAQ funding, this policy will no longer be in effect.

Example Schedule

The following is an example schedule of the policy implementation and updates. This information is only representative of the general approach and specific schedules will be developed in the future (annual reports will continue to be prepared and submitted as required).

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

APPENDIX G:

Public Involvement Process

The adopted Kern COG Public Involvement Policies and Procedures, available at https://www.kerncog.org/wp-content/uploads/2019/05/Public_Involvement_Procedures_01905.pdf, requires a 30-day public review period for the Federal Transportation Improvement Program (FTIP).

The public review period began December 23, 2020. The Kern Council of Governments Transportation Planning Policy Committee held a public hearing on January 21, 2021 and continued consideration of the document and findings to its scheduled meeting on February 18, 2021. The public review period will concluded January 22, 2021. All Kern Council of Governments Transportation Planning Policy Committee meetings are televised on Kern County Television. The Draft 2021 FTIP was available for review at the office as well as website (www.kerncog.org) of the Kern Council of Governments. The Final 2021 FTIP was regionally adopted on February 18, 2021 after a response to comments received during the public review period was prepared.

Legal notices were published throughout the review process in the Bakersfield Californian, El Popular (Spanish language publication), and Ridgecrest Daily Independent.

A comment summary is provided on the following pages.

2021 Federal Transportation Improvement Program Summary of Comments and Responses

As part of the development of the TIP, stakeholders, technical staff, and the general public were given the opportunity to comment. The public review period was held December 23, 2020 to January 22, 2021.

State Department of Transportation (Caltrans)

Office of Federal Programming and Data Management (OFPDM) – email dated 12/31/20

General Comments

1. Page 11, Financial Plan: Operations and Maintenance Value: This section identifies shortfall in available revenues. Please describe plans to deal with the shortfall.

Response: *Kern COG will continue to encourage member jurisdictions to make the best use of federal-aid funding to deal with the shortfall. As stated in the third paragraph of page 11: “In addition to local funds, the Regional Surface Transportation Program funding is used to achieve a state of good repair via maintenance and rehabilitation of local streets and roads.”*

2. Expedited Project Selection Procedures – Include a statement “Projects from the 2021 FTIP have been selected based on the project selection procedures adopted by KCOG”.

Response: *The Expedited Project Selection Procedure statement requested is in the text of the 2021 FTIP on page 13 – “Projects from the first four years of the 2021 FTIP have been selected using the approved project selection procedures.” No revision needed.*

3. Clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA Section 5307 Program.

Response: *Yes, the public involvement activities for the FTIP satisfy the Program of Projects (POP) requirements of the FTA Section 5307 Program. The public notice includes the statement – “The public participation efforts for the 2021 FTIP satisfies the program of project (POP) requirements of the Federal Transit Administration (FTA) for applicable funds. If no comments are received on the proposed POP, the proposed transit program will be the final program.”*

Financial Summary

1. Highway Safety Improvement Program: Update the revenue and programming per information transmitted on December 15, 2020.

Response: *The Highway Safety Improvement Program (HSIP) listing transmitted on December 15, 2020 included duplicate information. Kern COG contacted the Caltrans HSIP coordinator to confirm the revisions needed (see attached email correspondence). The revenue and programming in the 2021 FTIP are consistent with the revised listing. No revision needed to the 2021 FTIP financial summary.*

Project Listings:

1. CTIPS Id 20400000927: Verify planning studies (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.

Response: *This project is Kern COG’s Planning, Programming, and Monitoring (PPM) funding as approved through the State Transportation Improvement Program by the California Transportation Commission. The specific activity associated with the PPM funding is included in the Overall Work Program. No revision needed.*

Summary of Comments and Responses Continued

2. CTIPS Id 20400000710: Update the programming per Highway Safety Improvement Program information transmitted on December 15, 2020.

Response: *The Highway Safety Improvement Program (HSIP) listing transmitted on December 15, 2020 included duplicate information. Kern COG contacted the Caltrans HSIP coordinator to confirm the revisions needed (see attached email correspondence). The revenue and programming in the 2021 FTIP are consistent with the revised listing. No revision needed to the project listing.*

Project Listings:

3. CTIPS Id 20400000911, 20400000909, 20400000838, 20400000847: Please provide detailed information on the project scope.

Response:

CTIPS ID 204-0000-0911: *The Regional Traffic Count Program is a non-infrastructure project that consists of motorized and non-motorized traffic counts taken throughout Kern County.*

CTIPS ID 204-0000-0909: *The Golden Empire Transit District's preventive maintenance project provides funds to service and maintain the agency's bus fleet and maintenance facility.*

CTIPS ID 204-0000-0838: *The Rosamond Boulevard Pedestrian Path project consists of the construction of sidewalks, curb ramps, drive approaches and higher visibility crossings to ensure a safe ADA accessible environment.*

CTIPS ID 204-0000-0847: *The Virginia Street Pedestrian Path project consists of the construction of sidewalks, curb ramps, drive approaches and higher visibility crossings to ensure a safe ADA accessible environment.*

4. CTIPS Id 20400000915: Clarify which components are included under "Reconstruction".

Response: *This project will include the reconstruction of existing Zerker Road in the City of Shafter. The project will include recompacting the subgrade as well as installing new road base and pavement.*

5. CTIPS Id 20400000904: Clarify if toll credits are used.

Response: *Toll credits are not used. This operating assistance project is 100% funded with Coronavirus Aid, Relief, and Economic Security (CARES) Act dollars. "CARES Act" is noted in the CTIPS comments section for this project.*

6. CTIPS Id 20400000907, 20400000908, 20400000935: Provide details for the type of bus (e.g. length of the bus, passenger capacity).

Response:

CTIPS ID 204-0000-0907: *The Golden Empire Transit District's 21 replacement CNG buses are 40 ft and have a seating capacity of 45.*

CTIPS ID 204-0000-0908: *The Golden Empire Transit District's 4 replacement Hydrogen buses are 40 ft and have a seating capacity of 45.*

CTIPS ID 204-0000-0935: *The Golden Empire Transit District's 18 CNG GAL (or GET-A-Lift) buses are 21 ft buses that have a seating capacity of 6 and have the capability to safely fit 3 wheelchairs.*

Caltrans District 9 – email dated 1/22/21

1. P 84 – the Caltrans Ex-officio member is listed as Gail Miller – should it not list the new D9 and D6 members?

Response: *Page 84 refers to the "Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2019" document that was completed in December 2019. Gail Miller was the member at that time. No revision needed.*

Raquel Pacheco

From: Raquel Pacheco
Sent: Tuesday, December 15, 2020 1:28 PM
To: Liu, Chiu@DOT
Cc: Bagde, Abhijit J@DOT
Subject: RE: Highway Safety Improvement Program (HSIP) Update - Request for Programming

Good day:

Thank you Chiu for your quick response to my questions regarding the 12/15/20 HSIP listing.

1. I will move HSIP6-06-001 \$498,175 HSIP to FY 22/23;
- 2a. I will keep the combo H9-06-010&013 listing for the 2021 FTIP; and
- 2b. I will delete the individual listings for H9-06-010 and H9-06-013 (KCOG spreadsheet rows 8 and 12)

Thanks,
Raquel

From: Liu, Chiu@DOT <chiu.liu@dot.ca.gov>
Sent: Tuesday, December 15, 2020 1:16 PM
To: Raquel Pacheco <RPacheco@kerncog.org>
Subject: RE: Highway Safety Improvement Program (HSIP) Update - Request for Programming

Hi Raquel:
Good PM!

1. Just leave HSIP6-06-001 there because D06 from time to time run into various issues with this project; for sure this project will not be listed in 2023 FTIP (2 years from now).
2. Please continue using the combo tag H9-06-010&013 because there is only one HSIPL-# for H9-06-010 & H9-06-013.

Chiu

From: Raquel Pacheco <RPacheco@kerncog.org>
Sent: Tuesday, December 15, 2020 10:07 AM
To: Liu, Chiu@DOT <chiu.liu@dot.ca.gov>
Subject: FW: Highway Safety Improvement Program (HSIP) Update - Request for Programming

EXTERNAL EMAIL. Links/attachments may not be safe.

Good day:

Thank you for providing an updated HSIP listing.

After my review of the KCOG listing, I have the following comments:

1. H6-06-001: This project received E-76 approval for the \$498,175 on 11/3/20. Should I still move the programming to FY 22/23 as noted in the KCOG listing?

2. H9-06-010&013: This combination listing is redundant since there are already individual listings for H9-06-010 and H9-06-013. Should I keep the combination listing or keep the individual listings?

Thanks,
Raquel

From: Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>

Sent: Tuesday, December 15, 2020 9:06 AM

Subject: Highway Safety Improvement Program (HSIP) Update - Request for Programming

Dear MPO FTIP Coordinator,

Attachment includes an update to the Highway Safety Improvement Program (HSIP). This listing supersedes the listing that was transmitted to you on August 24, 2020.

Please program these projects in your **2019 FTIP** and in **2021 FTIP**. Use the fund type below when programming these projects.

As mentioned at the May 28th, 2019 CFPG meeting, **Caltrans Division of Transportation Programming no longer posts project lists on its website** due to ADA compliance. The lists will only be made available via email.

Please contact Chiu Liu, HSIP Program Coordinator, at (916) 653-8640 should you have any questions.

Thank you.

Fund Table Manager - Google Chrome
 ctips-prod.dot.ca.gov/ctips/BrowseAllFundsForm.do

Edit Fund Type

Fund Type Details

Fund ID: Fund1 Name:

Blended Fund Type

Match %: Match Fund:

Type: Federal, State, Local

Archived Fund Type State Highway Account

Detailed Fund Description ("Huh?" Button)

Program purpose:
 The FAST Act continues the Highway a significant reduction in traffic fatalities including non-State-owned public road data-driven, strategic approach to imp focuses on performance.

Program Category(s) Containing this Fund Type

Other Fed

Select Category to Add:

MPO Filter - This Fund Type App

AMBAG BCAG
 MTC SACOG
 Shasta SJCOG
 Kings TRPA

Abhijit J. Bagde, P.E.
 Senior Transportation Engineer
 Division of Financial Programming
 Office of Federal Programming and Data Management
 (916) 654-3638
 FAX: (916) 654-2738
 Website <https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm>

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APPENDIX H:

Federal Performance Management

How the FTIP Addresses Federal Requirements for Performance Measures

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”¹

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. The most recent federal transportation act, Fixing America’s Surface Transportation Act (FAST Act, 2015), carries forward the Performance Based Planning. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federal performance measures. In response, FHWA and FTA worked with state and regional agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to federal agencies on an annual basis. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including long-range plan and FTIP.

FHWA Performance Measures

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups

PM 1: Safety

PM 2: Pavement and Bridge Condition

PM 3: System Performance, Freight, Congestion and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)

Federal Performance Management

3. Rail infrastructure including tracks, and signals, and guidance systems; and
4. Transit facilities including stations, parking structures, and administrative offices.

The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21's asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in target setting.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date is July 19, 2019, and the compliance date is July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020, to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Regional Transportation Plan (RTP). The first RTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.ⁱⁱ

The final rule specifically requires transit agencies employing federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process, and coordinate, to the maximum extent practicable, with the MPO in selecting regional safety targets.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. The specific performance measures for each include:

TRANSPORTATION SYSTEM SAFETY (PM 1)

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Number of non-motorized fatalities and serious injuries

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition
- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

Federal Performance Management

NATIONAL HIGHWAY SYSTEM (NHS) PERFORMANCE (PM 3)

- Percent of interstate system mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

FREIGHT MOVEMENT (PM 3)

- Percent of interstate system mileage reporting reliable truck travel times

CMAQ PROGRAM (PM 3)

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Non-Single Occupancy Vehicle mode share

TRANSIT ASSET MANAGEMENT (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱⁱ

TRANSIT SAFETY

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

How Kern Council of Governments Addresses Each Performance Management Group

SAFETY PERFORMANCE MEASURES (PM 1)

Below are the targets for PM 1.

Table 1: Performance Measures	Data Source	5-Year Rolling Average Targets
		2020
Total Number of motor vehicle collision fatalities	SWITRS & Kern COG Model	154
Rate of motor vehicle collision fatalities (per 100 million VMT)	SWITRS, Kern COG Model & HPMS	1.64
Total number of motor vehicle collision serious injuries	SWITRS & Kern COG Model	405
Rate of motor vehicle collision serious injuries (per 100 million VMT)	SWITRS, Kern COG Model & HPMS	4.31
Total number of non-motorized fatalities and serious injuries	SWITRS & Kern COG Model	103

On February 20, 2020, the Kern Council of Governments approved the 2020 Kern “Toward Zero” safety targets consistent with federal methodology and directed staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets. The Kern COG “Toward Zero” methodology is consistent with the 2018 state safety target methodology originally recommended by Caltrans Division of Traffic Operations engineers. In addition, the Kern methodology was prepared under the supervision of a certified engineer. The methodology uses California Highway Patrol (CHP) historical accident data for Kern County. The data is extrapolated using a 5 year running average to forecast future accidents and fatalities. In addition, travel model data is used to tie the forecast to local assumed growth. Targets are essentially being set to show improvement over the previous 5 year accident data. As accidents improve, the targets will improve automatically with each annual update on a trajectory “Toward Zero.”

Kern COG strives to improve communication and coordination between public agencies and the public by identifying and engaging key transportation planning stakeholders. Through the stakeholder groups, Kern COG often identifies safety issues critical to their interests. For example, Kern COG works closely with member agencies (cities and county) and Caltrans in nominating projects for the State Highway Operation and Protection Program, Highway Safety Improvement Program, and Active Transportation Program.

Many of the projects programmed in the FTIP improve safety. For some, safety is the primary aim, and for others, safety may be a component.

Federal Performance Management

Kern Council of Governments has three funding programs dedicated to improving safety.

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations and Protection Program (SHOPP) Collision Reduction

ATP

The ATP funds bicycle and/or pedestrian projects. Since people are more vulnerable while walking or biking as compared to traveling in a vehicle, any project that helps them do so is likely to yield safety benefits. The ATP further emphasizes safety by allotting points for projects applications that promise to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications promise to reduce fatalities and injuries. The program is designed to focus local efforts on locations/corridors with the greatest safety needs and countermeasures with lower costs.

SHOPP Collision Reduction

The SHOPP is the State Highway System's "fix-it-first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). All SHOPP projects are limited to capital improvements that do not add capacity (no new highway lanes) to the SHS, though some new auxiliary lanes are eligible for SHOPP funding.

The Collision Reduction category is one of eight categories that make up the SHOPP, with the intention to reduce the number or severity of collisions; within this category are two programs:

1. 201.010 - Safety Improvements: reactive approach based on analysis of collision history
2. 201.015 - Collision Severity Reduction: proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

This program is designed to reduce the number or severity of collisions on the State Highway System. Projects with a safety index above 200 qualify as safety improvement projects. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by HQ Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as safety improvement projects.

This task also includes sites identified in monitoring programs to reduce collisions for motorists, such as for wrong-way collisions, multilane, cross-median collisions, two-and three-lane cross center-line collisions and run-off-the-road collisions. It also includes non-motorized modes, such as pedestrian and bicycle facilities.

It does not include relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This task does not include projects where the prime purpose is reducing congestion.

Improving a highway, generally on existing alignment, to improve standards of width, grade, alignment or other geometric consideration is new highway construction that is included in STIP programs.

201.015 - Collision Severity Reduction

This program seeks to upgrade existing highway safety features within the roadbed’s clear recovery area, resulting in reduced collisions and/or severity. Projects will include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The program is designed to be proactive in enhancing safety on the State Highway System. As such, this program will not be subject to a safety index analysis but will define projected collision severity reduction numerically. Projects will be prioritized based on the projected collision severity reduction benefits.

2020 SHOPP Collision Reduction Numbers, Statewide

A total of 920 projects are included in the 2020 SHOPP that the CTC adopted in May 2020. The 2020 SHOPP is valued at \$17.4 billion, which includes reservation amounts for programs such as the Collision Reduction Program. **The SHOPP Collision Reduction Program has 161 programmed safety projects totaling \$1,841,082,000.** The SHOPP reserves \$3,120,000,000 for 201.010 safety improvements. The reserved amount will address future safety improvements as they are identified.

Table 2: Safety Projects

	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element	Number of Projects
Safety Projects	\$61,977,423	\$50,282,198	7.9%	29

Safety Project Highlights

Active Transportation Program Cycle 3 – KER161008

- This project seeks to improve safety for pedestrians by constructing a pedestrian path in Rosamond.

Active Transportation Program Cycle 4 – KER191003

- This project seeks to improve pedestrian and cyclist safety and accessibility in Lake Isabella.

Active Transportation Program Cycle 4 – KER191004

- This project seeks to improve safety for cyclists by constructing a Class I multi-use path in Bakersfield.

Federal Performance Management

Highway Safety Improvement Program – KER140601

- This project seeks to improve safety in Arvin by installing traffic signals, railroad crossings, upgrade and install new pavement, striping and pavement markers (H6-06-001).
- This project seeks to improve pedestrian safety in Delano by installing pedestrian crossings at uncontrolled locations and install/upgrade larger intersections warning/regulatory signs (H9-06-004).

State Highway Operations and Protection Program – KER210202

- This project seeks to improve safety by installing a High-intensity Activated crosswalk (HAWK) system in Bakersfield on State Route 204 at 8th St. (06-0W990).
- This project seeks to improve safety by constructing a roundabout in Wasco on State Route 43 from SR 46 to south of Gromer Ave (EA 06-0X770).

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

On September 20, 2018, the Kern Council of Governments approved the Kern PM 2 targets consistent with the state targets. The PM 2 targets are contained in the following table. Jurisdictions with National Highway System (NHS) mileage in Kern include Bakersfield, California City, Caltrans, Shafter, and Kern County. Kern COG has had a long-time and successful use of State Highway Operations and Protection Program (SHOPP) and Highway Bridge Program (HBP) by our member agencies for state of good repair projects on federal aid system routes including the National Highway System (NHS). Kern COG will consider project delivery policies that help prioritize bridge and pavement maintenance on the NHS. Member agencies are encouraged to promote projects and policies that help improve the NHS routes in their jurisdictions.

Table 3: PM2: NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION		Values
Percentage of Interstate System pavement in 'Good' condition		44.5%
Percentage of non-interstate NHS pavement in 'Good' condition		29.9%
Percentage of Interstate System pavement in 'Poor' condition		3.8%
Percentage of non-interstate NHS pavement in 'Poor' condition		7.2%
Percentage of NHS bridges in 'Good' condition		70.5%
Percentage of NHS bridges in 'Poor' condition		4.4%

The following are funding sources and programs that help fund PM 2 projects.

Local Funds

Cities and counties spend billions each year to maintain local roads and bridges. They derive their funding from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees report to be spent on pavement.^{iv} Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees

Federal Performance Management

- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds tend to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because that document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to SB 1.

Federal HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies from existing local highway bridges to keep the traveling public safe.^v The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is "high-cost" bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

SHOPP

The SHOPP is already described above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Federal Performance Management

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as “SHOPP Advance Construction.” Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and “SHOPP Advance Construction” is a placeholder for what could be federal or state funds.

SHOPP Bridge Preservation

SHOPP Bridge Preservation category includes following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.112 – Bridge Rail Replacement and Upgrade
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2020 SHOPP has 156 Bridge Preservation projects totaling \$2,371,000,000. The SHOPP does not have a reservation for Bridge Preservation.

SHOPP Roadway Preservation

SHOPP Roadway Preservation category includes following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2020 SHOPP has 265 Roadway Preservation projects totaling \$5,505,000,000. The SHOPP does not have a reservation for Roadway Preservation.

Table 4: Pavement and Bridge Projects

Category	# of projects	\$ Total
PM 2 Projects	21	\$328,357,000

SYSTEM PERFORMANCE (TRAVEL TIME RELIABILITY) PM 3

On September 20, 2018, the Kern Council of Governments approved the Kern travel time reliability PM 3 targets consistent with the state targets. The PM 3 targets are contained in the following tables. Jurisdictions with National Highway System (NHS) mileage in Kern include Bakersfield, California City, Caltrans, Shafter, and Kern County. Kern COG has been successful in using State Highway Operations and Protection Program (SHOPP) and Senate Bill 1 Trade Corridor Enhancement Program dollars on federal aid system routes including the National Highway System (NHS). Kern COG member agencies are encouraged to promote projects and policies that will help improve the region’s NHS routes.

