



U.S. Department  
of Transportation

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December 16, 2022

In Reply Refer To:  
HDA-CA

## **ELECTRONIC CORRESPONDENCE ONLY**

Mr. James R. Anderson, Chief  
Division of Financial Programming, M.S. 82  
California Department of Transportation  
1120 N Street  
Sacramento, CA 95814

SUBJECT: California 2023 FSTIP Approval

Dear Mr. Anderson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our reviews of the 2023 Federal Statewide Transportation Improvement Program (FSTIP), which was submitted by your letter dated November 16, 2022. As detailed in your letter, the 2023 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 (SRTA)
- 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 117-58 of the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs 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 MPO Policy Boards made an initial conformity determination on the above FTIPs and associated Regional Transportation Plans (RTPs) and applicable RTP amendments. The FHWA and the FTA reviewed the conformity determinations and find that the FTIPs and the associated RTPs and RTP amendments 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, FHWA and FTA are approving the 2023 FSTIP. This approval is effective December 16, 2022. 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 the FHWA and FTA Federal Planning Finding (FPF). The FHWA and the 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 STIP 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 Ms. Jean Mazur of the FTA Region IX at (415) 734-9456 or by email at [jean.mazur@dot.gov](mailto:jean.mazur@dot.gov), or Mr. Patrick Pittenger at (916) 498-5854 or by email at [patrick.pittenger@dot.gov](mailto:patrick.pittenger@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Tellis", with a small dot at the end of the signature.

Vincent P. Mammano  
Division Administrator

Ray Tellis  
Regional Administrator

Enclosure

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U.S. Department  
of Transportation

**Federal Highway  
Administration**

FHWA, California  
Division

FTA, Region IX

# Federal Planning Finding



## 2023 Federal Statewide Transportation Improvement Program

**December 16, 2022**



## 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 (FPF) in conjunction with the approval of the Federal Statewide Transportation Improvement Program (FSTIP).<sup>1</sup> 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 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.

This FPF first addresses the status of finding from the previous FPF issued in April 2021. Following that, this FPF addresses the consistency of the 2023 FSTIP with Federal requirements to support approval the FSTIP

## **STATUS OF FINDINGS FROM PREVIOUS REVIEW**

On April 16, 2021, FHWA and FTA issued a FPF in support of an approval of the 2021 FSTIP. That FPF contained one corrective action and three recommendations:

- Corrective Action - Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs administration and oversight
- Recommendation - Periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events
- Recommendation - Performance-Based Planning and Programming (PBPP) and Transportation Performance Management (TPM) Implementation
- Recommendation – Regional Transportation Conformity

To determine the status of the corrective action and recommendations, FHWA and FTA reviewed the following:

- 2021 California FSTIP Federal Planning Finding
- Caltrans January 19, 2022, letter with FSTIP response
- Caltrans April 15, 2022, letter with Corrective Action Plan
- Caltrans November 10, 2022, response letter to 2021 Federal Planning Finding

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<sup>1</sup> In California, the state's document referred to as the Statewide Transportation Improvement Program (STIP) in federal regulations is referred to as the Federal Statewide Transportation Improvement Program (FSTIP).



- Transportation Management Area Certification Reviews Reports of 2021 and 2022
- California Division Planning and Air Quality Program Analysis and Risk Assessments for Years 2019, 2020, 2021, and 2022
- 2023 Metropolitan Planning Organization FTIPs<sup>2</sup>

### **Corrective Action – Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) programs administration and oversight**

Caltrans is the primary recipient of the STBG and CMAQ programs apportionments. As such, Caltrans is required to ensure that Caltrans' 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 regulations. At the time of issuance, compliance was expected by October 2022.

#### *Disposition:*

Caltrans initiated actions to address the corrective action in 2021. On January 19, 2022, Caltrans requested (and FHWA/FTA subsequently approved) a time extension to comply with the corrective action. The extension provided was to June 30, 2023, contingent on Caltrans' submittal of an action plan for tracking and reporting progress. On April 15, 2022, Caltrans submitted their corrective action plan to FHWA and FTA. The action plan included Caltrans' strategy to bring the CMAQ and STBG program into compliance by June 2023 and milestones for tracking and reporting progress. Since that time, Caltrans' efforts to address the corrective action have continued. On November 10, 2022, Caltrans provided a letter to FHWA/FTA to document progress with respect to the corrective action.