Table 5: System Performance Measures

System Performance Measure	Applicable in Kern County?	Why? / Why Not?
Percent of Reliable Person-Miles Traveled on the Interstate	YES	Interstates traverse the Kern County region
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	YES	Kern County region contains a number of freeways, highways, and local roads on the National Highway System (NHS).
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	YES	Interstates traverse the Kern County region
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program	No	These measures only apply to regions with urbanized areas that contain a population greater than one million.
Annual Hours of Peak-Hour Excessive Delay Per Capita (PHED)	No	
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	No	

Table 6: System Performance Measure Targets

Performance Measure	2017 Baseline Data	2-Year Target	4-Year Target
Percent of reliable Person-Miles Traveled on the Interstate	64.6 %	65.1%	65.6%
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	73.0 %	N/A	74.0%
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time reliability Index)	1.69	1.68	1.67

Source: Caltrans Office of Multi-Modal System Planning

Federal Performance Management

The following are funding sources and programs that help fund Non-Interstate and Interstate:

SHOPP Mobility

The SHOPP Mobility category include following programs:

201.310 – Operational Improvements

201.315 – Transportation Management Systems

201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2020 SHOPP has 91 Mobility projects programmed totaling \$1,440,000,000. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan. The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

Truck Travel

This TIP includes a TCEP project on State Route 46 that improves traffic flow and safety. This is a farm to market route. This TIP also includes improvements such as roundabouts in farm to market corridors. Kern is the second largest crop production county in the nation.

CMAQ

The CMAQ program supports improving air quality and relieving congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

Table 7: PM 3 Projects

Category	# of projects	\$ in 4 years	\$ Total
Non-Interstate	2	\$13,700,000*	\$40,700,000
Interstate	0	\$0	\$0
Truck Travel Time Projects	N/A	N/A	N/A
CMAQ Projects	30	\$43,316,632	\$52,962,698
PM 3 Total	32	\$57,016,632	\$93,662,698

*Includes only SHOPP Mobility funds and TCEP funds.

TRANSIT ASSET MANAGEMENT

The Transit Asset Management (TAM) targets below were produced collaboratively with regional transit agencies based on their agency TAM plans and local targets. In developing the targets, Kern COG reviewed and considered the transit operators' TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

Kern COG will continue to work with the region's transit operators and county transportation commissions to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

Transit Asset Management Performance

The TIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Example projects include urban capital assistance programs; rolling stock acquisition, and maintenance; bus fleet replacement; and maintenance of passenger facilities. For the Kern region, projects that address Transit Asset Management are:

- KER200804: 3 Replacement Gas Minivans for Delano Area Rapid Transit
- KER200806: 21 Replacement CNG Buses for Golden Empire Transit District
- KER200806: 4 Replacement Hydrogen Buses for Golden Empire Transit District
- KER200808: Preventive Maintenance for Golden Empire Transit District

Delano Area Rapid Transit and Golden Empire Transit District have adopted Transit Asset Management plans, which are posted on the Kern COG website and available from transit operators. Transit Asset Management category projects could also be supported by state, local, and other federal funding sources (e.g., flexible CMAQ and RSTP). The funding and the program of projects in the TIP will enable the transit operators to achieve their respective transit asset management performance targets.

This section presents the TAM performance measures and targets adopted by Delano Area Rapid Transit and Golden Empire Transit District. Table 8 provides a summary of the performance measures designated as TAM.

Table 8: Transit Asset Management Performance Measures		
Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the <u>Transit Economic Requirements Model</u> scale.	Stations, depots, administration, parking garages, terminals, shelters

The two reporting entities for public transportation provided their targets to Kern COG, as shown in Tables 9 and 10. The targets for the planning region are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the 2017 target-setting process, providers set targets that are approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance.

Table 9: Delano - Transit Asset Management Targets

Asset Category	Asset Class	2019 Target
Rolling Stock <i>% of revenue vehicles > ULB</i>	Cutaway bus	27%
	Mini-van	50%
	Trolleybus	100%
Equipment <i>% of non-revenue vehicles > ULB</i>	Non-Revenue/Service Automobile	100%
	Custom 1	5%
	Custom 2	90%
Facilities <i>% of facilities < TERM scale 3</i>	Administration	5%
	Maintenance	5%
	Passenger Facilities	20%

Notes: ULB = Useful Life Benchmark, TERM = Transit Economic Requirements Model (FTA), Custom 1 = CNG Facility, Custom 2 = Security System

Table 10: Golden Empire Transit District - Transit Asset Management Targets

Reporting Entity	Rolling Stock	Equipment	Facilities	Infrastructure
	<i>% of revenue vehicles > ULB</i>	<i>% of non-revenue vehicles > ULB</i>	<i>% of facilities < TERM scale 3</i>	<i>% of track segments with restrictions</i>
Golden Empire Transit District	0%	8%	0%	N/A

Notes: ULB = Useful Life Benchmark, TERM = Transit Economic Requirements Model (FTA)

The TAM Final Rule also requires that, in the future, the FTIP describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). Each transit agency is encouraged to apply for funding through various competitive funding programs, and have been successful in acquiring a portion of these funds to help meet TAM targets. Kern COG meets with each transit agency on a regular basis through the Transit Operators Committee meetings and individual meetings to discuss and identify transit projects for inclusion in the FTIP that also help to meet TAM targets.

There are 4 projects in the 2021 FTIP with \$19.8 million in FTA funds and \$4.9 million in local funds that support the maintenance or replacement of transit assets.

Public Transportation Agency Safety Plan Performance Measures

Safety targets must be set every four years in the MPO’s Regional Transportation Plan (RTP) and must integrate into their RTP, either directly or by reference, the goals, objectives, performance measures, and targets from the transit providers’ safety plans.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement.

The following table includes performance targets preliminary set by Delano Area Rapid Transit (subject to final signature approval).

Table 11: Delano - Safety Performance Targets

Mode of Service	Fatalities	Fatalities (per 100,000 VRM)	Injuries	Injuries (per 100,000 VRM)	Safety Events	Safety Events (per 100,000 VRM)	System Reliability
Fixed Route Bus Transit	0	0	0	0	3	0.00001715	0.00003
Paratransit	0	0	0	0	5	0.00003	0.000125

The following table includes performance targets approved by Golden Empire Transit District (June 2020).

Table 12: Golden Empire Transit District - Safety Performance Targets

Mode of Service	Fatalities	Fatalities (per 100,000 VRM)	Injuries	Injuries (per 100,000 VRM)	Safety Events	Safety Events (per 100,000 VRM)	System Reliability
Fixed Route Bus Transit	0.2	0.0	15.8	0.4	13.2	0.3	18,936
Paratransit	0	0	0.6	0.1	1	0.1	73,148

Endnotes

ⁱ [23 CFR § 450.326 \(c, d\)](#)

ⁱⁱ MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA
<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

ⁱⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

^{iv} California Statewide Local Streets and Roads Needs Assessment, October 2018, pg. 39.
<https://www.savecaliforniastreet.org/wp-content/uploads/2018/10/2018-Statewide-Final-Report-1.pdf>

^v Chapter 6 Highway Bridge Program, January 2019.
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

APPENDIX I:

Expedited Project Selection Procedures for 2021 TIP



**Kern Council
of Governments**

July 15, 2010

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

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

Dear Ms. Falsetti:

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

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

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



Ronald E. Brummett
Executive Director
Kern Council of Governments

July 14, 2010
Date

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

Kern Council of Governments

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Project Selection Procedures - Consultation and Cooperation Requirements

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

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APPENDIX J:
CTIPS Project Listing

2021 Federal Transportation Improvement Program
Regional Adoption

CTIPS Project Listings

Kern Council of Governments

PDF page

2 **LISTING OF HIGHWAY PROJECTS**

3 State Highway / Regional Choice Program

20 State Highway Operations and Protection Program (SHOPP, Minor Program)

28 **LOCAL STREETS AND ROADS LIST OF PROJECTS**

29 Safety Program [Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP)]

34 Regional Surface Transportation Program [RSTP, Highway Infrastructure Program (HIP)]

42 Congestion Mitigation Air Quality Program (CMAQ Non-transit projects)

59 **MASS TRANSPORTATION LIST OF PROJECTS**

60 Transit Program (Non-CMAQ)

76 Congestion Mitigation Air Quality Program (CMAQ Transit Projects)

82 **NON-MOTORIZED TRANSPORTATION LIST OF PROJECTS**

83 Non-Motorized Program (Bike Projects)

90 Non-Motorized Program (Landscape/Pedestrian Projects)

Note: CTIPS Report is available on the Kern COG website at
<https://www.kerncog.org/category/docs/ftip/>

LISTING OF HIGHWAY PROJECTS

State Highway / Regional Choice Program

Kern Council of Governments - Federal Transportation Improvement Program PDF page 4
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0191	TITLE (DESCRIPTION): HAGEMAN FLYOVER (IN BAKERSFIELD: HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER020604	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	55,000,000	8,896,001	10,894,341

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	1,249,582								1,249,582
	RW	19,844			8,723,000					8,742,844
* Fund Type: City Funds	CON					55,000,000				55,000,000
* Funding Agency:	Total:	1,269,426			8,723,000	55,000,000				64,992,426

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	9,644,759								9,644,759
	RW	153,157								153,157
* Fund Type: NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRA	CON									
* Funding Agency:	Total:	9,797,916								9,797,916

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	10,894,341								10,894,341
	RW	173,001			8,723,000					8,896,001
	CON					55,000,000				55,000,000
	Total:	11,067,342			8,723,000	55,000,000				74,790,342

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP013

Prior Yr Status: in design

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

***** Version 17 - 06/19/2017 *****

Per TRIP 6/23/17 letter; delete \$215,589 Local PE prior year; add \$265,589 NCIP PE prior year; delete \$881,606 Local RW prior year; delete \$2,945,393 NCIP RW prior year; add \$8,723,000 Local FY 18/19

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

REVISED RECORD - Per TRIP 5/2/16 email: move CON to FY 18/19

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

***** Version 14 - 06/28/2013 *****

Delete \$2,655,900 NCIP & \$344,100 local PE FY 12/13

***** Version 13 - 02/08/2013 *****

Move \$55,000,000 local CON from FY 17/18 to FY 15/16

***** DFTIP Version 1 - 04/26/2012 *****

Delete PE \$4,325,050 local, move PE \$974,950 local from FY 11/12 to FY 12/13; Add PE \$7,525,050 PNRs to FY 12/13; delete \$2,898,550 local, move RW \$401,450 local from FY 11/12 to FY 13/14; add RW \$3,098,550; move CON \$55,000,000 local from FY 13/14 to FY 17/18

***** Version 11 - 02/10/2011 *****

Move \$2,600,000 local PE FY10/11 to FY 11/12 & add \$2,700,000; Delete \$9,700,000 local RW FY 11/12; Move \$47,500,000 local CON FY 12/13 to FY 13/14 & add \$7,500,000

***** Version 10 - 07/15/2010 *****

RTP Reference: KER08RTP013;

Prior Yr Status: ---;

Future Cost Est: ---

***** Version 9 - 06/04/2009 *****

Delete \$1,389,980 NCIP \$510,020 local of PE in FY 10/11; Move RW from FY 10/11 to FY 11/12 and add \$7,900,000 local to RW; Move CON from FY 11/12 to FY 12/13 and delete \$22,900,000 local

***** Version 8 - 10/29/2008 *****

RW & CON included in Amend.2

Revisions include adding \$5,100,000 local to RW in FY 10/11; \$70,400,000 local to CON in FY 11/12

***** Version 7 - 07/23/2008 *****

"R/W & CON not included for Interim FTIP purposes"

Revisions include: (EPSP approved 1/2/08 moved from FY 06/07 to 07/08) added \$7,900,000; demo \$4,400,000, local \$3,500,000

***** Version 6 - 05/23/2007 *****

***** Version 5 - 01/23/2007 *****

Programming moved from FY 05/06 to FY 06/07

***** Version 4 - 09/05/2006 *****

***** Version 3 - 10/20/2005 ***** Earmark funding from SAFETEA-LU introduced.

***** Version 2 - 06/04/2004 *****

KCOG Access database was used for Regional Adoption of 2004 FTIP.

***** Version 1 - 07/16/2002 *****

Kern Council of Governments - Federal Transportation Improvement Program PDF page 6
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0391	TITLE (DESCRIPTION): CENTENNIAL CORRIDOR (IN BFL: CENTENNIAL CORRIDOR (ELEMENT OF BFL BELTWAY SYSTEM), I-5 TO SR58 AT COTTONWOOD; NEW 6 LN FWY FM SR58/SR99 TO WESTSIDE PWY (SR58 CONNECTOR)); OP IMPROVE (\$2,296,294 toll credits as part of match))	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER050104		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	327,044,412	7,020,000	69,489,712

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 7	PE	61,519,242								61,519,242
	RW	7,020,000								7,020,000
* Fund Type: NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRA	CON	85,606,194								85,606,194
* Funding Agency:	Total:	154,145,436								154,145,436

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 7	PE	7,970,470								7,970,470
	RW									
* Fund Type: City Funds	CON	115,811,047								115,811,047
* Funding Agency:	Total:	123,781,517								123,781,517

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 7	PE									
	RW									
* Fund Type: PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	CON	19,602,578								19,602,578
* Funding Agency:	Total:	19,602,578								19,602,578

* Federal Disc. -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 7	PE									
	RW									
* Fund Type: Earmark Repurposing	CON	64,593								64,593
* Funding Agency:	Total:	64,593								64,593

* SHOPP - Mobility -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 7	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	30,960,000								30,960,000
* Funding Agency:	Total:	30,960,000								30,960,000

* State SB1 -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 6 of 7	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON	25,000,000								25,000,000
* Funding Agency:	Total:	25,000,000								25,000,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

* Federal Disc. -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: Infrastructure For Rebuilding America (INFRA)Grant	CON	50,000,000								50,000,000
* Funding Agency:	Total:	50,000,000								50,000,000
<hr/>										
Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	69,489,712								69,489,712
	RW	7,020,000								7,020,000
	CON	327,044,412								327,044,412
	Total:	403,554,124								403,554,124

Comments:

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP020

Prior Yr Status: CON in progress

Total Project Cost: ---

***** Version 23 - 12/21/2018 *****

Per TRIP: Move \$13,000,000 NCIIP prior year to FY 18/19 and add \$30,000,000 NCIIP; Add \$3,679,412 Local FY 18/19; Move \$63,211,000 STIP AC FY 19/20 to FY 18/19 and Change to Local

Note: \$90,935,015 Local funding in FY 18/19 is accounted for as follows -

\$63,211,000 Local money for STIP AB3090 (STIP Amendment 18S-07)

\$5,918,303 NCIIP Local match

\$21,805,712 Local

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

Per TRIP; revise FY 17/18, 18/19, 19/20

***** Version 20 - 05/01/2018 *****

Per CTC approval of SB 1 Trade Corridor Enhancement Program of Projects expected at May 16-17, 2018 CTC meeting; Change \$25,000,000 Local CON FY 18/19 to SB 1

***** Version 19 - 02/08/2018 *****

Per 2016 SHOPP amendment and SHOPP allocation vote expected March 21-22, 2018 CTC meeting; change fund source for Belle Terrace portion of Centennial Corridor project; Change \$30,960,000 Local CON FY 17/18 to SHOPP AC

***** Version 18 - 06/19/2017 *****

Per TRIP 6/23/17 letter; move \$2,256,001 PNRS CON FY 18/19 to FY 16/17; move \$563,999 Local CON FY 18/19 to FY 16/17; move \$122,613,999 Local CON FY 18/19 to FY 17/18; move \$2,679,804 Local CON FY 18/19 to FY 17/18 and change fund source to NCIIP; move \$2,405,858 Local CON FY 18/19 to 17/18 and change to PNRS; move \$12,300,339 PNRS CON FY 18/19 to FY 17/18; change fund source \$64,593 Local CON FY 18/19 to EARREPU

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

Per 5/2/16 Bakersfield email; revise FY 15/16, 16/17, 17/18, 18/19

\$2,296,294 NCIIP shown in FFY 15/16 RW is toll credit

***** Version 16 - 06/10/2015 *****

Per 5/29/15 Bakersfield letter; move \$20,020,000 NCIIP RW from FY 14/15 to FY 15/16; change \$6,992,480 local to PNRS FY 15/16 (savings from KER130106 as part of amendment 7); change \$1,715,922 local to PNRS FY 15/16 (savings from KER130101).

***** Version 15 - 01/30/2015 *****

Per 2/2/15 Bakersfield letter; move \$4,860,042 NCIIP RW to PE in FY 14/15; move \$5,119,958 NCIIP RW FY14/15 to CON FY15/16; move \$34,888,932 NCIIP CON FY 17/18 to CON FY 15/16; move \$629,670 local CON FY17/18 to PE FY 14/15; move \$16,947,110 local CON FY 17/18 to CON FY15/16; delete \$14,450,288 local CON FY17/18.

\$2,296,294 NCIIP shown in FFY 14/15 RW is toll credit

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

Move RW FY13/14 to FY14/15; move CON FY15/16 to FY17/18; delete \$29,000,000 City local FY 15/16; add \$29,000,000 RIP FY 17/18

***** Version 13 - 11/04/2013 *****

Delete \$165,000,000 RW NCIIP FFY 13/14 (move to KER130105); Move \$29,577,132 NCIIP &\$9,311,068 Local CON FFY 13/14 to FFY 15/16; Delete \$79,361,569 PNRS &\$49,750,231 Local CON FFY 13/14; Add \$5,311,800 NCIIP CON FFY 15/16

\$3,441,000 NCIIP shown in FFY 13/14 RW is toll credit

***** Version 12 - 06/28/2013 *****

Move \$195,000,000 NCIIP RW FFY 12/13 to FFY 13/14; Add \$2,655,900 NCIIP &\$8,423,606 local to CON FFY 13/14; Delete \$11,079,506 PNRS CON FFY 13/14; Delete \$6,600,000 local CON FFY 15/16

\$22,366,500 NCIIP shown in FFY 13/14 RW is toll credit

RTP Reference: KER08RTP020;

Prior Yr Status: ---;

Future Cost Est: ---

***** Version 11 - 02/08/2013 *****

Move \$3,629,730 NCIIP from CON FY 15/16 to PE FY 12/13; Move \$470,270 local from CON FY 15/16 to PE FY 12/13; Move \$26,921,232 NCIIP from CON FY 15/16 to CON FY 13/14; Move \$50,637,693 local from CON FY 15/16 to CON FY 13/14; Delete \$4,900,000 local FY 15/16; Move \$90,441,075 PNRS from CON FY 15/16 to FY 13/14

***** Version 10 - 01/11/2013 *****

Add \$8,764,470 NCIIP PE FY 12/13; add \$1,135,530 local PE FY 12/13; change \$3,177,618 NCIIP CON FY 15/16 to PNRS; change \$15,112,013 local CON FY 15/16 to PNRS

***** DFTIP Version 1 - 04/23/2012 *****

Add PE \$4,426,500 NCIIIP & \$573,500 local in FY 12/13; move RW \$68,407,000 NCIIIP from FY13/14 to FY 12/13 and add \$126,593,000 NCIIIP; delete RW \$38,878,000 local; delete CON \$142,954,900 NCIIIP; add CON \$127,635,456 local; move RW \$59,798,000 PNRS from FY 13/14 to CON FY 15/16; add CON \$12,353,444 PNRS

\$22,366,500 NCIIIP shown in FFY 12/13 RW is toll credit

PDF page 8

***** Version 8 - 01/16/2012 *****

Changed description; move PE to FY12/13 & delete \$15,846,870 NCIIIP from FY11/12; move PE to FY12/13 & delete \$2,053,130 local from FY11/12; move RW to FY 13/14 & delete \$90,947,000 NCIIIP from FY 12/13; move RW to FY13/14 & add \$18,232,000 local to FY13/14; move CON \$44,265,000 NCIIIP from FY13/14 to FY14/15; delete CON \$26,460,000 PNRS in FY13/14; move CON \$29,624,610 NCIIIP from FY14/15 to FY15/16; add \$102,793,870 NCIIIP to CON FY15/16; delete CON \$46,258,000 PNRS; move CON \$190,748,520 local from FY14/15 to FY 15/16; delete CON \$35,468,870 local FY 14/15

***** Version 7 - 07/15/2010 *****

Changed description; moved RW to FY 12/13; add \$73,889,610 NCIIIP CON, \$241,952,390 local CON, \$86,258,000 PNRS CON

RTP Reference: KER08RTP020;

Prior Yr Status: ---;

Future Cost Est: \$650,000,000

***** Version 6 - 06/04/2009 *****

Change description; Add \$33,552,870 NCIIIP PE, \$4,347,130 local PE, \$159,354,000 NCIIIP RW, \$20,646,000 local RW in FY 11/12

***** Version 5 - 07/23/2008 *****

Revisions include: (EPSP approved 1/2/08 moved from FY 06/07 to 07/08) changed description and removed \$17,358,523; demo \$15,367,500, local \$1,991,023

***** Version 4 - 05/23/2007 *****

***** Version 3 - 01/23/2007 *****

Programming moved from FY 05/06 to FY 06/07.