Caltrans has taken multiple steps to address this corrective action. Noteworthy actions by Caltrans have included the following:

- Evaluated the STBG and CMAQ project selection procedures and identified six MPOs whose project selection processes were inconsistent with the federal regulations for suballocated funds.
- Provided a corrective action plan in April 2022 which documented planned tasks to ensure improvement of related processes and a timeline for implementation.
- Worked with multiple affected MPOs including providing review and comment on existing and proposed processes.
- Coordinated with FHWA/FTA including through the conduct of certification reviews for some affected MPOs and through the review of proposed processes from MPOs.

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<sup>2</sup> In California, the document of a Metropolitan Planning Organization (MPO) referred to as the Transportation Improvement Program (TIP) in federal regulations is referred to as the Federal Transportation Improvement Program (FTIP).





- Enhanced guidance and communications including developing with FHWA and FTA a California Resource Document for Performance-Based Planning and Programming, continued communications with the California Federal Programming Group (CFPG), updates to related portions of the Caltrans website, and increased focus on the subject during coordination with MPOs on their Overall Work Programs (OWPs).<sup>3</sup>

While there has been progress related to both Caltrans' process and those of the affected MPOs, addition progress is needed prior to the June 30, 2023, to implement required improvements with respect to the affected MPOs and the Caltrans' procedures.

Caltrans' November 10, 2022, letter provided brief summaries of the progress made by the six affected MPOs. The MPOs are currently at various stages of improving their processes. Most of the MPOs have taken significant steps to develop and/or implement revised processes which, assuming progress continues, could be expected to meet Caltrans' schedule included in the corrective action plan. Caltrans continues to work with all affected MPOs including one MPO which has not made similar progress. Caltrans is addressing this MPO with FHWA/FTA continued support. Caltrans will need to continue to encourage progress by all MPOs to meet the extended deadline of June 30, 2023.

Regarding Caltrans' efforts related to its processes, Caltrans identified a specific milestone, deliverable, and associated due date in its corrective action plan. Caltrans indicated that it would provide a document "with revisions to Caltrans' oversight strategy, risk management, and procedures referencing STBG and CMAQ funds" by March 31, 2023. FHWA and FTA look forward to receiving that document and working with Caltrans during the development of that document as needed. A change enacted by the Bipartisan Infrastructure Law (BIL) will modify how STBG funds will be suballocated in California to smaller MPOs – further reinforcing the need for a statewide document referenced above.

### **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 National Highway System (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

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<sup>3</sup> In California, the document of a Metropolitan Planning Organization (MPO) referred to as the Unified Planning Work Program (UPWP) in federal regulations is referred to as the Overall Work Program (OWP).



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 were encouraged to include consideration of the evaluations during the development of transportation plans and programs, including the 2023 California FSTIP and FTIPs.

*Disposition:*

The 2023 FSTIP includes a section dedicated to the above recommendation. The document references Section 5 and Appendix B of the California Transportation Asset Management Plan (TAMP) and includes a map showing the NHS locations of repeatedly damaged assets from 2006-2020. Concurrently, the Caltrans local assistance division has included a 23 CFR 667 web page on their site to detail the federal requirements.

In the Caltrans November 10, 2022, letter, Caltrans indicated that “The OFP is developing policies and procedures for MPOs, RTPAs, and local agencies to comply with the 23 CFR 667 resiliency requirements on their federally funded road and bridge projects. These new policies and procedures require agencies with fed-aid projects, to evaluate projects at locations of repeated disaster damage and consider possible alternatives that address the root cause of the repeated damage.

Caltrans begins the process by conducting a statewide assessment of repeated disaster damage locations on local agency federal-aid roads and bridges. From the assessment, the OFP develops and maintains a table of Sites of Repeated Disaster Damage (SORDD) which is posted on the DLA website.

The Local Agencies, MPOs, RTPAs, and other planning organizations are expected to consult the list during their planning, programming, and project development work to determine if the site of their proposed project has any locations of repeated disaster damage. These repeated disaster damage locations should be considered for possible project adjustments or new projects implementing one, or more, resiliency improvements addressing the underlying cause of the repeated disaster damage.

The MPOs and RTPAs consider the SORDD listed locations, as well as information from completed project 23 CFR 667 Resiliency Certification when developing projects on the federal-aid system. MPOs program the federal-aid projects into the FTIP once the project's 23 CFR 667 Resiliency Certification is complete.”

Caltrans staff has indicated that while significant progress toward implementation has been made, the enforcement of the requirement for MPOs and local agencies to have a completed 23 CFR 667 Resiliency Certification will not begin until December 14, 2022 – after the completion of the final 2023 FSTIP. While Caltrans is still completing the implementation of improvements to respond to the recommendation, substantial progress has been made and the enforcement of



the requirement for other agencies was implemented by the date of this FPF. FHWA/FTA will continue to monitor the performance of Caltrans related to this previous recommendation.