***** Version 2 - 09/05/2006 *****

***** Version 1 - 10/20/2005 *****

Earmark funding from SAFETEA-LU introduced

Kern Council of Governments - Federal Transportation Improvement Program PDF page 9
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0649	TITLE (DESCRIPTION): 24TH AND 23RD ST IMPROVEMENTS (IN BAKERSFIELD: 24TH/23RD ST (SR178) FM SR99 TO EAST OF M ST; INTERSECTION IMPROVEMENTS AT OAK ST & WIDEN EXISTING HIGHWAY)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER120103		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	27,496,707	9,790,810	5,600,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	4,957,680								4,957,680
	RW	8,667,804								8,667,804
* Fund Type: NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRA	CON	9,914,948								9,914,948
* Funding Agency:	Total:	23,540,432								23,540,432

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	642,320								642,320
	RW	1,123,006								1,123,006
* Fund Type: City Funds	CON	17,581,759								17,581,759
* Funding Agency:	Total:	19,347,085								19,347,085

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	5,600,000								5,600,000
	RW	9,790,810								9,790,810
	CON	27,496,707								27,496,707
	Total:	42,887,517								42,887,517

Comments:

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP014

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

***** Version 8 - 03/30/2017 *****

Per 3/29/17 TRIP letter; Move \$1,416,480 NCIP and \$183,520 Local from CON and add to PE FY 16/17; move \$6,188,547 NCIP and \$28,211,453 Local CON from FY 16/17 to 17/18, then add \$600,000 to Local

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

Per TRIP 5/2/16 email: move CON FY 15/16 to FY 16/17

***** Version 6 - 02/05/2015 *****

Per 2/2/15 Bakersfield letter; move \$7,620,027 NCIP and \$ 28,379,973 local CON FY14/15 to FY15/16.

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

Move CON from to FY 13/14 to FY 14/15

***** Version 4 - 06/28/2013 *****

Move \$3,541,200 NCIP & \$458,800 local PE from FFY 12/13 to FFY 13/14; Move \$12,394,200 NCIP & \$1,605,800 local RW from FFY 12/13 to FFY 13/14; Change \$1,647,539 local to NCIP CON FY 13/14

***** Version 3 - 02/08/2013 *****

Delete \$2,655,900 NCIP CON FY 13/14; Add \$11,655,900 local CON FY 13/14

***** Version 2 - 01/11/2013 *****

Change fund source of \$2,343,288 local CON FY 13/14 to NCIP

***** Version 1 - 04/26/2012 *****

RTP Reference: KER08RTP014; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 10
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0708	TITLE (DESCRIPTION): CENTENNIAL RIGHT OF WAY (IN BAKERSFIELD: CENTENNIAL CORRIDOR RIGHT-OF-WAY PROJECT INCLUDING EARLY ACQUISITION (\$15,484,500 toll credits as part of match))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER130105		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0		135,000,000	

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRA	RW	135,000,000								135,000,000
	CON									
* Funding Agency:	Total:	135,000,000								135,000,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP020
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 1 - 05/14/18 *****
Project data transferred from 2016 FTIP.
***** Version 1 - 06/08/16 *****
Project data transferred from 2014 FTIP.

***** Version 1 - 06/25/14 *****
Project data transferred from 2012 FTIP.
RTP Reference: KER08RTP020;
Prior Yr Status: Project Completion Pending;
Future Cost Est: ---

***** Version 1 - 11/04/2013 *****
RTP Reference: KER08RTP020;
Prior Yr Status: ---;
Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 11
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0889	TITLE (DESCRIPTION): AB3090 REIMBURSEMENT (AB3090 REIMBURSEMENT PROJECT)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER180102		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	63,211,000		

* RIP -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: STIP Advance Construction	CON	6,321,000	18,963,000	18,964,000	18,963,000					63,211,000
* Funding Agency:	Total:	6,321,000	18,963,000	18,964,000	18,963,000					63,211,000

Comments:

***** Version 1 - 08/17/2020*****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP020

Prior Yr Status: ---

Total Project Cost: ---

***** Version 2 - 12/21/2018 *****

Project from 2017 FTIP; New in 2019 FTIP

***** Version 1 - 11/08/2018 *****

On October 18, 2018 the CTC approved STIP Amendment 18S-07

Note related project KER050104

Kern Council of Governments - Federal Transportation Improvement Program PDF page 12
(Dollars in Whole)
State Highway System

DIST: 06	PPNO: 8042B	EA: 45712	CTIPS ID: 104-0000-0336	TITLE (DESCRIPTION): FREEMAN GULCH WIDENING - SEGMENT 2 (NEAR RIDGECREST: SR14 FROM 4.8 MILES SOUTH SR 178 WEST TO 0.5 MILE NORTH OF SR178 WEST; CONVERT 2-LANE CONVENTIONAL HWY TO 4-LANE EXPRESSWAY (SEGMENT 2))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID: 0612000197			MPO ID.: KER120105		
COUNTY: Kern County	ROUTE: 14		PM: 53.000 / 58.300		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0			3,701,000

* RIP - Regional Improvement Program		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE	1,960,000								1,960,000
	RW									
* Fund Type: STIP Advance Construction	CON									
* Funding Agency: Kern Council of Governments	Total:	1,960,000								1,960,000

* RIP - Regional Improvement Program		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE	260,000								260,000
	RW									
* Fund Type: STIP Advance Construction	CON									
* Funding Agency: Mono County Local Transportation Commission	Total:	260,000								260,000

* IIP - Interregional Improvement Program		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE	1,481,000								1,481,000
	RW									
* Fund Type: STIP Advance Construction	CON									
* Funding Agency: Caltrans	Total:	1,481,000								1,481,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	3,701,000								3,701,000
	RW									
	CON									
	Total:	3,701,000								3,701,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP017

Prior Yr Status: design delayed

Total Project Cost: \$42,000,000

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

Per 2016 STIP delete RW FY 16/17

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

***** Version 1 - 04/27/12 *****

Project data transferred from 2012 STIP.

RTP Reference: KER08RTP017; Prior Yr Status: ---; Future Cost Est: \$42,000,000

***** Version 1 - 04/12/12 *****

New project per 2012 STIP Adoption Resolution G-12-05 - rw

Kern Council of Governments - Federal Transportation Improvement Program PDF page 13
(Dollars in Whole)
State Highway System

DIST: 06	PPNO: 3386C	EA: 44254	CTIPS ID: 104-0000-0338	TITLE (DESCRIPTION): ROUTE 46 CONVENTIONAL HIGHWAY - SEGMENT 4A (IN AND NEAR LOST HILLS: SR 46 FROM LOST HILLS RD TO 0.9 MILE EAST OF I-5; WIDEN FROM TWO TO FOUR LANES (SEGMENT 4A) (toll credit applies to PE & RW))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID: 0612000175			MPO ID.: KER120106		
COUNTY: Kern County	ROUTE: 46		PM: 30.500 / 33.500		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	28,960,000	10,792,000	4,430,000

* Demo - High Priority Project / Demonstration Projects		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 4	PE	3,050,000								3,050,000
	RW	8,392,000								8,392,000
* Fund Type: Demonstration-State TEA21	CON	2,159,000								2,159,000
* Funding Agency:	Total:	13,601,000								13,601,000

* RIP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 4	PE	980,000								980,000
	RW	1,200,000								1,200,000
* Fund Type: STIP Advance Construction	CON	3,942,000								3,942,000
* Funding Agency: Kern Council of Governments	Total:	6,122,000								6,122,000

* IIP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 4	PE	400,000								400,000
	RW									
* Fund Type: STIP Advance Construction	CON									
* Funding Agency:	Total:	400,000								400,000

* TCRP (Committed) -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 4	PE									
	RW	1,200,000								1,200,000
* Fund Type: Traffic Congestion Relief Fund	CON	22,859,000								22,859,000
* Funding Agency:	Total:	24,059,000								24,059,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	4,430,000								4,430,000
	RW	10,792,000								10,792,000
	CON	28,960,000								28,960,000
	Total:	44,182,000								44,182,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

Comments:

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER14RTP001

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

***** Version 6 - 08/28/2017 *****

Per October 18-19, 2017 CTC meeting: delete \$900,000 HPP RW prior year; add \$1,062,000 TCRP RW & \$2,159,000 HPP CON & \$22,859,000 TCRP CON FY 16/17; delete \$22,362,000 HPP & \$158,000 STIP AC & \$1,491,000 TCRP CON FY 17/18

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

Per 2016 STIP: move CON FY 16/17 to FY 17/18

***** Version 4 - 08/19/2015 *****

Per 6/25/15 CTC STIP Amendment; move \$400,000 IIP PE & \$4,100,000 RIP CON from FY 15/16 to FY 16/17; move \$4,492,000 HPP from CON in FY 15/16 to RW FY 15/16; move \$12,258,000 HPP CON from FY 15/16 to FY 16/17 and add \$10,104,000 HPP to CON FY 16/17; add \$138,000 TCRP RW FY 15/16; add \$1,491,000 TCRP CON FY 16/17

RTP Reference: KER14RTP001; Prior Yr Status: ---; Future Cost Est: ---

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

Per 2014 STIP add \$400,000 IIP PE FY 15/16

***** Version 2 - 01/23/2013 *****

Change fund source of RIP NHS for PE FY 11/12 to RIP STIP-AC and move to FY 12/13; Change fund source of RIP State Cash for PE FY 11/12 to RIP STIP-AC and move to FY 12/13

***** Version 1 - 06/04/12 *****

Project data transferred from 2012 STIP.

RTP Reference: KER08RTP018; Prior Yr Status: ---; Future Cost Est: \$97,000,000

***** Version 1 - 04/12/12 *****

5/31/12 - Moved Demo PSE from 11/12 to 12/13 to allow processing of E-76 - rw

New project per 2012 STIP Adoption Resolution G-12-05 - rw

Kern Council of Governments - Federal Transportation Improvement Program PDF page 15
(Dollars in Whole)
State Highway System

DIST: 06	PPNO: 3386D	EA: 44255	CTIPS ID: 104-0000-0356	TITLE (DESCRIPTION): ROUTE 46 EXPRESSWAY- SEGMENT 4B (NEAR LOST HILLS: SR 46 FROM 0.2 MILES W. OF CA AQUEDUCT BR TO 1.4 MILES E. OF LOST HILLS RD; WIDEN FROM TWO TO FOUR LANES (SEGMENT 4B) (toll credits all phases))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: KER120108		
COUNTY: Kern County	ROUTE: 46	PM: 29.700 / 31.900			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	27,203,000	7,800,000	5,500,000

* Demo -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE	5,500,000								5,500,000
	RW	6,500,000								6,500,000
* Fund Type: High Priority Projects Program	CON		5,003,000							5,003,000
* Funding Agency:	Total:	12,000,000	5,003,000							17,003,000

* RIP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW		1,300,000							1,300,000
* Fund Type: STIP Advance Construction	CON		4,700,000							4,700,000
* Funding Agency:	Total:		6,000,000							6,000,000

* Federal Disc. -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: BUILD?TIGER Discretionary Grants	CON		17,500,000							17,500,000
* Funding Agency:	Total:		17,500,000							17,500,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	5,500,000								5,500,000
	RW	6,500,000	1,300,000							7,800,000
	CON		27,203,000							27,203,000
	Total:	12,000,000	28,503,000							40,503,000

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

Comments:

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER14RTP001

Prior Yr Status: ---

Total Project Cost: ---

***** Version 9 - 03/31/2020 *****

Per 2020 STIP: Split SR 46 project - Segment 4B (KER120108) and Segment 4C (KER200101)

For KER120108: Move \$5,000,000 HPP CON FY 19/20 to FY 20/21 and Add \$3,000; Move \$17,500,000 BUILD CON FY 19/20 to FY 20/21; Delete \$12,500,000 SB 1 CON FY 19/20; Move \$1,100,000 STIP-AC PE FY 20/21 to CON and Add \$3,000,000

RTP Reference: 2018 RTP p.5-6 KER08RTP018

***** Version 8 - 08/20/2019 *****

Add \$17,500,000 BUILD CON FY 19/20 (Per 2018 Awarded BUILD Projects); Add \$5,000,000 HPP CON FY 19/20; Add \$12,500,000 SB1 Trade Corridor Enhancement Program CON FY 19/20

***** Version 7 - 04/24/2019 *****

Per 4/4/19 Caltrans letter: Add \$2,400,000 HPP RW FY 18/19; add Kern County as implementing agency for right of way phase

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

Per 2018 STIP: move \$2,400,000 Demo from FY 18/19 to FY 20/21 and change to STIP-AC

***** Version 5 - 02/28/2018 *****

Per 2/27/18 Caltrans letter: Add \$1,300,000 HPP RW FY 18/19

***** Version 4 - 08/28/2017 *****

Per Caltrans request: Add \$5,500,000 HPP PE FY 17/18 and \$5,200,000 HPP RW FY 18/19; delete \$22,430,000 TCRP (proposed)

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

Move CON from FY 19/20 to FY 21/22

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

Move CON from FY 17/18 to FY 19/20

***** Version 1 - 05/09/12 *****

Project data transferred from 2012 STIP.

RTP Reference: KER08RTP018; Prior Yr Status: ---; Future Cost Est: \$97,000,000

***** Version 1 - 05/01/2012 *****

Split from PPNO 3386B during 2012 STIP adoption (no STIP dollars) - rw

Kern Council of Governments - Federal Transportation Improvement Program PDF page 17
(Dollars in Whole)
State Highway System

DIST: 06	PPNO: 3386E	EA: 44256	CTIPS ID: 204-0000-0924	TITLE (DESCRIPTION): ROUTE 46 EXPRESSWAY - SEGMENT 4C (IN AND NEAR LOST HILLS: SR 46 FROM 1 MILE WEST OF BROWN MATERIAL RD TO CALIFORNIA AQUEDUCT; WIDEN FROM TWO TO FOUR LANES (SEGMENT 4C))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200101		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Kern County	ROUTE: 46	PM: 26.400 / 30.000			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	36,300,000	200,000	500,000

* RIP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE		500,000							500,000
	RW		200,000							200,000
* Fund Type: STIP Advance Construction	CON				26,300,000					26,300,000
* Funding Agency:	Total:		700,000		26,300,000					27,000,000

* State SB1 -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON				10,000,000					10,000,000
* Funding Agency:	Total:				10,000,000					10,000,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		500,000							500,000
	RW		200,000							200,000
	CON				36,300,000					36,300,000
	Total:		700,000		36,300,000					37,000,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP018

Prior Yr Status: ---

Total Project Cost: ---

***** Version 1 - 03/31/2020 *****

Per 2020 STIP: Split SR 46 project - Segment 4B (KER120108) and Segment 4C (KER200101)

RTP Reference: 2018 RTP p.5-6 KER08RTP018

Kern Council of Governments - Federal Transportation Improvement Program PDF page 18
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0927	TITLE (DESCRIPTION): PPM (PLANNING, PROGRAMMING, AND MONITORING)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER210101	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.

IMPLEMENTING AGENCY: Kern Council of Governments
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - New Project	0	1,500,000		

* RIP -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: STIP Advance Construction	RW									
* Funding Agency:	CON		300,000	300,000	300,000	300,000	300,000			1,500,000
	Total:		300,000	300,000	300,000	300,000	300,000			1,500,000

Comments:
***** Version 1 - 08/17/2020 *****

RTP Reference: 2018 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 19
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0706	TITLE (DESCRIPTION): SEVENTH STANDARD GRADE SEPARATION PHASE II (IN KERN COUNTY: SEVENTH STANDARD RD FROM EAST OF GALPIN ST TO WEST OF SR43; GRADE SEPARATION & WIDENING PHASE II)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER130103		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Shafter, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0			480,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	400,000								400,000
* Fund Source 1 of 2	RW									
* Fund Type: FFY 2010 Appropriations Earmarks	CON									
* Funding Agency:	Total:	400,000								400,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	80,000								80,000
* Fund Source 2 of 2	RW									
* Fund Type: Developer Fees	CON									
* Funding Agency:	Total:	80,000								80,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	480,000								480,000
	RW									
	CON									
	Total:	480,000								480,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-7 KER08RTP113

Prior Yr Status: environmental in progress

Total Project Cost: \$14,000,000

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 5 - 10/12/2017 *****

Per Shafter 10/17/17 letter; move project FY 16/17 to FY 17/18; change lead agency from Kern County to City of Shafter (per 11/23/16 and 11/29/16 transfer letters)

***** DFTIP Version 1 - 09/07/2016*****

Project data transfered from 2014 FTIP.

***** Version 3 - 06/16/2016 *****

Per County of Kern 4/29/16 letter: revise project description; move project FY 13/14 to FY 16/17

***** Version 1 - 06/25/14 *****

Project data transfered from 2012 FTIP.

RTP Reference: KER08RTP113;

Prior Yr Status: Environmental in Progress;

Future Cost Est: \$14,000,000

***** Version 1 - 08/12/2013 *****

New project. FFY 2010 Appropriations Earmark

RTP Reference: KER08RTP113;

Prior Yr Status: ---;

Future Cost Est: \$14,000,000

State Highway Operations and Protection Program (SHOPP)

Minor Program

Highway Maintenance - no projects

Kern Council of Governments - Federal Transportation Improvement Program PDF page 21
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0928	TITLE (DESCRIPTION): GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - SHOPP PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORIES- WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGEES (NO ADDITIONAL TRAVEL LANES))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.
CT PROJECT ID:			MPO ID.: KER210201		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - New Project	0	7,845,000		

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* SHOPP - Bridge Preservation -										
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	1,045,000	5,700,000	1,100,000						7,845,000
	Total:	1,045,000	5,700,000	1,100,000						7,845,000

Comments:
***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 22
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0929	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 - RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING DEMONSTRATION, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER210202	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		
					EPA TABLE II or III EXEMPT CATEGORY Guardrails, median barriers, crash cushions.

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - New Project	0	35,715,000		

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* SHOPP - Collision Reduction -										
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	9,682,000	12,535,000	13,498,000						35,715,000
	Total:	9,682,000	12,535,000	13,498,000						35,715,000

Comments:

***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 23
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0930	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MANDATES PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 - RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING DEMONSTRATION, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Hazard Elimination Program
CT PROJECT ID:		MPO ID.: KER210203			
COUNTY: Kern County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - New Project	0	15,348,000		

* SHOPP - Mandates -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	6,964,000		8,384,000						15,348,000
	Total:	6,964,000		8,384,000						15,348,000

Comments:

***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 24
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0931	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MOBILITY PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 - RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING DEMONSTRATION, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER210204	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Hazard Elimination Program

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - New Project	0	3,700,000		

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* SHOPP - Mobility -										
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON				3,700,000					3,700,000
	Total:				3,700,000					3,700,000

Comments:

***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 25
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0932	TITLE (DESCRIPTION): GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR 93.126 EXEMPT TABLE 2 CATEGORY - PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 U.S.C. 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
CT PROJECT ID:			MPO ID.: KER210205		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - New Project	0	306,361,000		

* SHOPP - Roadway Preservation -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	15,935,000	49,547,000	50,674,000	107,355,000	82,850,000				306,361,000
* Funding Agency:	Total:	15,935,000	49,547,000	50,674,000	107,355,000	82,850,000				306,361,000

Comments:
***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 26
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0933	TITLE (DESCRIPTION): TEHACHAPI MAINTENANCE STATION (IN TEHACHAPI: SR 58 AT MILL STREET; CONSTRUCT A NEW TEHACHAPI MAINTENANCE STATION AT AN ALTERNATIVE SITE TO REPLACE THE OLD, UNDERSIZED FACILITY THAT IS IN CONSTANT NEED OF REPAIRS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: KER210206		
COUNTY: Kern County	ROUTE: 58		PM: R92.000		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - New Project	0	11,645,000	1,578,000	3,560,000

* SHOPP - Facilities -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE	930,000		2,630,000						3,560,000
* Fund Type: State Cash	RW		432,000	1,146,000						1,578,000
	CON			11,645,000						11,645,000
* Funding Agency:	Total:	930,000	432,000	15,421,000						16,783,000

Comments:

***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 27
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0934	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURFACING AND/OR REHABILITATION - MINOR PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 - RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING DEMONSTRATION, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS, PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 U.S.C. 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTIN BRIDGES (NO ADDITIONAL TRAVEL LANES))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
CT PROJECT ID:			MPO ID.: KER210207		
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - New Project	0	13,501,972		

* CT Minor Pgm. -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON		13,501,972							13,501,972
	Total:		13,501,972							13,501,972

Comments:
***** Version 1 - 08/18/2020 *****

RTP Reference: 2018 RTP p.6-6
Prior Yr Status: ---
Total Project Cost: ---

LOCAL STREETS AND ROADS LIST OF PROJECTS

Safety Program

Highway Bridge Program (HBP)

Highway Safety Improvement Program (HSIP)

Railway Highway Crossing - no projects

Kern Council of Governments - Federal Transportation Improvement Program PDF page 30
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0418	TITLE (DESCRIPTION): GROUPED PROJECTS FOR BRIDGE REHABILITATION AND RECONSTRUCTION - HIGHWAY BRIDGE PROGRAM (HBP) (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORIES - WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES))	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER060601	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	14,247,230		

* Local HBRR -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Highway Bridge Program	CON	10,398,734	2,129,146			85,192				12,613,072
* Funding Agency:	Total:	10,398,734	2,129,146			85,192				12,613,072

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	1,287,163	275,854			11,038				1,574,055
* Funding Agency:	Total:	1,287,163	275,854			11,038				1,574,055

* State Bond -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Local Bridge Seismic Retrofit Account	CON	60,103								60,103
* Funding Agency:	Total:	60,103								60,103

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	11,746,000	2,405,000			96,230				14,247,230
	Total:	11,746,000	2,405,000			96,230				14,247,230

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 1 - 11/12/2020*****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP, Page 6-6; Prior Yr Status: ---; Future Cost Est: ---

***** Version 30 - 11/10/2020*****

Per 11/6/20 HBP listing; add \$2,129,147 HBP & \$275,854 local FY 20/21; move \$85,192 HBP & \$11,038 local FY 21/22 to FY 23/24

***** Version 29 - 01/09/2020*****

Per 11/8/19 HBP listing; delete \$1,136,280 HBP & \$147,217 local prior year; delete \$88,530 HBP & \$11,470 local FY 19/20; delete \$332,876 HBP & \$43,128 local FY 21/22

***** Version 28 - 05/13/2019*****

Per 3/22/19 HBP listing; add \$1,837,883 HBP & \$238,117 local FY 18/19

***** Version 27 - 12/21/2018*****

Per 10/26/18 HBP listing; move \$332,876 HBP & \$43,128 local FY 17/18 to FY 21/22; move \$88,530 HBP & \$11,470 local FY 18/19 to FY 19/20

***** Version 1 - 05/14/18*****

Project data transferred from 2016 FTIP.

Per 3/28/18 HBP listing; move \$1,315,475 HBP & \$170,434 local FY 18/19 to FY 17/18; add \$85,192 HBP & \$11,038 local FY 21/22; add HBP-ID 4581

***** Version 25 - 11/01/2017*****

Per 10/26/17 HBP listing; delete \$70,824 HBP & \$9,176 local prior year; move \$88,530 HBP FY 16/17 to FY 18/19 & add \$1,315,475; move \$11,470 local FY 16/17 to FY 18/19 & add \$170,434; add \$7,263,001 HBP & \$60,103 LSSRP & \$880,896 local FY 17/18; delete \$1,802,390 HBP & \$233,519 local FY 19/20; delete HBP-ID 3710

***** Version 24 - 05/31/2017*****

Per 3/29/17 HBP listing; add \$22,133 HBP & \$2,868 local FY 16/17; move \$1,315,475 HBP & \$170,434 local from FY 18/19 to FY 19/20

***** Version 23 - 12/28/2016*****

Per 10/26/16 HBP listing; delete \$443,897 HBP & \$57,512 local prior year; delete \$43,018 HBP & \$5,573 local FY 16/17; add \$486,915 HBP & \$63,085 local FY 19/20

***** Version 1 - 06/08/16*****

Project data transferred from 2014 FTIP.

***** Version 21 - 04/07/2016*****

Per 3/29/16 HBP listing; Add \$131,548 HBP & \$17,043 local FY 16/17; add HBP-ID4341; Add \$1,315,475 HBP & \$170,434 local FY 18/19

***** Version 20 - 11/05/2015*****

Per 10/30/15 HBP listing; delete \$238,530 HBP prior year; delete project HBP-ID 2381; delete \$11,470 LSSRP prior year; add \$1,032,260 HBP & \$133,740 local FY 14/15; delete \$61,971 HBP & \$8,029 local FY 15/16; delete \$66,398 HBP & \$8,602 local FY 17/18

***** Version 19 - 03/27/2015*****

Per 3/25/15 HBP listing; move \$85,530 HBP & \$11,470 local FY 14/15 to FY 15/16

***** Version 18 - 12/29/2014*****

Per 10/29/14 HBP listing; delete \$106,236 HBP & \$13,764 local prior year; delete \$309,855 HBP & \$40,145 local FY 14/15; add \$504,621 HBP & \$65,379 local FY 15/16; delete \$7,383,402 & \$360,158 local & \$596,440 LSSRP FY 17/18

***** DFTIP Version 2 - 09/04/2014*****

Per 4/2/14 HBP listing; add \$7,499,800 HBP & \$596,440 LSSRP & \$368,760 local to FY 17/18

***** Version 1 - 06/25/14*****

Project data transferred from 2012 FTIP.

RTP Reference: 2014 RTP, Page 6-6; Prior Yr Status: ---; Future Cost Est: ---

***** Version 15 - 05/09/2014*****

Per 4/2/14 listing; Move \$44,265 HBP & \$5,735 local from FY 13/14 to FY 15/16

***** Version 14 - 12/30/2013*****

Per 11/15/13 listing; Move \$17,706 HBP CON FY 12/13 to FY 13/14 & delete \$44,265 FY 12/13; Move \$19,499 local CON FY 12/13 to FY 13/14; Move \$11,470 LSSRP CON FY 13/14 to FY 12/13 & delete \$5,735 FY 13/14

***** Version 13 - 05/21/2013*****

Per 3/26/13 listing; Move \$398,385 HBP and \$51,615 local CON from FY 12/13 to FY 14/15; Add \$132,795 HBP and \$17,205 LSSRP CON FY 13/14

***** Version 12 - 01/23/2013*****

Per 10/29/12 listing; Move \$699,387 HBP and \$90,613 local FY 11/12 to FY 12/13; Delete \$5,134,740 HBP & \$68,820 local & \$596,440 LSSRP FY 13/14; Delete \$132,795 HBP and \$17,205 LSSRP FY 14/15

***** Version 1 - 07/25/12*****

Project data transferred from 2010 FTIP.

***** Version 10 - 07/18/2012*****

Per 3/22/12 listing; delete HBP-IDs 3575, 3576 Kern County projects; delete \$280,000 HBP FY 10/11; delete \$1,150,000 HBP FY 12/13; add \$132,795 HBP FY 14/15; add \$17,205 LSSRP FY 14/15

***** Version 9 - 11/03/2011*****

Per 10/20/11 listing; Add \$1,211,971 HBP FY 12/13; Add \$8,029 Local FY 12/13

toll credits

***** Version 8 - 05/06/2011*****

Per 3/28/11 listing; Move \$345,267 HBP and \$44,733 local in FY 10/11 to FY 11/12; Add \$354,120 HBP and \$45,880 local in FY 11/12

***** Version 7 - 01/07/2011*****

Per 11/10/10 listing; move \$73,037 HBP FY06/07 to FY10/11 & add \$366,317; move \$9,463 local FY06/07 to FY 10/11 & add \$11,183; move \$60,000 HBP FY 08/09 to FY 09/10; move \$309,855 HBP & \$40,145 local FY 09/10 to FY 10/11; move \$5,134,740 HBP, \$68,820 local, & \$596,440 LSSRP Bond FY 12/13 to FY 13/14; add three new projects to group listing

toll credits replace local match requirements for three projects' PE phase

***** Version 6 - 07/27/2010*****

Per 4/6/2010 listing; delete \$132,795 HBP PE FY 06/07; delete \$17,205 local PE FY 06/07; change \$6,882 local to HBP in FY 08/09; delete \$211,002 HBP CON FY 09/10; delete \$38,998 local CON FY 09/10; move FY 11/12 to FY 12/13; add \$531,180 HBP CON FY 12/13; add \$68,820 local CON FY 12/13

RTP Reference: 2011 RTP, Page 5-3; Prior Yr Status: ---; Future Cost Est: ---

***** Version 5 - 02/04/2010*****

Caltrans Programming as of list dated 10/30/09; Update lump sum listing; delete \$320,000 HBP prior year; delete \$80,000 local prior year; add \$53,118 HBP & \$6,882 local to CON FY 08/09; add \$610,857 HBP & \$79,143 local to CON FY 09/10; add \$4,160,910 HBP & \$539,090 LSSRP Bond to CON FY 11/12

***** Version 4 - 07/23/2008*****

***** Version 3 - 03/19/2008*****

programming changed as of list dated 12/27/07

***** Version 2 - 05/24/2007*****

Revised programming.

***** Version 1 - 09/06/2006*****

Kern Council of Governments - Federal Transportation Improvement Program PDF page 32
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0710	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORIES - RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING DEMONSTRATION, LIGHTING IMPROVEMENTS)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER140601	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		
			EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	9,366,423		

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Other Fed -										
	PE									
* Fund Source 1 of 2	RW									
* Fund Type: Highway Safety Improvement Program	CON	582,925	1,036,900		7,648,298					9,268,123
* Funding Agency:	Total:	582,925	1,036,900		7,648,298					9,268,123

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
	PE									
* Fund Source 2 of 2	RW									
* Fund Type: Local Transportation Funds	CON				98,300					98,300
* Funding Agency:	Total:				98,300					98,300

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	582,925	1,036,900		7,746,598					9,366,423
	Total:	582,925	1,036,900		7,746,598					9,366,423

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

Comments:

***** Version 1 - 12/15/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 13 - 05/13/2019 *****

Per 3/13/19 HSIP listing: Add \$207,825 HSIP prior year &\$498,175 HSIP FY 18/19; Add HSIP6-06-001 to group listing

***** Version 12 - 12/21/2018 *****

Per 12/13/18 HSIP listing: Add \$78,600 HSIP Prior Year; add \$4,799,663 HSIP FY 18/19; add \$24,860 Local FY 18/19; Add \$499,630 HSIP FY 20/21; Delete \$149,630 Local FY 20/21; Delete \$1,081,800 HSIP FY 21/22; add Cycle 9 projects to group list

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

Per 3/27/18 HSIP listing

***** Version 10 - 12/28/2016 *****

Per 11/29/16 HSIP listing; delete \$2,016,004 HSIP &\$117,662 local prior year; delete \$2,190,600 HSIP FY 16/17; add \$3,407,760 HSIP &\$250,240 local FY 18/19; add Cycle 8 projects to group list

\$49,220 HSIP shown in FY 16/17 CON is toll credit

\$108,180 HSIP shown in FY 17/18 CON is toll credit

\$244,480 HSIP shown in FY 18/19 CON is toll credit

***** Version 1 - 06/08/16 *****

Project data transferred from 2014 FTIP.

Add KER110601 Ridgecrest projects FY 14/15; add \$659,700 HSIP & \$73,300 Local

***** Version 8 - 01/07/2016 *****

Per 11/12/15 HSIP listing; add \$2,276,581 HSIP &\$149,630 local FY 16/17; add \$1,081,800 HSIP FY 17/18; add Cycle 7 projects to group list

\$104,666 HSIP shown in FY 15/16 CON is toll credit

\$268,280 HSIP shown in FY 16/17 CON is toll credit

\$108,180 HSIP shown in FY 17/18 CON is toll credit

***** Version 7 - 07/22/2015 *****

Per 7/16/15 HSIP listing; add \$402,487 HSIP FY 15/16

\$104,666 HSIP shown in FY 15/16 CON is toll credit

\$175,289 HSIP shown in FY 16/17 CON is toll credit

***** Version 6 - 03/30/2015 *****

Per 3/25/15 HSIP listing; add \$64,417 HSIP &delete \$64,550 local FY 15/16; add \$175,289 HSIP & delete \$175,688 local FY 16/17.

\$64,417 HSIP shown in FY 15/16 CON is toll credit

\$175,289 HSIP shown in FY 16/17 CON is toll credit

***** Version 5 - 12/29/2014 *****

Per 11/21/14 listing; delete \$171,000 HSIP &\$19,000 local FY 15/16 because Bakersfield project complete and deleted from group listing; move \$325,000 HSIP & \$36,112 local from FY 16/17 to prior year

***** DFTIP Version 2 - 09/04/2014 *****

Per 6/4/14 HSIP listing; move \$74,250 HSIP &\$8,250 FY 15/16 to FY 13/14; add \$14,600 HSIP &\$1,753 local FY 15/16; add \$1,902,600 HSIP & \$211,800 local FY 16/17

***** Version 1 - 06/25/14 *****

Project data transferred from 2012 FTIP.

RTP Reference: 2014 RTP, Page 6-6; Prior Yr Status: ---; Future Cost Est: \$3,031,200

***** Version 2 - 04/01/2014 *****

Per 3/14/14 listing; Add \$128,200 HSIP FY 15/16 for Bakersfield project; Add \$14,244 local FY 15/16

***** Version 1 - 12/31/2013 *****

Per 11/15/13 listing; Cycle 6: Cities of Arvin, Bakersfield, California City, Delano, Tehachapi

Per 1/21/14 Caltrans phone call: revise California City work description from overlay to slurry seal in group listing

RTP Reference: 2011 RTP, Page 5-3; Prior Yr Status: ---; Future Cost Est: ---

Regional Surface Transportation Program (RSTP)

Including Highway Infrastructure Program (HIP)

Kern Council of Governments - Federal Transportation Improvement Program PDF page 35
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0911	TITLE (DESCRIPTION): RSTP - KCOG (IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER200401		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.

IMPLEMENTING AGENCY: Kern Council of Governments
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	180,000		

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON		79,677	79,677						159,354
* Funding Agency:	Total:		79,677	79,677						159,354

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		10,323	10,323						20,646
* Funding Agency:	Total:		10,323	10,323						20,646

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON		90,000	90,000						180,000
	Total:		90,000	90,000						180,000

Comments:
***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-8
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-8; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 36
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0912	TITLE (DESCRIPTION): RSTP - KERN COUNTY ROSEDALE HWY PE ONLY (BAKERSFIELD: ROSEDALE HWY FROM HEATH RD TO ALLEN RD (2 MILES); WIDENING (PE PHASE ONLY, FOR NEPA ENVIRONMENTAL DOCUMENT APPROVAL))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200402		EPA TABLE II or III EXEMPT CATEGORY Engineering studies.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0			56,479

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE		50,000							50,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency:	Total:		50,000							50,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE		6,479							6,479
	RW									
* Fund Type: Local Transportation Funds	CON									
* Funding Agency:	Total:		6,479							6,479

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		56,479							56,479
	RW									
	CON									
	Total:		56,479							56,479

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6 KER08RTP092

Prior Yr Status: ---

Total Project Cost: \$8,000,000

***** Version 1 - 02/27/2020 *****

RTP Reference: KER08RTP092; Prior Yr Status: ---; Future Cost Est: \$8,000,000

Kern Council of Governments - Federal Transportation Improvement Program PDF page 37
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0913	TITLE (DESCRIPTION): RSTP - KERN COUNTY WELDON BRIDGE PE ONLY (NEAR WELDON: SIERRA WAY AT SOUTH FORK KERN RIVER (.05 MILES); BRIDGE (PE PHASE ONLY, FOR NEPA ENVIRONMENTAL DOCUMENT APPROVAL))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200403		EPA TABLE II or III EXEMPT CATEGORY Engineering studies.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0			51,977

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE		46,015							46,015
	RW									
* Fund Type: STP Local	CON									
* Funding Agency:	Total:		46,015							46,015

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE		5,962							5,962
	RW									
* Fund Type: Local Transportation Funds	CON									
* Funding Agency:	Total:		5,962							5,962

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		51,977							51,977
	RW									
	CON									
	Total:		51,977							51,977

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-8
Prior Yr Status: ---
Total Project Cost: \$2,000,000
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-8; Prior Yr Status: ---; Future Cost Est: \$2,000,000

Kern Council of Governments - Federal Transportation Improvement Program PDF page 38
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0914	TITLE (DESCRIPTION): RSTP - MCFARLAND (MCFARLAND: 2ND ST FROM WESTSIDE CORNER OF HARLOW AVE TO CALIFORNIA AVE; LANDSCAPE AND PEDESTRIAN IMPROVEMENTS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200404		EPA TABLE II or III EXEMPT CATEGORY Plantings, landscaping, etc.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: McFarland, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	447,271		51,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: STP Local	CON			390,119						390,119
* Funding Agency:	Total:			390,119						390,119

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE		45,150							45,150
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON			5,850						5,850
* Funding Agency:	Total:		45,150	5,850						51,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE		5,850							5,850
	RW									
* Fund Type: Local Transportation Funds	CON			51,302						51,302
* Funding Agency:	Total:		5,850	51,302						57,152

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		51,000							51,000
	RW									
	CON			447,271						447,271
	Total:		51,000	447,271						498,271

Comments:

***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-6; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 39
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0901	TITLE (DESCRIPTION): RSTP - JAMES ST PHASE II (SHAFTER: JAMES ST PHASE II: CENTRAL AVE TO SHAFTER AVE; RECONSTRUCTION)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER190401		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Shafter, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	594,149		

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: STP Local	CON	479,000								479,000
* Funding Agency:	Total:	479,000								479,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON	47,000								47,000
* Funding Agency:	Total:	47,000								47,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: City Funds	CON	68,149								68,149
* Funding Agency:	Total:	68,149								68,149

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	594,149								594,149
	Total:	594,149								594,149

Comments:

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-8

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 08/27/2019 *****

Per 8/6/19 Shafter letter - split project from KER180403 group listed record to KER190401 individually listed record; revise project description from rehabilitation to reconstruction

Kern Council of Governments - Federal Transportation Improvement Program PDF page 40
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0915	TITLE (DESCRIPTION): RSTP - SHAFTER (SHAFTER: ZERKER RD FROM NORTH OF THE FRIANT KERN CANAL TO APPROXIMATELY 3,500 LF NORTH; RECONSTRUCTION)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200405		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Shafter, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	775,000		

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON			496,000						496,000
* Funding Agency:	Total:			496,000						496,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			279,000						279,000
* Funding Agency:	Total:			279,000						279,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON			775,000						775,000
	Total:			775,000						775,000

Comments:
 ***** Version 1 - 08/17/20 *****
 Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-8
 Prior Yr Status: ---
 Total Project Cost: ---
 ***** Version 1 - 02/27/2020 *****
 RTP Reference: 2018 RTP, Page 5-8; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 41
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0855	TITLE (DESCRIPTION): GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORIES - PAVEMENT RESURFACING AND/OR REHABILITATION)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180403		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	47,799,519		

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: STP Local	CON	12,635,755	11,890,316	11,093,075						35,619,146
* Funding Agency:	Total:	12,635,755	11,890,316	11,093,075						35,619,146

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	4,713,403	1,778,001	1,978,486						8,469,890
* Funding Agency:	Total:	4,713,403	1,778,001	1,978,486						8,469,890

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON	871,872	1,832,544	1,006,067						3,710,483
* Funding Agency:	Total:	871,872	1,832,544	1,006,067						3,710,483

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	18,221,030	15,500,861	14,077,628						47,799,519
	Total:	18,221,030	15,500,861	14,077,628						47,799,519

Comments:

***** Version 1 - 08/17/2020*****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-8

Prior Yr Status: ---

Total Project Cost: ---

***** Version 5 - 02/24/2020 *****

Delete \$802,559 RSTP, \$70,000 HIP, \$860,089 Local FY 18/19; Delete \$129,000 HIP FY 19/20; Add \$11,890,316 RSTP, \$1,832,544 HIP, \$1,778,001 Local FY 20/21; Add \$11,093,075 RSTP, \$1,006,067 HIP, \$1,978,486 Local FY 21/22

***** Version 4 - 08/20/2019 *****

Delete \$12,960 RSTP FY 18/19; Delete \$1,679 Local FY 18/19; Delete \$885,600 RSTP FY 19/20; Delete \$1,000 HIP FY 19/20; Delete \$116,894 Local FY 19/20; Delete Arvin FY 18/19 and FY 19/20 project; Move Shafter FY 19/20 project to KER190401

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

Includes prior year projects from KER160402; Added Highway Infrastructure Program funding FY 18/19 and 19/20

***** Version 1 - 02/12/2018 *****

RTP Reference: 2014 RTP, Page 5-21; Prior Yr status: ---;

Future Cost Est.: ---

Congestion Mitigation Air Quality Program (Non-Transit Projects)

Kern Council of Governments - Federal Transportation Improvement Program PDF page 43
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0860	TITLE (DESCRIPTION): STOCKDALE HWY AT SR 43/ENOS LN (IN BAKERSFIELD: STOCKDALE HWY AT SR 43/ENOS LN; CONSTRUCT ROUNDABOUT)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180505		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	3,300,000		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	2,921,490								2,921,490
* Funding Agency:	Total:	2,921,490								2,921,490

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	378,510								378,510
* Funding Agency:	Total:	378,510								378,510

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	3,300,000								3,300,000
	Total:	3,300,000								3,300,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 05/14/18 *****
Project data transfered from 2016 FTIP.
***** Version 1 - 02/13/2018 *****
RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 44
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0861	TITLE (DESCRIPTION): MING AVE AT STINE RD (BAKERSFIELD: MING AVE AT STINE RD; CONSTRUCT LEFT TURN LANES)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180506		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	300,000		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	265,590								265,590
	Total:	265,590								265,590

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	34,410								34,410
	Total:	34,410								34,410

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	300,000								300,000
	Total:	300,000								300,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 02/13/2018 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 45
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0917	TITLE (DESCRIPTION): MENDIBURU RD (IN CALIFORNIA CITY: MENDIBURU RD FROM HACIENDA BLVD TO NEURALIA RD; SURFACE UNPAVED STREET)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200502		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: California City, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,940,278		38,000

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE		33,641							33,641
	RW									
* Fund Type: Congestion Mitigation	CON			1,693,381						1,693,381
* Funding Agency:	Total:		33,641	1,693,381						1,727,022

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE		4,359							4,359
	RW									
* Fund Type: Local Transportation Funds	CON			246,897						246,897
* Funding Agency:	Total:		4,359	246,897						251,256

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		38,000							38,000
	RW									
	CON			1,940,278						1,940,278
	Total:		38,000	1,940,278						1,978,278

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 46
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0916	TITLE (DESCRIPTION): RIDESHARE PROGRAM (KERN COUNTY: COMMUTEKERN RIDESHARE PROGRAM)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER200501		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Ride-sharing and van-pooling program.