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

FHWA and FTA recommended 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.

#### *Disposition:*

Caltrans is coordinating internally to update the Planning and Programming Memorandum of Understanding (MOU) to include roles, responsibilities, and written provisions for developing and sharing information with MPOs related to transportation performance data, the selection of performance targets, and the reporting of performance targets. The MOU is expected to be finalized by December 2023.

Caltrans has not yet completed the work needed to address this recommendation. FHWA/FTA will continue to monitor Caltrans' progress with respect to this recommendation and are available to support Caltrans in this undertaking as needed.

### **Recommendation – Regional Transportation Conformity**

FHWA and FTA recommended 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 recommended 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.

#### *Disposition:*

The Caltrans Office of Federal Programming and Data Management has developed a process to integrate the Caltrans Office of Air Quality and Climate Change into the FSTIP/FTIP review process. In their letter of November 14, 2022, Caltrans describes how the Office of Air Quality and Climate Change has been integrated into the FTIP amendment processes and the MPO FTIP



review and approval process for areas classified nonattainment or attainment/ maintenance. The letter also described how the Office of Air Quality and Climate Change have been integrated into the California Financial Planning Group (CFPG) meetings.

The progress that Caltrans continues to make in working cooperatively internally has improved the efficiency of the planning process. The integration of the Office of Air Quality and Climate Change in the FTIP review and amendment process has improved the quality and consistency of their processes. Caltrans is commended for their work in this area and can be expected to have continued success with the improvements to processes implemented in response to this recommendation.

## **FINDINGS RELATED TO THE 2023 FSTIP**

To determine if Caltrans transportation planning and programming processes substantially meet the Federal requirements, FHWA and FTA reviewed the following as they relate to the 2023 FSTIP:

- 2021 California FSTIP Federal Planning Finding
- Transportation Management Area Certification Reviews Reports of 2021 and 2022
- California Division Planning and Air Quality Program Analysis and Risk Assessments for Years 2019, 2020, 2021, and 2022
- 2023 Metropolitan Planning Organization FTIPs
- 2018 California Freight Mobility Plan (CFMP) Addendum
- 2022 California Freight Investment Plan
- 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 recommendations:

### **Recommendation – Fiscal Constraint**

Caltrans reviews the Regional Transportation Plans (RTPs) of MPOs.<sup>4</sup> Caltrans conducts such reviews consistent with the state's RTP guidelines. The state's RTP guidelines include specific requirements including referencing federal requirements.

According to 23 CFR 450.104, fiscal constraint means that the metropolitan transportation plan (MTP), Transportation Improvement Plan (TIP), and Statewide Transportation Improvement Plan (STIP) includes sufficient financial information for demonstrating that projects in each of

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<sup>4</sup> In California, the long-range transportation plan of a Metropolitan Planning Organization (MPO) referred to as the Metropolitan Transportation Plan (MTP) in federal regulations is referred to as the Regional Transportation Plan (RTP).



these plans can be implemented using committed, available, or reasonably available revenue sources. FHWA issued a memo on May 15, 2017, titled “Clarifying Fiscal Constraint Guidance” which can be found at the following location:

[https://www.fhwa.dot.gov/planning/clarify\\_fiscal\\_constraint.cfm](https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm). That memo and the associated attachment provide examples of "reasonably available" assumptions specifically related to new funding sources.

Fiscal constraint is also an element of an air quality conformity determination of an MTP and/or an FTIP. 40 CFR 93.108 states that metropolitan transportation plans and FTIPs must be fiscally constrained to be found in conformity. MPOs in nonattainment or maintenance areas which assume funding sources which may not reasonably be expected to be available during the programming period of an FTIP or the planning period of an MTP risk not receiving a needed conformity determination due to fiscal constraint concerns.

FHWA and FTA recommend that Caltrans ensures that, consistent with Federal requirements and guidance, MPOs are preparing fiscally constrained MTPs and FTIPs. New and future funding sources should be reasonable to assume and MPOs should be able to document this. Existing Caltrans processes currently address this need for FTIPs. Caltrans should address MTP fiscal constraint during MTP reviews and could consider additional emphasis as it works with the California Transportation Commission to update the state’s RTP guidelines document.