IMPLEMENTING AGENCY: Kern Council of Governments
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	489,948		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON		211,602	222,148						433,750
* Funding Agency:	Total:		211,602	222,148						433,750

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		27,416	28,782						56,198
* Funding Agency:	Total:		27,416	28,782						56,198

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON		239,018	250,930						489,948
	Total:		239,018	250,930						489,948

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 47
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0864	TITLE (DESCRIPTION): ROSAMOND: HOLIDAY AVE (ROSAMOND: HOLIDAY AVE BETWEEN 65TH ST W AND 60TH ST W; SURFACE UNPAVED ROAD)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180509		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	891,300	77,600	193,800

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	789,000								789,000
	Total:	789,000								789,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	193,800								193,800
* Fund Type: Local Transportation Funds	RW	77,600								77,600
* Funding Agency:	CON	102,300								102,300
	Total:	373,700								373,700

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	193,800								193,800
	RW	77,600								77,600
	CON	891,300								891,300
	Total:	1,162,700								1,162,700

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 02/13/2018 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 48
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0865	TITLE (DESCRIPTION): DELANO: CHRISTINA ST (DELANO: CHRISTINA ST BETWEEN MATHEWS AVE TO CECIL AVE; SURFACE UNPAVED ROAD)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER180510	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,055,300	524,000	229,500

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	203,100								203,100
	RW									
* Fund Type: Congestion Mitigation	CON	934,200								934,200
* Funding Agency:	Total:	1,137,300								1,137,300

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	26,400								26,400
	RW	524,000								524,000
* Fund Type: Local Transportation Funds	CON	121,100								121,100
* Funding Agency:	Total:	671,500								671,500

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	229,500								229,500
	RW	524,000								524,000
	CON	1,055,300								1,055,300
	Total:	1,808,800								1,808,800

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 02/13/2018 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 49
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0866	TITLE (DESCRIPTION): DELANO: MATHEWS AVE (DELANO: MATHEWS AVE BETWEEN TIMMONS AVE TO METTLER AVE (.75 MILES); SURFACE UNPAVED ROAD)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180511		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,500,200	375,000	326,200

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	288,700								288,700
	RW									
* Fund Type: Congestion Mitigation	CON	1,328,100								1,328,100
* Funding Agency:	Total:	1,616,800								1,616,800

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	37,500								37,500
	RW	375,000								375,000
* Fund Type: Local Transportation Funds	CON	172,100								172,100
* Funding Agency:	Total:	584,600								584,600

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	326,200								326,200
	RW	375,000								375,000
	CON	1,500,200								1,500,200
	Total:	2,201,400								2,201,400

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 02/13/2018 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 50
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0868	TITLE (DESCRIPTION): LAMONT: WILSON, HOPE, TATUM (LAMONT: WILSON RD APPROXIMATELY 250 FEET; SURFACE UNPAVED ROAD; HOPE AVE AND TATUM ST APPROXIMATELY 1,000 FEET; SURFACE UNPAVED SHOULDERS)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER180513	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	748,500	215,000	162,700

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	144,000								144,000
	RW									
* Fund Type: Congestion Mitigation	CON	539,500								539,500
* Funding Agency:	Total:	683,500								683,500

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	18,700								18,700
	RW	215,000								215,000
* Fund Type: Local Transportation Funds	CON	209,000								209,000
* Funding Agency:	Total:	442,700								442,700

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	162,700								162,700
	RW	215,000								215,000
	CON	748,500								748,500
	Total:	1,126,200								1,126,200

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 02/13/2018 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 51
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0869	TITLE (DESCRIPTION): DELANO: BRUTTON ST (DELANO: BRUTTON ST BETWEEN MATHEWS AVE TO CECIL AVE; SURFACE UNPAVED ROAD)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER180514	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	905,800	459,000	197,000

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	801,900								801,900
	Total:	801,900								801,900

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	197,000								197,000
* Fund Type: Local Transportation Funds	RW	459,000								459,000
* Funding Agency:	CON	103,900								103,900
	Total:	759,900								759,900

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	197,000								197,000
	RW	459,000								459,000
	CON	905,800								905,800
	Total:	1,561,800								1,561,800

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 2 - 09/05/2018 *****

Per County of Kern: Delete \$801,900 Local FY 19/20

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

Move CON FY 20/21 to FY 19/20

***** Version 1 - 02/13/2018 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 52
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0919	TITLE (DESCRIPTION): LYTLE (KERN COUNTY (DELANO): LYTLE AVENUE FROM WEST CECIL AVENUE TO COUNTY LINE ROAD; PAVE DIRT RD)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER200504		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,622,081		

* CMAQ -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON			1,436,028						1,436,028
* Funding Agency:	Total:			1,436,028						1,436,028

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			186,053						186,053
* Funding Agency:	Total:			186,053						186,053

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			1,622,081						1,622,081
	Total:			1,622,081						1,622,081

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 53
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0873	TITLE (DESCRIPTION): RIDGECREST: DOLPHIN (RIDGECREST: W. DOLPHIN AVE BETWEEN S. CHINA LAKE BLVD AND COLLEGE HEIGHTS BLVD; SURFACE UNPAVED STREET)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER180518	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Ridgecrest, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	791,661		172,100

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	700,857								700,857
* Funding Agency:	Total:	700,857								700,857

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	172,100								172,100
	RW									
* Fund Type: City Funds	CON	90,804								90,804
* Funding Agency:	Total:	262,904								262,904

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	172,100								172,100
	RW									
	CON	791,661								791,661
	Total:	963,761								963,761

Comments:
***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 05/14/18 *****
Project data transfered from 2016 FTIP.
Move CON FY 20/21 to FY 19/20
***** Version 1 - 03/01/2018 *****
RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 54
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0883	TITLE (DESCRIPTION): RIDGECREST: TAMARISK (RIDGECREST: NORTH HALF OF TAMARISK AVE FROM INYO ST AND 100 FT WEST OF CAPEHART CT; SURFACE UNPAVED STREET)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180519		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Ridgecrest, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	190,688		41,454

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	168,816								168,816
* Funding Agency:	Total:	168,816								168,816

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	41,454								41,454
	RW									
* Fund Type: Local Transportation Funds	CON	21,872								21,872
* Funding Agency:	Total:	63,326								63,326

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	41,454								41,454
	RW									
	CON	190,688								190,688
	Total:	232,142								232,142

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 2 - 02/26/2020 *****

Move \$168,816 CMAQ, \$40,145 Local FY 20/21 to FY 19/20

***** Version 1 - 05/10/2018 *****

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 55
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0920	TITLE (DESCRIPTION): PINON (TEHACHAPI: PINON STREET FROM BRANDON LANE EAST TO DENNISON ROAD; PAVE AN UNPAVED STREET AND INSTALL CLASS II BIKE LANE)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER200505	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

IMPLEMENTING AGENCY: Tehachapi, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	923,100		76,900

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE		68,079							68,079
	RW									
* Fund Type: Congestion Mitigation	CON		817,220							817,220
* Funding Agency:	Total:		885,299							885,299

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE		8,821							8,821
	RW									
* Fund Type: Local Transportation Funds	CON		105,880							105,880
* Funding Agency:	Total:		114,701							114,701

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		76,900							76,900
	RW									
	CON		923,100							923,100
	Total:		1,000,000							1,000,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 56
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0862	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON-FEDERAL AID ROADS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES - SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, LIGHTING IMPROVEMENTS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180507		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	42,779,466		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	11,307,569	5,853,976	2,918,041	4,656,476	11,116,899				35,852,961
* Funding Agency:	Total:	11,307,569	5,853,976	2,918,041	4,656,476	11,116,899				35,852,961

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	2,851,265	758,449	378,064	603,297	2,335,430				6,926,505
* Funding Agency:	Total:	2,851,265	758,449	378,064	603,297	2,335,430				6,926,505

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	14,158,834	6,612,425	3,296,105	5,259,773	13,452,329				42,779,466
	Total:	14,158,834	6,612,425	3,296,105	5,259,773	13,452,329				42,779,466

Comments:

***** Version 1 - 11/30/2020*****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP, Page 5-6
Prior Yr Status: ---
Total Project Cost: ---

***** Version 6 - 11/02/2020 *****
Per 10/15/20 Kern COG Board action: Move \$643,135 CMAQ and \$83,325 Local from FY 22/23 to FY 20/21; revise group listing

RTP Reference: 2018 RTP, Page 5-6; Prior Yr Status: ---; Future Cost Est: ---

***** Version 5 - 08/04/2020 *****
Per 7/16/20 Kern COG Board action: Move \$2,362,277 CMAQ and \$306,059 Local from FY 20/21 to FY 23/24; revise group listing

Per Caltrans email: update Project Title and Description

***** Version 4 - 02/24/2020 *****
Delete \$44,265 CMAQ, \$5,735 Local FY 18/19; Add \$2,526,630 CMAQ, \$315,996 Local FY 19/20; Add \$3,689,369 CMAQ, \$477,787 Local FY 20/21; Add \$2,918,041 CMAQ, \$378,064 Local FY 21/22; Add \$5,299,611 CMAQ, \$686,622 Local FY 22/23; Add \$8,754,622 CMAQ, \$2,029,371 Local FY 23/24

***** Version 1 - 05/14/18 *****
Project data transfered from 2016 FTIP.
Includes revisions to contingency projects

***** Version 1 - 02/13/2018 *****
RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 57
(Dollars in Whole)
State Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0921	TITLE (DESCRIPTION): GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION (PROJECTS ARE CONSISTENT WITH 40 CFR 93.127 EXEMPT TBLE 3 CATEGORIES - INTERSECTION CHANNELIZATION PROJECTS)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER200506	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	3,500,000		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON		1,327,950	1,500,000						2,827,950
* Funding Agency:	Total:		1,327,950	1,500,000						2,827,950

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		172,050	500,000						672,050
* Funding Agency:	Total:		172,050	500,000						672,050

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON		1,500,000	2,000,000						3,500,000
	Total:		1,500,000	2,000,000						3,500,000

Comments:

***** Version 1 - 11/12/2020*****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---
***** Version 2 - 11/10/2020 *****
Per 11/2/20 Shafter letter: change lead agency in group listing
***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 58
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0922	TITLE (DESCRIPTION): GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES - BICYCLE AND PEDESTRIAN FACILITIES (BOTH MOTORIZED AND NON-MOTORIZED))	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200507		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	11,223,559		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Congestion Mitigation	CON		2,209,620		5,247,756					7,457,376
* Funding Agency:	Total:		2,209,620		5,247,756					7,457,376

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		3,086,280		679,903					3,766,183
* Funding Agency:	Total:		3,086,280		679,903					3,766,183

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON		5,295,900		5,927,659					11,223,559
	Total:		5,295,900		5,927,659					11,223,559

Comments:

***** Version 1 - 11/30/2020*****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP, Page 5-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 3 - 11/02/2020 *****

Per 10/15/20 Kern COG Board action: Move \$439,020 CMAQ and \$56,880 Local from FY 22/23 to FY 20/21; revise group listing

RTP Reference: 2018 RTP, Page 5-6; Prior Yr Status: ---; Future Cost Est: ---

***** Version 2 - 08/18/2020 *****

Per 7/16/20 Kern COG Board action: Move \$1,770,600 CMAQ and \$229,400 Local from FY 23/24 to FY 20/21; revise group listing

***** Version 1 - 02/27/2020 *****

RTP Reference: 2018 RTP, Page 5-6; Prior Yr Status: ---; Future Cost Est: ---

MASS TRANSPORTATION LIST OF PROJECTS

Transit Program (Non-CMAQ)

Kern Council of Governments - Federal Transportation Improvement Program PDF page 61
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0910	TITLE (DESCRIPTION): 3 REPLACEMENT ELECTRIC BUSES (IN ARVIN: PURCHASE OF THREE REPLACEMENT BATTERY ELECTRIC BUSES AND INSTALL THREE CHARGING STATIONS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200809		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Arvin, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	3,431,896		

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* FTA Funds -										
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	CON	2,290,000								2,290,000
	Total:	2,290,000								2,290,000
* Funding Agency:										

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Other State -										
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON	136,987								136,987
	Total:	136,987								136,987
* Funding Agency:										

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* State SB1 -										
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON	154,909								154,909
	Total:	154,909								154,909
* Funding Agency:										

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Other State -										
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: California Heavy Duty Voucher Incentive Project (H)	CON	450,000								450,000
	Total:	450,000								450,000
* Funding Agency:										

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: TDA	CON	400,000								400,000
	Total:	400,000								400,000
* Funding Agency:										

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	3,431,896								3,431,896
	Total:	3,431,896								3,431,896

**Kern Council of Governments - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

PDF page 62

Comments:

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 12/27/2019 *****

Per Arvin 1/2/20 letter

SB1 fund source is State of Good Repair Program

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 63
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0904	TITLE (DESCRIPTION): OPERATING ASSISTANCE (IN DELANO: OPERATING ASSISTANCE)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER200803	State Aprv:		Federal Aprv:
COUNTY: Kern County	ROUTE:	PM:	EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.		

IMPLEMENTING AGENCY: Delano, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	2,136,210		

* FTA Funds -

<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
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* Fund Source 1 of 1

PE

* Fund Type: FTA5307 - Urbanized Area Formula Program

RW

CON

2,136,210

2,136,210

* Funding Agency:

Total:

2,136,210

2,136,210

Comments:

***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

CARES project
RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 12/27/2019 *****
Per Delano 11/27/19 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 64
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0905	TITLE (DESCRIPTION): 3 REPLACEMENT GAS MINIVANS (IN DELANO: PURCHASE OF THREE REPLACEMENT DAR (GAS) MINIVANS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200804		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Delano, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	200,000		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		170,000							170,000
* Funding Agency:	Total:		170,000							170,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON		30,000							30,000
* Funding Agency:	Total:		30,000							30,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON		200,000							200,000
	Total:		200,000							200,000

Comments:

***** Version 1 - 11/30/2020*****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP, Page 5-4
Prior Yr Status: ---
Total Project Cost Est: ---
***** Version 3 - 11/02/2020 *****
10/11/20 Delano letter: revise fuel type from diesel to gas

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

***** Version 2 - 06/19/2020 *****
6/12/20 Delano letter: revise fuel type from electric to diesel
***** Version 1 - 12/27/2019 *****
Per Delano 11/27/19 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 65
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0893	TITLE (DESCRIPTION): LONG RANGE IT PLAN (BAKERSFIELD: LONG RANGE IT PLAN, SECURITY EQUIPMENT AND CAMERAS FOR TRANSIT CENTERS FY 2018-19)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER190804	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	246,580		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	197,264								197,264
* Funding Agency:	Total:	197,264								197,264

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	49,316								49,316
* Funding Agency:	Total:	49,316								49,316

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	246,580								246,580
	Total:	246,580								246,580

Comments:

***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 12/21/2018 *****
Per Golden Empire Transit 12/26/18 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 66
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0894	TITLE (DESCRIPTION): DOWNTOWN TRANSIT CENTER (BAKERSFIELD: DOWNTOWN TRANSIT CENTER FY 2018-19)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER190805		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bus terminals and transfer points.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0			190,388

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	152,310								152,310
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON									
* Funding Agency:	Total:	152,310								152,310

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	38,078								38,078
	RW									
* Fund Type: TDA	CON									
* Funding Agency:	Total:	38,078								38,078

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	190,388								190,388
	RW									
	CON									
	Total:	190,388								190,388

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: design on hold
Total Project Cost: ---
***** Version 1 - 12/21/2018 *****
Per Golden Empire Transit 12/26/18 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 67
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0895	TITLE (DESCRIPTION): SOUTHWEST TRANSIT CENTER (BAKERSFIELD: SOUTHWEST TRANSIT CENTER FY 2018-19)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER190806		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bus terminals and transfer points.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0			190,388

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	152,310								152,310
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON									
* Funding Agency:	Total:	152,310								152,310

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	38,078								38,078
	RW									
* Fund Type: TDA	CON									
* Funding Agency:	Total:	38,078								38,078

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	190,388								190,388
	RW									
	CON									
	Total:	190,388								190,388

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: design on hold
Total Project Cost: ---
***** Version 1 - 01/03/2019 *****
Per Golden Empire Transit 12/26/18 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 68
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0906	TITLE (DESCRIPTION): LONG RANGE IT PLAN (IN BAKERSFIELD: LONG RANGE IT PLAN, SECURITY EQUIPMENT AND CAMERAS FOR TRANSIT CENTERS FY 2019-20)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200805		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase of equipment for existing facilities.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	172,250		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	137,800								137,800
* Funding Agency:	Total:	137,800								137,800

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	34,450								34,450
* Funding Agency:	Total:	34,450								34,450

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	172,250								172,250
	Total:	172,250								172,250

Comments:
***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 12/27/2019 *****
Per Golden Empire Transit 1/2/20 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 69
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0907	TITLE (DESCRIPTION): 21 REPLACEMENT CNG BUSES (IN BAKERSFIELD: PURCHASE OF 21 REPLACEMENT CNG BUSES FY 2020-21)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER200806	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		
					EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	11,865,000		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		8,136,000							8,136,000
* Funding Agency:	Total:		8,136,000							8,136,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		1,356,000							1,356,000
* Funding Agency:	Total:		1,356,000							1,356,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: TDA	CON		2,373,000							2,373,000
* Funding Agency:	Total:		2,373,000							2,373,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		11,865,000							11,865,000
	Total:		11,865,000							11,865,000

Comments:
***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 12/27/2019 *****
Per Golden Empire Transit 1/2/20 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 70
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0908	TITLE (DESCRIPTION): 4 REPLACEMENT HYDROGEN BUSES (IN BAKERSFIELD: PURCHASE OF FOUR REPLACEMENT HYDROGEN BUSES FY 2020-21)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200807		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	5,200,000		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		4,160,000							4,160,000
* Funding Agency:	Total:		4,160,000							4,160,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON		1,040,000							1,040,000
* Funding Agency:	Total:		1,040,000							1,040,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON		5,200,000							5,200,000
	Total:		5,200,000							5,200,000

Comments:
***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 12/27/2019 *****
Per Golden Empire Transit 1/2/20 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 71
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0909	TITLE (DESCRIPTION): PREVENTIVE MAINTENANCE (IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2020-21)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200808		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	7,500,000		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON		6,000,000							6,000,000
* Funding Agency:	Total:		6,000,000							6,000,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON		1,500,000							1,500,000
* Funding Agency:	Total:		1,500,000							1,500,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		7,500,000							7,500,000
	Total:		7,500,000							7,500,000

Comments:
***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 12/27/2019 *****
Per Golden Empire Transit 1/2/20 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 72
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0935	TITLE (DESCRIPTION): 18 CNG BUSES (IN BAKERSFIELD: PURCHASE OF 18 CNG GAL BUSES TO EXPAND RYDE PROGRAM FOR FY 2020-21)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER200812	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		
					EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	2,011,865		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		1,609,492							1,609,492
* Funding Agency:	Total:		1,609,492							1,609,492

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON		402,373							402,373
* Funding Agency:	Total:		402,373							402,373

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON		2,011,865							2,011,865
	Total:		2,011,865							2,011,865

Comments:

***** Version 1 - 11/30/2020*****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP, Page 5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 11/02/2020 *****
Per Golden Empire Transit 9/16/20 letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 73
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0925	TITLE (DESCRIPTION): 4 REPLACEMENT DIESEL BUSES (IN KERN COUNTY): PURCHASE 4 REPLACEMENT DIESEL BUSES)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200810		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	522,025		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Bus and Bus Facilities Discretionary Program (Bus	RW									
	CON	443,721								443,721
* Funding Agency:	Total:	443,721								443,721

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	78,304								78,304
* Funding Agency:	Total:	78,304								78,304

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	522,025								522,025
	Total:	522,025								522,025

Comments:
***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 06/19/2020 *****
Per 5/29/20 Kern County letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 74
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0926	TITLE (DESCRIPTION): MOJAVE BUS MAINTENANCE FACILITY (IN MOJAVE: CONSTRUCT BUS MAINTENANCE FACILITY)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200811		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Const of new bus or rail storage/maint. facilities

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	2,000,000		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Bus and Bus Facilities Discretionary Program (Bus	CON	1,400,000								1,400,000
* Funding Agency:	Total:	1,400,000								1,400,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	600,000								600,000
* Funding Agency:	Total:	600,000								600,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	2,000,000								2,000,000
	Total:	2,000,000								2,000,000

Comments:
***** Version 1 - 09/23/2020*****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 08/20/2020 *****
Per 8/13/20 Kern County letter

RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 75
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0885	TITLE (DESCRIPTION): GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES (PROJECTS CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORY - OPERATING ASSISTANCE FOR TRANSIT AGENCIES)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180801		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	11,446,150		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	1,581,646								1,581,646
* Funding Agency:	Total:	1,581,646								1,581,646

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	9,864,504								9,864,504
* Funding Agency:	Total:	9,864,504								9,864,504

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	11,446,150								11,446,150
	Total:	11,446,150								11,446,150

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 3 - 02/12/2020 *****

Per Kern COG 2/20/20 Board mtg FTA Section 5311 POP; Add \$1,581,646 FTA 5311 and \$9,864,504 Local FY 19/20

***** DFTIP Version 1 - 09/06/2018*****

Reprogram 2017 FTIP project

***** Version 1 - 06/07/2018 *****

Per Kern COG 6/21/18 Board mtg FTA Section 5311 POP; Add \$1,496,694 FTA 5311 and \$12,589,426 Local FY 18/19

RTP reference: 2014 RTP page 5-4

Prior Year Status: ---

Future Cost Est: ---

Congestion Mitigation Air Quality Program (Transit Projects)

Kern Council of Governments - Federal Transportation Improvement Program PDF page 77
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0813	TITLE (DESCRIPTION): HYDROGEN ELECTRIC BUSES (IN BAKERSFIELD: PURCHASE TWO REPLACEMENT 40 FT HYDROGEN ELECTRIC BUSES)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER160504	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		
					EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Golden Empire Transit
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,500,000		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	1,327,950								1,327,950
	Total:	1,327,950								1,327,950

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	172,050								172,050
	Total:	172,050								172,050

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	1,500,000								1,500,000
	Total:	1,500,000								1,500,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: delivery expected April 2021

Total Project Cost: ---

***** Version 4 - 01/09/2020 *****

Per Golden Empire Transit 1/8/20 letter: change fuel type from electric to hydrogen electric; move \$1,327,950 FTA Section 5307-CMAQ and \$172,050 Local TDA from FY 16/17 (prior year) to FY 19/20

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 06/08/16 *****

Project data transfered from 2014 FTIP.

***** Version 1 - 03/24/2016 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 78
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0858	TITLE (DESCRIPTION): FREE TRANSIT TRIPS (METRO BAKERSFIELD PROGRAM FOR FREE TRANSIT FARE TRIPS DURING UNHEALTHY AIR QUALITY DAYS)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER180503	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

IMPLEMENTING AGENCY: Golden Empire Transit
 PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	681,658		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	603,470								603,470
	Total:	603,470								603,470

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	78,188								78,188
	Total:	78,188								78,188

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	681,658								681,658
	Total:	681,658								681,658

Comments:
 ***** Version 1 - 08/17/20 *****
 Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
 Prior Yr Status: Project Completion Pending
 Total Project Cost: ---
 ***** Version 1 - 05/14/18 *****
 Project data transfered from 2016 FTIP.
 ***** Version 1 - 02/13/2018 *****
 RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 79
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0857	TITLE (DESCRIPTION): COMMUTER BUS SERVICE (KERN REGION: BAKERSFIELD AND SANTA CLARITA VIA FRAZIER PARK; PROVIDE COMMUTER BUS SERVICE)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180502		EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	320,000		

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	280,000								280,000
	Total:	280,000								280,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	40,000								40,000
	Total:	40,000								40,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	320,000								320,000
	Total:	320,000								320,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: Project Completion Pending
Total Project Cost: ---
***** Version 1 - 05/14/18 *****
Project data transfered from 2016 FTIP.
***** Version 1 - 02/13/2018 *****
RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 80
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0859	TITLE (DESCRIPTION): ELECTRIC VEHICLE CHARGING STATION (IN MCFARLAND: CONSTRUCT PUBLIC TRANSIT ELECTRIC VEHICLE CHARGING STATION)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180504		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase of vehicle operating equipment.

IMPLEMENTING AGENCY: McFarland, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	476,075		106,990

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	94,718								94,718
	RW									
* Fund Type: Congestion Mitigation	CON	421,469								421,469
* Funding Agency:	Total:	516,187								516,187

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	12,272								12,272
	RW									
* Fund Type: Local Transportation Funds	CON	54,606								54,606
* Funding Agency:	Total:	66,878								66,878

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	106,990								106,990
	RW									
	CON	476,075								476,075
	Total:	583,065								583,065

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 02/13/2018 *****

RTP Reference: 2014 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 81
(Dollars in Whole)
Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0923	TITLE (DESCRIPTION): ELECTRIC CHARGING STATION (RIDGECREST: CITY CORPORATION YARD; INSTALL ELECTRIC VEHICLE CHARGING STATION AND SOLAR PHOTOVOLTAIC SYSTEM)	MPO Aprv: 02/18/2021
CT PROJECT ID:		MPO ID.: KER200508	State Aprv:		
COUNTY: Kern County	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY Purchase of vehicle operating equipment.

IMPLEMENTING AGENCY: Ridgecrest, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	629,200		5,000

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Congestion Mitigation	CON		556,457							556,457
* Funding Agency:	Total:		556,457							556,457

* State SB1 -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON		42,745							42,745
* Funding Agency:	Total:		42,745							42,745

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE		5,000							5,000
	RW									
* Fund Type: Local Transportation Funds	CON		29,998							29,998
* Funding Agency:	Total:		34,998							34,998

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		5,000							5,000
	RW									
	CON		629,200							629,200
	Total:		634,200							634,200

Comments:

***** Version 1 - 09/23/2020*****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---

***** Version 2 - 08/18/2020 *****
Per 7/16/20 Kern COG Board action: Move \$556,457 CMAQ, \$42,745 SB 1, \$29,998 Local from FY 23/24 to FY 20/21

***** Version 1 - 02/27/2020 *****
RTP Reference: 2018 RTP, Page 5-4; Prior Yr Status: ---; Future Cost Est: ---

NON-MOTORIZED TRANSPORTATION LIST OF PROJECTS

Non-Motorized Program (Bike Projects)

Kern Council of Governments - Federal Transportation Improvement Program PDF page 84
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0840	TITLE (DESCRIPTION): VARSITY ROAD (VARSITY ROAD PEDESTRIAN AND BICYCLE PROJECT)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER161010		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Arvin, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	714,000		119,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 1	PE		119,000							119,000
* Fund Type: Active Transportation Program (ATP)	RW									
	CON		714,000							714,000
* Funding Agency:	Total:		833,000							833,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transferred from 2016 FTIP.

***** Version 1 - 02/28/2017 *****

Per 3/15/17 CTC approval of MPO ATP Cycle 3

RTP reference: 2014 RTP page 5-18

Prior year status: ---

Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 85
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0841	TITLE (DESCRIPTION): DOWNTOWN BICYCLE (DOWNTOWN BICYCLE CONNECTIVITY PROJECT)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER161011		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,367,000		

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	1,110,000								1,110,000
* Funding Agency:	Total:	1,110,000								1,110,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON	257,000								257,000
* Funding Agency:	Total:	257,000								257,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	1,367,000								1,367,000
	Total:	1,367,000								1,367,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 02/28/2017 *****

Per 3/15/17 CTC approval of MPO ATP Cycle 3

RTP reference: 2014 RTP page 5-18

Prior year status: ---

Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 86
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0900	TITLE (DESCRIPTION): FRIANT-KERN CANAL MULTI-USE PATH (BAKERSFIELD: BOUNDED BY 7TH STANDARD RD, KERN RIVER PARKWAY AND APPROX 6 MILES FRIANT-KERN CANAL; CONSTRUCT CLASS I MULTI- USE PATH)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER191004		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Bakersfield, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	8,200,000		

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON			4,306,000						4,306,000
* Funding Agency:	Total:			4,306,000						4,306,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			446,642						446,642
* Funding Agency:	Total:			446,642						446,642

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Congestion Mitigation	CON			3,447,358						3,447,358
* Funding Agency:	Total:			3,447,358						3,447,358

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON			8,200,000						8,200,000
	Total:			8,200,000						8,200,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transferred from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 2 - 02/24/2020 *****
Change \$3,447,358 Local to CMAQ
***** Version 1 - 05/21/2019 *****
Per 5/15/19 CTC approved Cycle 4 MPO: new project

Kern Council of Governments - Federal Transportation Improvement Program PDF page 87
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0802	TITLE (DESCRIPTION): KERN RIVER PARKWAY BIKE TRAIL PH I (IN KERN COUNTY: KERN RIVER PARKWAY; CONSTRUCT BIKE TRAIL WESTERN EXTENSION PHASE I)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER161001		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	3,049,000	350,000	1,100,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	600,000								600,000
	RW	350,000								350,000
* Fund Type: Local Transportation Funds	CON									
* Funding Agency:	Total:	950,000								950,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	500,000								500,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	3,049,000								3,049,000
* Funding Agency:	Total:	3,549,000								3,549,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	1,100,000								1,100,000
	RW	350,000								350,000
	CON	3,049,000								3,049,000
	Total:	4,499,000								4,499,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 4 - 04/24/2019 *****

Per March 14, 2019 CTC approval of time extension: Move CON FY 18/19 to FY 19/20

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 06/08/16 *****

Project data transfered from 2014 FTIP.

***** Version 1 - 01/07/2016 *****

RTP Reference: 2014 RTP, Page 5-14; Prior Yr Status: ---; Future Cost Est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 88
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0899	TITLE (DESCRIPTION): WALK ISABELLA (IN LAKE ISABELLA: WALK ISABELLA - LAKE ISABELLA BLVD AND ERSKINE CREEK RD: PEDESTRIAN AND CYCLIST SAFETY AND ACCESSIBILITY IMPROVEMENTS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER191003		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	4,841,000	193,000	1,052,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE		854,000							854,000
* Fund Type: Active Transportation Program (ATP)	RW									
	CON				4,286,000					4,286,000
* Funding Agency:	Total:		854,000		4,286,000					5,140,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	58,000	140,000							198,000
* Fund Type: County Funds	RW			193,000						193,000
	CON				555,000					555,000
* Funding Agency:	Total:	58,000	140,000	193,000	555,000					946,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	58,000	994,000							1,052,000
	RW			193,000						193,000
	CON				4,841,000					4,841,000
	Total:	58,000	994,000	193,000	4,841,000					6,086,000

Comments:
***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-4
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2019 *****

Per 1/30/19 CTC approval of Statewide ATP Cycle 4

RTP reference: 2018 RTP page 5-6
Prior year status: ---
Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 89
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0897	TITLE (DESCRIPTION): SRTS SNYDER AVENUE GAP CLOSURE (IN TEHACHAPI: SRTS SNYDER AVENUE GAP CLOSURE	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER191001	PROJECT - VARIOUS LOCATIONS; INSTALL SIDEWALKS AND BIKE LANES, IMPROVE CROSSWALKS)	State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Tehachapi, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,300,000		195,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	190,000								190,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON		1,300,000							1,300,000
* Funding Agency:	Total:	190,000	1,300,000							1,490,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	5,000								5,000
	RW									
* Fund Type: City Funds	CON									
* Funding Agency:	Total:	5,000								5,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	195,000								195,000
	RW									
	CON		1,300,000							1,300,000
	Total:	195,000	1,300,000							1,495,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2019 *****

Per 1/30/19 CTC approval of Statewide ATP Cycle 4

RTP reference: 2018 RTP page 5-6
Prior year status: ---
Future cost est: ---

Non-Motorized Program (Landscape/Pedestrian Projects)

Kern Council of Governments - Federal Transportation Improvement Program PDF page 91
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0834	TITLE (DESCRIPTION): ATP3 SRTS SIDEWALK (DELANO ATP3 SRTS: SIDEWALK GAP CLOSURE)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER161004		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Delano, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	529,000		80,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	71,000								71,000
* Fund Source 1 of 2	RW									
* Fund Type: Active Transportation Program (ATP)	CON	466,000								466,000
* Funding Agency:	Total:	537,000								537,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	9,000								9,000
* Fund Source 2 of 2	RW									
* Fund Type: City Funds	CON	63,000								63,000
* Funding Agency:	Total:	72,000								72,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	80,000								80,000
	RW									
	CON	529,000								529,000
	Total:	609,000								609,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 12/28/2016 *****

Per 12/7/16 CTC approval of Statewide ATP Cycle 3

RTP reference: 2014 RTP page 5-18

Prior year status: ---

Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 92
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0835	TITLE (DESCRIPTION): ATP3 SRTS INTERSECTION ENHANCEMENT (DELANO ATP3 SRTS: INTERSECTION ENHANCEMENT AND EDUCATION PROJECT)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER161005		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Delano, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	639,000		30,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	26,000								26,000
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	563,000								563,000
* Funding Agency:	Total:	589,000								589,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	4,000								4,000
	RW									
* Fund Type: City Funds	CON	76,000								76,000
* Funding Agency:	Total:	80,000								80,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	30,000								30,000
	RW									
	CON	639,000								639,000
	Total:	669,000								669,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6
Prior Yr Status: Project Completion Pending
Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 12/28/2016 *****

Per 12/7/16 CTC approval of Statewide ATP Cycle 3

RTP reference: 2014 RTP page 5-18

Prior year status: ---

Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 93
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0836	TITLE (DESCRIPTION): BORON/DESERT LAKE (BORON/DESERT LAKE PEDESTRIAN PATH)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER161006		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,510,000	481,000	328,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	268,000								268,000
	RW	193,000								193,000
* Fund Type: Active Transportation Program (ATP)	CON	1,510,000								1,510,000
* Funding Agency:	Total:	1,971,000								1,971,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	60,000								60,000
	RW	288,000								288,000
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	348,000								348,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	328,000								328,000
	RW	481,000								481,000
	CON	1,510,000								1,510,000
	Total:	2,319,000								2,319,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 2 - 11/01/2017 *****

Per 10/18/17 CTC approval of Statewide ATP Cycle 3 Augmentation

***** Version 1 - 12/28/2016 *****

Per 12/7/16 CTC approval of Statewide ATP Cycle 3

RTP reference: 2014 RTP page 5-18

Prior year status: ---

Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 94
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0837	TITLE (DESCRIPTION): REXLAND ACRES (REXLAND ACRES COMMUNITY SIDEWALK PROJECT)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER161007		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	5,109,000	391,000	876,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	771,000								771,000
	RW	350,000								350,000
* Fund Type: Active Transportation Program (ATP)	CON	4,519,000								4,519,000
* Funding Agency:	Total:	5,640,000								5,640,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	105,000								105,000
	RW	41,000								41,000
* Fund Type: County Funds	CON	590,000								590,000
* Funding Agency:	Total:	736,000								736,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	876,000								876,000
	RW	391,000								391,000
	CON	5,109,000								5,109,000
	Total:	6,376,000								6,376,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 2 - 11/01/2017 *****

Per 10/18/17 CTC approval of Statewide ATP Cycle 3 Augmentation

***** Version 1 - 12/29/2016 *****

Per 12/7/16 CTC approval of Statewide ATP Cycle 3

RTP reference: 2014 RTP page 5-18

Prior year status: ---

Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 95
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0838	TITLE (DESCRIPTION): ROSAMOND BOULEVARD (ROSAMOND BOULEVARD PEDESTRIAN PATH PROJECT)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER161008		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	680,000	177,000	140,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	90,000								90,000
	RW	110,000								110,000
* Fund Type: Active Transportation Program (ATP)	CON		680,000							680,000
* Funding Agency:	Total:	200,000	680,000							880,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	50,000								50,000
	RW	67,000								67,000
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	117,000								117,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	140,000								140,000
	RW	177,000								177,000
	CON		680,000							680,000
	Total:	317,000	680,000							997,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: ---

Total Project Cost: ---

***** Version 3 - 05/21/2019 *****

Per 5/15/19 CTC Amendment approval: Change \$33,000 ATP to Local PE FY 19/20; Change \$46,000 ATP to Local RW FY 19/20; Change \$79,000 Local to ATP CON FY 20/21

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 12/29/2016 *****

Per 12/7/16 CTC approval of Statewide ATP Cycle 3

RTP reference: 2014 RTP page 5-18

Prior year status: ---

Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 96
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0847	TITLE (DESCRIPTION): VIRGINIA STREET (VIRGINIA STREET PEDESTRIAN PATH PROJECT)	MPO Aprv: 02/18/2021
CT PROJECT ID:			MPO ID.: KER171001		State Aprv:
COUNTY: Kern County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,956,000	75,000	425,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	376,000								376,000
	RW	66,000								66,000
* Fund Type: Active Transportation Program (ATP)	CON		1,731,000							1,731,000
* Funding Agency:	Total:	442,000	1,731,000							2,173,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	49,000								49,000
	RW	9,000								9,000
* Fund Type: County Funds	CON		225,000							225,000
* Funding Agency:	Total:	58,000	225,000							283,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	425,000								425,000
	RW	75,000								75,000
	CON		1,956,000							1,956,000
	Total:	500,000	1,956,000							2,456,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 05/14/18 *****
Project data transfered from 2016 FTIP.
***** Version 1 - 11/01/2017 *****
Per 10/18/17 CTC approval of Statewide ATP Cycle 3 Augmentation

RTP reference: 2014 RTP page 5-18
Prior year status: ---
Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 97
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0898	TITLE (DESCRIPTION): SOUTH CHESTER PEDESTRIAN SAFETY (IN BAKERSFIELD: SOUTH CHESTER AVE, MING AVE TO SANDRA DR; PEDESTRIAN SAFETY, ACCESSIBILITY, CROSSING IMPROVEMENTS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER191002		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Kern County
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	1,797,000	115,000	345,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	283,000								283,000
	RW		102,000							102,000
* Fund Type: Active Transportation Program (ATP)	CON			1,591,000						1,591,000
* Funding Agency:	Total:	283,000	102,000	1,591,000						1,976,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	62,000								62,000
	RW		13,000							13,000
* Fund Type: County Funds	CON			206,000						206,000
* Funding Agency:	Total:	62,000	13,000	206,000						281,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	345,000								345,000
	RW		115,000							115,000
	CON			1,797,000						1,797,000
	Total:	345,000	115,000	1,797,000						2,257,000

Comments:

***** Version 1 - 08/17/20 *****
Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6
Prior Yr Status: ---
Total Project Cost: ---
***** Version 1 - 02/27/2019 *****

Per 1/30/19 CTC approval of Statewide ATP Cycle 4

RTP reference: 2018 RTP page 5-6
Prior year status: ---
Future cost est: ---

Kern Council of Governments - Federal Transportation Improvement Program PDF page 98
(Dollars in Whole)
Local Highway System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0799	TITLE (DESCRIPTION): TEHACHAPI RAIL CORRIDOR (IN TEHACHAPI: SECTIONS OF H ST AND TEHACHAPI BLVD FROM MILL ST TO DENNISON RD; CONSTRUCT PEDESTRIAN AND RAIL CROSSING IMPROVEMENTS)	MPO Aprv: 02/18/2021 State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER151014		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Tehachapi, City of
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Official	02/18/2021	RPACHECO	Adoption - Carry Over	0	2,087,000		155,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	2,042,000								2,042,000
* Funding Agency:	Total:	2,042,000								2,042,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	155,000								155,000
	RW									
* Fund Type: TDA	CON	45,000								45,000
* Funding Agency:	Total:	200,000								200,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	155,000								155,000
	RW									
	CON	2,087,000								2,087,000
	Total:	2,242,000								2,242,000

Comments:

***** Version 1 - 08/17/20 *****

Project data transfered from 2018 FTIP.

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: CON in progress

Total Project Cost: ---

***** Version 4 - 02/27/2019 *****

Per 1/22/19 Tehachapi letter: move \$2,042,000 ATP and \$45,000 local from prior year to FY 18/19 (per CTC time extension approval)

***** Version 1 - 05/14/18 *****

Project data transfered from 2016 FTIP.

***** Version 1 - 06/08/16 *****

Project data transfered from 2014 FTIP.

RTP Reference: 2014 RTP, Page 5-18; Prior Yr Status: ---; Future Cost Est: ---

***** Version 1 - 11/05/2015 *****

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APPENDIX K:

Grouped Project Listing

2021 Federal Transportation Improvement Program
Regional Adoption

Grouped Project Listings

Kern Council of Governments

Includes:

State Highway Operations and Protection Program (SHOPP) - dated 8/18/20

Minor Program - dated June 24-25, 2020

Highway Bridge Program (HBP) - dated 11/12/20

Highway Safety Improvement Program (HSIP) - dated 12/15/20

Regional Surface Transportation Program (RSTP)

Congestion Mitigation Air Quality Program (CMAQ)

Transit Program

Note: Listing is available on the Kern COG website at

<https://www.kerncog.org/category/docs/ftip/>

**SHOPP Grouped Listing
Summary
Dollars X \$1000**

	PIN	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	PE	RW	CON
SHOPP - Bridge Preservation	KER210201	\$7,845	\$1,045	\$5,700	\$1,100	\$0	\$0		\$6,145	\$1,700	\$0
SHOPP - Collision Reduction	KER210202	\$35,715	\$9,682	\$12,535	\$13,498	\$0	\$0		\$10,521	\$4,233	\$20,961
SHOPP - Mandates	KER210203	\$15,348	\$6,964	\$0	\$8,384	\$0	\$0		\$4,176	\$2,788	\$8,384
SHOPP - Mobility	KER210204	\$3,700	\$0	\$0	\$0	\$3,700	\$0		\$0	\$0	\$3,700
SHOPP - Roadway Preservation	KER210205	\$306,361	\$15,935	\$49,547	\$50,674	\$107,355	\$82,850		\$60,034	\$31,682	\$214,645
TOTAL		\$368,969	\$33,626	\$67,782	\$73,656	\$111,055	\$82,850		\$80,876	\$40,403	\$247,690

SHOPP - Bridge Preservation
KER210201
Dollars X \$1000

CTIPS	CO	Dist	EA	Route	Description	PE	RW	CON
10400000406	KER	6	0S050	166	Near Mettler, at California Aqueduct Bridge No. 50-0323. Bridge rehabilitation. (G13 Contingency)	6145	1700	

SHOPP - Collision Reduction
KER210202
Dollars X \$1000

CTIPS	CO	Dist	EA	Route	Description	PE	RW	CON
10400000449	KER	6	0X760	119	In Taft, from north of Gardner Field Road to south of Ash Street. Construct left turn lane.	2460	46	2715
10400000441	KER	6	0X520	178	Near Bakersfield, from 0.2 mile east of Miramonte Drive to Kelso Valley Road; also on Route 223 from South Vineland Road to South Comanche Drive (PM R17.1/R20.0). Install centerline and shoulder rumble strips.	1660	13	4840
13000003056	KER	9	36770	178	In Kern, Mono, Inyo, and San Bernardino Counties, on Routes 14, 89, 108, 120, 127, 168, 178, 182, 190, 202, and 395 at various locations. Upgrade guardrails, end treatments, and bridge transition railings to current standards.	810	11	3741
10400000430	KER	9	36720	202	Near Tehachapi, from 0.2 mile west to 0.2 mile east of Cummings Valley Road East. Construct a left turn lane from southbound Route 202 to Cummings Valley Road East.	1281	1553	2210
10400000445	KER	6	0W990	204	In Bakersfield, at 8th Street. Installation of High-intensity Activated crossWalk (HAWK) system.	1510	510	2255
10400000448	KER	6	0X770	43	In Wasco, from Route 46 to south of Gromer Avenue. Improve safety by constructing a roundabout.	2800	2100	5200

SHOPP - Mandates
KER210203
Dollars X \$1000

CTIPS	CO	Dist	EA	Route	Description	PE	RW	CON
10400000427	KER	6	0W150	204	In Bakersfield, from Route 204/58 Separation to L street; also on Route 58 (PM R54.2/R54.6). Upgrade curb ramps and Accessible Pedestrian Signals (APS) to meet current Americans with Disabilities Act (ADA) Standards.	2705	1823	6200
10400000429	KER	6	0T000	58	In Bakersfield, at H Street. Upgrade curb ramps to meet current Americans with Disabilities Act (ADA) Standards.	1471	965	2184

SHOPP - Mobility
KER210204
Dollars X \$1000

CTIPS	CO	Dist	EA	Route	Description	PE	RW	CON
10400000463	KER	6	0R190	223	Near Weedpatch, at Route 184 (Wheeler Ridge Road) intersection. Construct roundabout. (Additional \$1,500,000 from local contribution).	0	0	3700

SHOPP - Roadway Preservation
KER210205
Dollars X \$1000

CTIPS	CO	Dist	EA	Route	Description	PE	RW	CON
10400000436	KER	6	0V610	119	Near Bakersfield, from 0.1 miles east of Ashe Road to Route 99 Separation. Rehabilitate roadway including reconstruction of travel lanes with Jointed Plain Concrete Pavement (JPCP), widen intersections and shoulders to meet current standards, add bicycle lanes, median lane to accommodate two-way turning, install drainage inlets and stormwater basin, sidewalks and upgrade American with Disabilities Act (ADA) ramps to current standards.	5700	20500	31100
10400000458	KER	9	37520	14	Near Mojave, from 0.5 mile north of Silver Queen Road to 0.6 mile north of Business Route 58 (north). Rehabilitate roadway, install Transportation Management System (TMS) elements, upgrade facilities to Americans with Disabilities Act (ADA) standards, replace bridge railing, and enhance highway worker safety. (Long Lead Project)	1694		
10400000447	KER	6	0X080	178	Near Bakersfield, from east of Miramonte Drive to Vista Grande Drive. Repair, replace, and/or clean culverts.	3700	500	8800
10400000423	KER	6	0U290	184	Near Bakersfield, from Dunsmere Street to Breckenridge Road. Upgrade Americans with Disabilities Act (ADA) curb ramps, install bike lanes, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement.	5425	4430	21100
10400000424	KER	6	0U430	184	In and near Bakersfield, from 0.1 mile north of Edison Highway to 0.1 mile north of Chase Avenue. Upgrade Americans with Disabilities Act (ADA) curbs and barrier railing, widen shoulders, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement to rehabilitate roadway.	2540	400	9200
10400000446	KER	6	0X350	58	Near McKittrick, from San Luis Obispo County line to Route 33. Pavement rehabilitation, repair culverts, and upgrade Intelligent Transportation System (ITS) field elements.	3000	170	12800
10400000434	KER	6	0U110	58	In and near Bakersfield, from Route 43 to 0.1 mile west of Allen Road. Pavement rehabilitation.	2600	600	8900
10400000442	KER	6	0Q281	99	In Bakersfield, from Brundage Lane Overcrossing to Beardsley Canal Bridge. Landscape mitigation for rehabilitate roadway project EA 0Q280.	1200	40	9100
10400000460	KER	6	0X370	99	In and near Bakersfield, from White Lane to California Avenue. Rehabilitate roadway, upgrade lighting, replace signs, rehabilitate drainage systems, and upgrade Transportation Management System (TMS) elements. (Additional \$30,000,000 from local contribution) (Long Lead Project)	5000		
10400000461	KER	6	0W920	5	Near Grapevine, from south of Fort Tejon Road to Grapevine Road Undercrossing. Rehabilitate roadway, replace signs, upgrade guardrail and Transportation Management System (TMS) elements, and rehabilitate drainage systems and lighting. (Long Lead Project)	2908		
10400000459	KER	9	37920	58	Near Tehachapi, from east of Bealville Road to 3.4 miles east of Broome Road. Rehabilitate roadway, install Transportation Management System (TMS) elements, upgrade lighting, median barrier, guardrail, bridge railing, rehabilitate drainage systems, and enhance highway worker safety. (Long Lead Project)	2997		
10400000450	KER	6	0U500	5	Near Grapevine, from Grapevine Road Undercrossing to Route 5/99 Separation. Rehabilitate pavement, replace signs, install Transportation Management System (TMS) elements, and rehabilitate drainage systems.	3600	50	18700
10400000452	KER	6	0W810	155	In Delano, from Fremont Street to west of Browning Road. Rehabilitate roadway, widen shoulders, upgrade facilities to Americans with Disabilities Act (ADA) standards, and rehabilitate drainage systems.	4000	1940	10800
10400000454	KER	6	0X240	33	Near Taft, from 0.9 mile south of Henry Road to north of Cymric Road (north) at various locations. Rehabilitate drainage systems.	3300	2130	6000
10400000455	KER	6	0X330	5	Near Lebec, from Los Angeles County line to south of Lebec Road. Rehabilitate roadway and upgrade guardrail and Transportation Management System (TMS) elements.	2900	50	28400
10400000453	KER	6	0X380	166	In and near Maricopa, from Route 33 to 4.0 miles east of Basic School Road (PM 0.010/9.000). Rehabilitate pavement, upgrade guardrail and facilities to Americans with Disability Act (ADA) standards, and construct rumble strips.	3100	240	11200
10400000457	KER	6	0X160	58	Near Edison, from west of Tejon Highway Overcrossing to 2.5 miles west of General Beale Road. Rehabilitate roadway, replace signs, rehabilitate drainage systems, and upgrade guardrail and Transportation Management System (TMS) elements.	2510	60	11700
10400000456	KER	6	0Y130	33	Near McKittrick, from south of Lokern Road to 1.2 miles south of Route 46. Rehabilitate pavement, replace signs, install Transportation Management System (TMS) elements, and rehabilitate drainage systems.	3100	570	18900
10400000451	KER	9	37890	14	Near Armistead, from 1.1 mile north of Red Rock Canyon Road to 4.9 mile south of Route 178 (west). Rehabilitate pavement and upgrade signs.	760	2	7945

Grouping Category: Minor Program

KER210207 Project Title: Grouped Projects for Safety Improvements, shoulder improvements, pavement resurfacing and/or rehabilitation - Minor Program

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 - RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING DEMONSTRATION, TRUCK CLIMBING LANES OUTSIDE THE URBANIZED AREA, LIGHTING IMPROVEMENTS, EMERGENCY TRUCK PULLOVERS, PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 U.S.C. 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTIN BRIDGES (NO ADDITIONAL TRAVEL LANES)

Dist	County	Route	Post Miles	Location/Description	EA	Project ID	Program Code	Con Sup	Project R/W	Con	Total Project Cost	FTIP Program Year
06	Kern	5	28.17	In Kern, Kings and Fresno Counties, on Route 5 at various locations. Install Vehicle Detection Systems (VDS).	0T030	0615000006	201.315	\$2,492,000	\$20,000	\$1,250,000	\$3,762,000	20/21
09	Kern			In Kern County, in the town of Mojave at the Special Crews Highway Maintenance Station L5755. Improve maintenance station.	37710	0918000041	201.352	\$1,022,727	\$0	\$1,250,000	\$2,272,727	20/21
09	Kern	14	16.600	In Kern County, in the town of Mojave at the Mojave Highway Maintenance Station L5713. Improve maintenance station.	37730	0918000042	201.352	\$1,022,727	\$0	\$1,250,000	\$2,272,727	20/21
06	Kern	43	30.4	In Kern County, at Sherwood Avenue. Extend culvert.	0N590	0600020568	201.015	\$0	\$0	\$250,000	\$250,000	20/21
06	Kern	178	R4.5	In Kern County, in Bakersfield at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	0S790	0615000020	201.121	\$197,000	\$0	\$187,000	\$384,000	20/21
06	Kern	99	R39.1	In Kern County, near Bakersfield on Route 99 at Merced Avenue offramp. Remove asphalt pavement and replace with concrete pavement.	0V130	0616000095	201.121	\$325,000	\$0	\$275,000	\$600,000	20/21
06	Kern	184	1.5	In Kern County, in Lamont at Hall Road. Modify traffic signal.	0V290	0616000128	201.010	\$175,000	\$2,200	\$150,000	\$327,200	20/21

KER210207 Project Title: Grouped Projects for Safety Improvements, shoulder improvements, pavement resurfacing and/or rehabilitation - Minor Program
continued

Dist	County	Route	Post Miles	Location/Description	EA	Project ID	Program Code	Con Sup	Project R/W	Con	Total Project Cost	FTIP Program Year
06	Kern	178	R2.26	In Kings County, at Pickerell Avenue. Install flashing beacon.	0X540	0618000094	201.010	\$125,000	\$5,000	\$75,000	\$205,000	20/21
06	Kern	119	26.1/26.4	In Kern County, at Old River Road. Install safety lighting.	0X920	0618000182	201.010	\$125,000	\$5,000	\$75,000	\$205,000	20/21
06	Kern	43	33.2/33.5	In Kern County, at Pond Road. Install flashing beacon.	0Y340	0618000201	201.010	\$108,000	\$5,000	\$25,000	\$138,000	20/21
06	Kern	99	26.502	In Bakersfield, at the old California Highway Patrol (CHP) facility at 4040 Buck Owens Boulevard. Acquire facility to maintain Transportation Management Center (TMC) functions.	0Y780	0619000028	201.352	\$54,000	\$2,000	\$50,000	\$106,000	20/21
06	Kern	58	R55.47/R59.67	In Kern County, in Bakersfield on Route 58 at various ramps/locations. Remove and replace pavement.	0Y940	0619000086	201.120	\$150,000	\$0	\$250,000	\$400,000	20/21
06	Kern	178	R1.89/R5.78	In Kern County, in Bakersfield on Route 178 at various ramps/locations. Remove and replace pavement.	0Y950	0619000087	201.120	\$155,000	\$0	\$260,000	\$415,000	20/21
06	Kern	178	R4.6/R5.2	In Kern County, in the city of Bakersfield at various locations. Construct fence.	1A130	0619000174	201.150	\$72,000	\$3,000	\$120,000	\$195,000	20/21
06	Kern	99	20.6	In Kern County, in Bakersfield at Pacheco Road. Upgrade fence.	1A150	0619000176	201.150	\$60,000	\$2,500	\$100,000	\$162,500	20/21
06	Kern	99	26.7	In Kern County, on Route 99 at the Calloway Canal Bridge and on Route 119 at the Weed Creek and Broad Creek Bridges. Repair bridges.	1A550	0620000068	201.110	\$300,000	\$5,000	\$250,000	\$555,000	20/21
06	Kern	184	8.35	In Kern County, near Bakersfield at Edison Road. Remove and replace pavement.	1A860	0620000087	201.121	\$160,000	\$0	\$250,000	\$410,000	20/21

KER210207 Project Title: Grouped Projects for Safety Improvements, shoulder improvements, pavement resurfacing and/or rehabilitation - Minor Program
continued

Dist	County	Route	Post Miles	Location/Description	EA	Project ID	Program Code	Con Sup	Project R/W	Con	Total Project Cost	FTIP Program Year
06	Kern	58	31.6/51.8	In Kern County, in and near Bakersfield at various locations. Install and upgrade signs.	1B150	0620000125	201.170	\$150,000	\$0	\$310,000	\$460,000	20/21
09	Kern	58	R107.0	In Kern County, about 20.6 miles west of California City. Install maintenance pull out at Changeable Message Sign (CMS).	38180	0919000031	201.235	\$171,818	\$10,000	\$200,000	\$381,818	20/21

Grouping Category: Highway Bridge Program (HBP)

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

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORIES - WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)

PIN	Agency	Fed ID	Project Title	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER060601	Various	5109(166)	Bridge Rehabilitation and Reconstruction	Bakersfield: BRIDGE NO. 50C0021 L & R, MANOR ST, OVER KERN RIVER, 0.2 MI S ROBERTS LANE. Rehabilitate existing two lane bridge. No added lane capacity. Including LSSRP Retrofit HBP-ID 1246	prior year	\$8,560,851	\$1,109,149	\$14,151,000
					18/19	\$1,837,883	\$238,117	
					20/21	\$2,129,147	\$275,854	
						Bakersfield: BRIDGE NO. PM00171, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Bakersfield. See Caltrans Local Assistance HBP website for backup list of projects. HBP-ID 4581	23/24	\$85,192

Grouping Category: Highway Safety Improvement Program (HSIP)

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

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORIES - RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL-AID SYSTEM ROADS, SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, PAVEMENT MARKING DEMONSTRATION, LIGHTING IMPROVEMENTS

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER140601 (continued on next page)	Various	5370(025) 6206(029)	Arvin: Bear Mountain Blvd (SR 223)/Derby St. Install traffic signals, railroad crossings, upgrade and install new pavement, striping and pavement markers H6-06-001	prior year	\$207,825	\$0	\$706,000
				22/23	\$498,175	\$0	
			Arvin: Various existing intersection locations throughout the City of Arvin with an emphasis on locations adjacent to parks and schools. Install new striped pedestrian crosswalks, stop bars, striping and a few curb ramps. H9-06-001	22/23	\$249,900	\$0	\$249,900
			Bakersfield: Calloway Drive in front of Norris Middle School at existing crosswalk near Manhattan Drive; Monitor Street in front of Palla Elementary School at existing crosswalk near Kyner Avenue. Install flashing yellow beacons near crosswalks. H9-06-002	22/23	\$246,100	\$0	\$246,100
			Delano: Twenty-two (22) uncontrolled pedestrian crossing locations throughout the City of Delano. Install pedestrian crossings at uncontrolled locations; Install/upgrade larger intersections warning/regulatory signs. H9-06-004	20/21	\$249,300	\$0	\$249,300
		5950(470)	Kern County: Eighty-two (82) crosswalk locations at 79 intersections throughout Kern County. Install continental crosswalks, intersection warning signs, reflective signs, pedestrian crossing signs, ADA curb ramps, street lighting, cross drains, and AC tie-ins. H9-06-010; Kern County: San Diego Street between Hall Road and Burgundy Avenue, in the unincorporated community of Lamont, Kern County. Install continental crosswalks and lighting at four existing uncontrolled pedestrian crossing areas. H9-06-013	prior year	\$375,100	\$0	\$375,100
22/23	\$4,972,900	\$98,300		\$5,071,200			

Continued

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

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/Local Funds	Total Project Cost
KER140601 (continued)	Various	5950(469)	Kern County: The intersections of Roberts Lane at Sequoia Drive, Norris at Manor, and Manor at China Grade Loop. Upgrade signals from pedestal to overhead mast arms. H9-06-011	20/21	\$787,600	\$0	\$787,600
		5950(471)	Kern County: Various signalized intersections throughout the unincorporated Bakersfield, Oildale, Wheeler Ridge, Lake Isabella, and Rosamond communities of Kern County. Construct intersection improvements, including replacing signal hardware at 30 intersections, installing raised pavement markers/stripping at 22 intersections, and upgrading existing ADA-accessible curb ramps. H9-06-012	22/23	\$1,567,200	\$0	\$1,567,200
		5287(057)	Wasco: Various locations on local roadways throughout Wasco. Upgrade roadway signs and various intersections as recommended in 2017 City of Wasco Roadway Safety Signs Audit Project Report. H9-06-021	prior year	\$114,023	\$0	\$114,023

Grouping Category: Regional Surface Transportation Program

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORIES - PAVEMENT RESURFACING AND/OR REHABILITATION

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	RSTP Funds	HIP Funds	State/Local Funds	Total Project Cost
KER180403 (continued on next page)	Arvin		Arvin: Haven Dr from Meyer St to Derby St; resurfacing/rehabilitation	20/21	\$111,539	\$0	\$14,452	\$976,591
				21/22	\$458,461	\$75,000	\$317,139	
	Bakersfield	STPL-5109(254)	Bakersfield: Brundage Ln between Washington St to Oswell St (1.5 miles); rehabilitation	prior year	\$2,390,921	\$0	\$309,770	\$2,700,691
				prior year	\$1,523,133	\$0	\$376,867	\$1,900,000
				20/21	\$3,112,525	\$650,000	\$487,475	\$4,250,000
				20/21	\$2,004,475	\$665,000	\$345,859	\$3,015,334
				21/22	\$5,114,000	\$0	\$662,573	\$5,776,573
	California City		California City: Hacienda Blvd from Cal City Blvd to Eucalyptus Ave (approximately 1,250 linear feet); pavement rehabilitation	20/21	\$0	\$49,222	\$6,378	\$630,969
				21/22	\$391,000	\$1,778	\$182,591	
	Delano	STPL-5227(063)	Delano: Albany St between 20th Ave and County Line Rd; Princeton St between Cecil Ave and 20th Ave; Schuster between S. Lexington St and Browning Rd; resurfacing and/or rehabilitation	prior year	\$523,601	\$39,872	\$73,004	\$636,477
				20/21	\$707,999	\$182,000	\$115,310	\$1,005,309
				21/22	\$707,999	\$0	\$91,731	\$799,730

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	RSTP Funds	HIP Funds	State/ Local Funds	Total Project Cost
KER180403 (continued)	Kern County	STPCML-5950(459)	Near Arvin: Comanche Dr between Sycamore Dr and Shane Ct (0.5 miles); reconstruction	prior year	\$823,400	\$0	\$397,900	\$1,221,300
		STPCML-5950(461)	Near Bakersfield: Panama Ln between SR 43 and 3 miles east of SR 43 (3 miles); resurfacing	prior year	\$1,192,200	\$0	\$531,300	\$1,723,500
		STPL-5950(453)	Near Bakersfield: Gilmore Ave between Gibson St and SR 99 (0.4 miles); resurfacing	prior year	\$399,400	\$0	\$243,900	\$643,300
		STHIPCML-5950(466)	Near Buttonwillow: Brite Rd between Buttonwillow Dr and Wasco Way (1.5 miles); rehabilitation	prior year	\$2,585,000	\$0	\$1,435,800	\$4,020,800
			Near Buttonwillow: Mirasol Ave between Brite Rd and SR 58 (2.1 miles); rehabilitation	prior year	\$2,495,100	\$765,000	\$1,245,100	\$4,505,200
			Near Arvin: Edison Rd from SR 223 to Di Giorgio Rd (3 miles); road rehabilitation	20/21	\$4,307,216	\$203,147	\$584,366	\$5,094,729
			Near Bakersfield: Union Ave from Panama Rd to Bakersfield City Limits (1 mile); road rehabilitation	20/21	\$1,170,229	\$0	\$151,616	\$1,321,845
			Near Bakersfield: Hughes Ln from Terrace Way to Bakersfield City Limits (.25 miles); road rehabilitation	20/21	\$423,977	\$0	\$54,931	\$478,908
			Near Wasco: Scofield Ave from Merced Ave to Wasco City Limits (3.5 miles); road rehabilitation	21/22	\$2,371,563	\$871,853	\$420,219	\$3,663,635
		Ridgecrest		Ridgecrest: W. Ward Ave between N. China Lake Blvd and N. Norma St (approx. 2,600 linear ft); resurfacing	20/21	\$31,733	\$14,611	\$6,005
				21/22	\$728,267	\$0	\$94,355	
	Taft		Taft: 10th St from A St to Pilgrim Ave (approx. 1,150 linear ft); rehabilitation	20/21	\$0	\$28,726	\$3,722	\$392,340
				21/22	\$288,408	\$3,274	\$68,210	
	Tehachapi		Tehachapi: Snyder Ave between Tehachapi Blvd and Valley Blvd (approx. 0.5 miles); rehabilitation and resurfacing	20/21	\$20,623	\$0	\$2,725	\$373,573
			21/22	\$309,377	\$0	\$40,848		

Continued

Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	RSTP Funds	HIP Funds	State/ Local Funds	Total Project Cost
KER180403 (continued)	Wasco	STPHIPL-5287(056)	Wasco: 7th St between Magnolia Ave west to end of the road at the wastewater treatment plant; rehabilitation	prior year	\$753,000	\$0	\$106,241	\$859,241
			Wasco: Palm Ave from Jackson Ave to Gromer Ave at various locations; pavement rehabilitation	20/21	\$0	\$39,838	\$5,162	\$923,982
				21/22	\$724,000	\$54,162	\$100,820	

Grouping Category: Congestion Mitigation Air Quality

Project Title: Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES - SHOULDER IMPROVEMENTS, TRAFFIC CONTROL DEVICES AND OPERATING ASSISTANCE OTHER THAN SIGNALIZATION PROJECTS, INTERSECTION SIGNALIZATION PROJECTS AT INDIVIDUAL INTERSECTIONS, LIGHTING IMPROVEMENTS

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER180507 (continued on next page)	Bakersfield	CML-5109(252)	Bakersfield: Buena Vista Rd (Stockdale Hwy to White Ln), Allen Rd (Westside Pkwy WB ramp to Stockdale Hwy), Calloway Dr (Brimhall Rd to Stockdale Hwy); signal coordination (interconnect)	prior year	\$561,111	\$72,698	\$633,809
		CML-5109(258)	Bakersfield: Ming Ave at Allen Rd; install traffic signal and Ming Ave between Allen Rd and Buena Vista Rd; signal coordination	prior year	\$440,463	\$57,067	\$497,530
		CML-5109(259)	Bakersfield: Hosking Ave between Stine Rd and S H St; signal coordination (interconnect)	prior year	\$376,482	\$48,778	\$425,260
			Bakersfield: Brundage Ln between H St and P St; signal coordination (interconnect)	prior year	\$136,969	\$17,746	\$154,715
			Bakersfield: Akers Rd between Panama Ln and Hosking Ave; signal coordination (interconnect)	prior year	\$343,080	\$44,450	\$387,530
		CML-5109(260)	Bakersfield: Rosedale Hwy between Verdugo Ln and Jet Way; signal coordination (interconnect)	prior year	\$336,214	\$43,561	\$379,775
			Bakersfield: Brimhall Rd between Calloway Dr and Jewetta Ave; signal coordination (interconnect)	prior year	\$360,950	\$46,765	\$407,715
			Bakersfield: Signal Coordination Part 1: Along Truxtun Ave, H St, Oak St, Ming Ave, Hageman Rd, Coffee Rd, Chester Ave, 23rd St, and 24th St; Installation of Traffic Signal Interconnect / Synchronization	20/21	\$1,593,540	\$206,460	\$1,800,000
			Bakersfield: New Stine Rd between Panama Lane and Mohawk St & Calloway Dr between White Ln and Brimhall Rd; install traffic signals communication	20/21	\$531,180	\$68,820	\$600,000

Continued **Project Title: Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads**

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER180507 (continued)	Bakersfield		Bakersfield: Wible Rd at McKee Rd; traffic signal & Wible Rd between McKee Rd and Hosking Ave; synchronization	20/21	\$586,319	\$75,964	\$662,283
			Bakersfield: McKee Rd at Ashe Rd; install traffic signal	20/21	\$287,722	\$37,278	\$325,000
			Bakersfield: Signal Coordination Part 2: California between Mohawk St and Oak St; Stockdale Hwy between Coffee Rd and H St; Brundage Ln between Oak St and Hughes Ln; Installation of Traffic Signal Interconnect / Synchronization	21/22	\$1,239,420	\$160,580	\$1,400,000
	Kern County	CML-5950(457)	Bakersfield: Union Ave from Casa Loma Dr/Ming Ave to Fairview Rd; signal coordination (interconnect)	prior year	\$512,600	\$66,500	\$579,100
		CML-5950(454)	Oildale: Merle Haggard Dr (Wings Way to McCray St 1.25mi); Airport Dr (Merle Haggard Dr to Norris Rd 1.5mi); & Norris Rd (Airport Dr to McCray St 0.5mi); signal coordination (interconnect)	prior year	\$536,000	\$69,500	\$605,500
		CML-5950(467)	Bakersfield: Fairfax Rd at Zephyr Ln; construct traffic signal and ancillary facilities	prior year	\$561,300	\$458,700	\$1,020,000
		CML-5950(458)	Bakersfield: Nord Ave between Stockdale Hwy and Reina Rd; surface unpaved shoulders and install class II bike lanes	prior year	\$969,100	\$125,600	\$1,094,700
		STPCML-5950(459)	Arvin: S. Comanche Dr between Sycamore Rd to Shane Ct; surface unpaved shoulders and install class II bike lanes	prior year	\$414,400	\$53,800	\$468,200
		CML-5950(455)	Bakersfield: Renfro Rd between Rosedale Hwy to Hageman Rd; surface unpaved shoulders and install class II bike lanes	prior year	\$280,800	\$36,400	\$317,200
		CML-5961(010)	Golden Hills: Red Apple Ave at Westwood Blvd; construct traffic signal and ancillary facilities	prior year	\$496,400	\$64,400	\$560,800
STPCML-5950(461)	Near Bakersfield: Panama Ln between SR 43 to Bakersfield city limits; surface unpaved shoulders	prior year	\$920,900	\$119,400	\$1,040,300		

Continued **Project Title: Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads**

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER180507 (continued)	Kern County	CML-5961(011)	Rosamond: Rosamond Blvd, Stevenson St to 25th St W; 30th St W, Orange St to Rosamond Blvd; 25th St W, Holiday Ave to Rosamond Blvd; surface unpaved shoulders, install class II bike lanes	prior year	\$1,139,100	\$147,600	\$1,286,700
		STHIPCML-5950(466)	Buttonwillow: Brite Rd between Buttonwillow Rd to Wasco Way; surface unpaved shoulders	prior year	\$539,500	\$286,400	\$825,900
			Buttonwillow: Mirasol Ave between Brite Rd and SR 58; surface unpaved shoulders	prior year	\$666,500	\$334,100	\$1,000,600
		CML-5950(468)	Bakersfield: Meacham Rd between Heath Rd and 200 feet East of Jenkins Rd; surface unpaved shoulders	prior year	\$1,715,700	\$757,800	\$2,473,500
		Kern County (Bakersfield): Intersection of Flower Street and Virginia Street; Construct a traffic signal and ancillary facilities	20/21	\$594,703	\$77,051	\$671,754	
		Kern County (Oildale): Intersection of Manor St and Day Ave; Construct a traffic signal and ancillary facilities	20/21	\$838,419	\$108,627	\$947,046	
		Kern County (Lake Isabella): Intersection of Elizabeth Norris Rd and Lake Isabella Blvd; Construct a traffic signal and ancillary facilities	20/21	\$638,692	\$82,750	\$721,442	
		Kern County (Bakersfield): Hughes Lane from Terrace Way to Bakersfield City Limits, and a portion of Colton Street (0.3 miles); surface existing paved shoulders	20/21	\$643,135	\$83,325	\$726,460	
		Kern County (Bakersfield): Gosford Road from SR 223 to SR 119; Pave Shoulders	22/23	\$1,570,140	\$203,429	\$1,773,569	
		Kern County (Bakersfield): North side of Casa Loma Drive from S. Union Avenue to Pogososo St; Complete streets improvements - shoulder improvements, curb, gutter, sidewalks	22/23	\$524,810	\$67,995	\$592,805	
Kern County (Tehachapi): Intersection of Tucker Rd and Highline Rd; Construct a traffic signal and ancillary facilities	22/23	\$912,329	\$118,202	\$1,030,531			

Continued **Project Title: Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads**

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER180507 (continued)	Kern County		Kern County (Tehachapi): Intersection of Cummings Valley Rd and Bear Valley Rd; Construct a traffic signal and ancillary facilities	22/23	\$1,649,197	\$213,671	\$1,862,868
			Kern County (Tehachapi): Sand Canyon Rd from Tehachapi Blvd to Country Canyon Rd, approximately 7.2 miles in length; surface existing paved shoulders	23/24	\$2,362,277	\$306,059	\$2,668,336
			Kern County (Wasco): Scofield Avenue from West Lerdo Highway to Wasco City Limit, approximately 5.6 miles in length; surface existing paved shoulders	23/24	\$2,996,510	\$388,230	\$3,384,740
			Kern County (Bakersfield): Hageman Road from Heath Road to Jenkins Road; Heath Road from Rosedale Highway to Hageman Road; Pave Shoulders and construct Class II bike lanes	23/24	\$720,389	\$93,335	\$813,724
			Kern County (Delano): Browning Road from Elmo Highway to Skyline Drive; Pave Shoulders	23/24	\$1,349,779	\$350,152	\$1,699,931
			Kern County (Lamont): Lamont Acres (various streets); Complete streets improvements - shoulders improvements, curb, gutter, sidewalks	23/24	\$2,475,745	\$1,040,600	\$3,516,345
			Kern County (Bakersfield): Tate Street from Niles Street to Oregon Street; Complete streets improvements - shoulder improvements, curb, gutter, sidewalks	23/24	\$544,170	\$70,503	\$614,673
			Kern County (Bakersfield): Mills Drive (SR 184 - Park Dr) & Park Dr (Mills Dr - 400 ft north); Complete streets improvements - shoulder improvements, curb, gutter, sidewalks	23/24	\$668,029	\$86,551	\$754,580

Continued **Project Title: Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads**

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER180507 (continued)	Shafter		Shafter: Santa Fe Way from Los Angeles Ave to Galpin St; Construct 8' shoulders on both sides of roadway	21/22	\$1,327,950	\$172,050	\$1,500,000
	Wasco		Wasco: N. Palm Ave. between Margalo St. and Gromer Ave. (1/4 mile length); pave shoulders, construct bicycle and pedestrian facilities	20/21	\$140,266	\$18,174	\$554,545
				21/22	\$350,671	\$45,434	

Project Title: Grouped Projects for Channelization

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 EXEMPT TABLE 3 CATEGORIES - INTERSECTION CHANNELIZATION PROJECTS

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER200506	Caltrans		Shafter: Santa Fe Way (SR 43) and E Los Angeles Ave/S Beech Ave Intersection; operational improvement/construct roundabout	20/21	\$1,327,950	\$172,050	\$1,500,000
	Caltrans		Near Lamont: SR 223 at SR 184/Wheeler Ridge Road: construct single-lane roundabout	21/22	\$1,500,000	\$500,000	\$2,000,000

Project Title: Grouped Projects for Bicycle and Pedestrian Facilities

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES - BICYCLE AND PEDESTRIAN FACILITIES (BOTH MOTORIZED AND NON-MOTORIZED)

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER200507	Bakersfield		Bakersfield: Hageman Rd easterly across SR99 and connect with SR204; construct multi-use path	20/21	\$0	\$2,500,000	\$8,427,659
				22/23	\$5,247,756	\$679,903	
	Bakersfield		Bakersfield: along Pacheco Rd between Stine Rd and Wible Rd; construct multi-use path	20/21	\$439,020	\$56,880	\$495,900
	Bakersfield		Bakersfield: Stockdale Ranch Dr to Kern River bike path south of Stockdale Hwy crossing Kern River; construct multi-use path	20/21	\$1,770,600	\$529,400	\$2,300,000

Grouping Category: Transit Program

Project Title: Grouped Project for Operating Assistance to Transit Agencies

PROJECTS CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 2 CATEGORY - OPERATING ASSISTANCE FOR TRANSIT AGENCIES

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	Federal Funds	State/ Local Funds	Total Project Cost
KER180801	Arvin		Operating Assistance	19/20	\$73,230	\$716,596	\$789,826
	California City			19/20	\$49,347	\$250,414	\$299,761
	McFarland			19/20	\$51,562	\$71,772	\$123,334
	Ridgecrest			19/20	\$98,062	\$610,619	\$708,681
	Shafter			19/20	\$65,322	\$188,811	\$254,133
	Taft			19/20	\$32,899	\$370,000	\$402,899
	Tehachapi			19/20	\$42,546	\$227,341	\$269,887
	Wasco			19/20	\$93,317	\$223,421	\$316,738
	Kern County			19/20	\$1,075,361	\$7,205,530	\$8,280,891

APPENDIX L:

2021 Financial Table

TABLE 1: REVENUE

Kern Council of Governments

2021 Federal Transportation Improvement Program

(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Gas Tax (Subventions to Cities)		\$12,004	\$4,505	\$1,937	\$2,346	\$20,792
	Street Taxes and Developer Fees				\$8,723	\$55,000	\$63,723
Local Total			\$12,004	\$4,505	\$10,660	\$57,346	\$84,515
STATE	SHOPP		\$68,214	\$89,077	\$111,055	\$82,850	\$351,196
	State Minor Program		\$13,502				\$13,502
	STIP		\$25,963	\$19,264	\$45,563	\$300	\$91,090
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$5,500	\$5,897	\$4,286		\$15,683
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$2,129			\$85	\$2,214
	Road Repair and Accountability Act of 2017 (SB1)		\$43		\$10,000		\$10,043
Other (See Appendix 3)							
State Total			\$115,351	\$114,238	\$170,904	\$83,235	\$483,728
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$20,432				\$20,432
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas						
	5339 - Bus and Bus Facilities Formula Grants		\$3,135				\$3,135
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
Federal Transit Total			\$23,568				\$23,568
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$11,477	\$11,543	\$11,540	\$11,536	\$46,096
	Highway Infrastructure Program (HIP)		\$1,878	\$1,012			\$2,890
	High Priority Projects (HPP) and Demo		\$5,003				\$5,003
	Highway Safety Improvement Program (HSIP)		\$1,037		\$7,648		\$8,685
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$12,089	\$12,162	\$12,156	\$12,150	\$48,559
	Other (see Appendix 5)		\$17,500				\$17,500
Federal Highway Total			\$48,984	\$24,717	\$31,344	\$23,686	\$128,733
Federal Total			\$72,552	\$24,717	\$31,344	\$23,686	\$152,300
REVENUE TOTAL			\$199,907	\$143,460	\$212,908	\$164,268	\$720,543

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 1: REVENUE - APPENDICES

Kern Council of Governments
2021 Federal Transportation Improvement Program
(\$'s in 1,000)

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
BUILD	\$17,500				\$17,500
Federal Highway Other Total	\$17,500				\$17,500

TABLE 2: PROGRAMMED

Kern Council of Governments
2021 Federal Transportation Improvement Program
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total		\$12,004	\$4,505	\$10,660	\$57,346	\$84,515
STATE	SHOPP		\$68,214	\$89,077	\$111,055	\$82,850	\$351,196
	State Minor Program		\$13,502				\$13,502
	STIP		\$25,963	\$19,264	\$45,563	\$300	\$91,090
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$5,500	\$5,897	\$4,286		\$15,683
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$2,129			\$85	\$2,214
	Road Repair and Accountability Act of 2017 (SB1)		\$43		\$10,000		\$10,043
Other (See Appendix B)							
	State Total		\$115,351	\$114,238	\$170,904	\$83,235	\$483,728
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$20,432				\$20,432
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas						
	5339 - Bus and Bus Facilities Formula Grants		\$3,135				\$3,135
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$23,568				\$23,568
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$11,079	\$11,217	\$9,904	\$11,117	\$43,317
	Highway Infrastructure Program (HIP)		\$1,878	\$1,012			\$2,890
	High Priority Projects (HPP) and Demo		\$5,003				\$5,003
	Highway Safety Improvement Program (HSIP)		\$1,037		\$7,648		\$8,685
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$12,066	\$12,059			\$24,125
	Other (see Appendix D)		\$17,500				\$17,500
	Federal Highway Total		\$48,562	\$24,288	\$17,553	\$11,117	\$101,519
	Federal Total		\$72,130	\$24,288	\$17,553	\$11,117	\$125,087
PROGRAMMED TOTAL			\$199,485	\$143,030	\$199,116	\$151,699	\$693,330

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED - APPENDICES

Kern Council of Governments
2021 Federal Transportation Improvement Program
(\$'s in 1,000)

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
BUILD	\$17,500				\$17,500
Federal Highway Other Total	\$17,500				\$17,500

TABLE 3: REVENUE-PROGRAMMED

Kern Council of Governments
2021 Federal Transportation Improvement Program
 (\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total					
STATE	<i>SHOPP</i>					
	<i>State Minor Program</i>					
	<i>STIP</i>					
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1) Other					
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$399	\$326	\$1,635	\$419	\$2,779
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	Surface Transportation Block Grant Program (STBGP/RSTP)	\$23	\$103	\$12,156	\$12,150	\$24,434
	Other					
	Federal Highway Total	\$422	\$430	\$13,792	\$12,569	\$27,213
	Federal Total	\$422	\$430	\$13,792	\$12,569	\$27,213
REVENUE - PROGRAMMED TOTAL		\$422	\$430	\$13,792	\$12,569	\$27,213