### **Recommendation – Performance-Based Planning and Programming**

The implementation of Transportation Performance Measures (TPM) through Performance-Based Planning and Programming (PBPP) has increasingly become a priority of FHWA and FTA for over a decade while implementing federal transportation legislation. In recent years, significant progress has been made by Caltrans and the MPOs of California in this area. Improvements have been notable in coordination efforts, target setting, and documentation in FTIPs. Progress continues through the response to the related corrective action and a recommendation included in the previous Federal Planning Finding and through MPO certification reviews.

MPOs are required to conduct their planning and programming processes using performance driven processes. PBPP is referenced in the CFR for metropolitan, statewide, and nonmetropolitan transportation planning. In the case of metropolitan transportation planning the CFR states: "[MPOs]..., in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning." 23 USC Section 134(c)(1); 49 USC Section 5303(c)(1). "The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals...." 23 USC Section 134(h)(2); 49 USC Section 5303(h)(2). In the case of statewide and nonmetropolitan transportation planning the CFR states the following: "The statewide transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national



goals...and the general purposes [of the public transportation program]. The performance measures and targets established [in relation to national performance measures] shall be considered by a State when developing policies, programs, and investment priorities reflected in the statewide transportation plan and statewide transportation improvement program." 23 USC Section 135(d)(2); 49 USC Section 5304(d)(2).

While there has been progress related to PBPP in many respects in California, the ongoing efforts of Caltrans and the MPOs have revealed an area for improvement within the state. MTPs and FTIPs are federally required documents which all MPOs prepare with inclusion of PBPP elements as required. Another key step in the PBPP process is the decision-making by MPOs to prioritize and select projects regionally for funding. This key step does not have an associated required document and with flexibility for MPOs to conduct this process, there have been instances when MPOs have conducted this key step in a manner that is not consistent with PBPP. There have also been instances when MPOs in California have conducted this step consistent with PBPP, but it was not documented in such a way that Caltrans, FHWA, and FTA can ensure that the process is performance based. As the decision-making process of an MPO regarding project selection is one of the most impactful ways an MPO implements its MTP, the topic warrants further evaluation.

Because of the progress made in response to the corrective action from the previous FPF and to the results of multiple MPOs' certification reviews in recent years, this topic is already being addressed by some MPOs. FHWA and FTA recommend that Caltrans addresses this topic with each of the MPOs in the state to ensure that they are conducting comprehensive, performance-based planning and programming processes. With respect to project selection component of that comprehensive process, MPOs should be able to document that they employ a nationwide, competitive, performance-based project selection process. Consistent with 23 CFR 450.326 (a), MPOs are the entities responsible for FTIP development to reflect the priorities of the RTP. FHWA and FTA will continue to assist and support Caltrans and the MPOs regarding this topic including through, at a minimum, the provision of statewide training to advance TPM through decision-making.

### **Recommendation - Federal Land Management Agency Coordination**

State DOTs, MPOs, and Federal Land Management Agencies (FLMAs) are required to coordinate throughout their transportation planning and programming processes. Requirements are addressed in 23 U.S.C. 134, 135 and 201 and the implementing regulations under 23 CFR 450 describe how the agencies are required to coordinate throughout their transportation planning processes. Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

In December 2021, the FHWA and FTA issued the 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs. One the





eight emphasis areas focused on Federal Land Management Agency coordination. The inclusion of the issues in the planning emphasis areas serves as a reminder to agencies to meet those requirements. The document states that agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Federal Transportation Improvement Program (FTIP) and Federal Statewide Transportation Improvement Program (FSTIP).

FHWA, FTA, and Caltrans have interacted with several MPOs on this topic through certification reviews and other meetings. Shortcomings have been identified with respect to the required coordination with FLMAs. MPOs have expressed interest in improving their coordination efforts and some have requested assistance in doing so. The FHWA and FTA recommend that Caltrans ensures that MPOs are coordinating with FLMAs during their planning and programming processes as required. As Caltrans is required to coordinate with FLMAs as it conducts planning and programming efforts as well, there are opportunities for Caltrans to coordinate its efforts with the MPOs to avoid duplicative efforts. Caltrans is encouraged to work with the MPOs to coordinate regional and statewide efforts. The FHWA and FTA are willing to assist partners in California through coordination with Federal Lands Highway.

### **Recommendation – Freight Planning**

The State of California completed an approved state freight plan in 2014. This plan is known as the California Freight Mobility Plan (CFMP). An addendum to the 2014 CFMP was approved on July 23, 2018. The addendum resulted in a Fixing America's Surface Transportation (FAST) compliant plan. As the plan was amended under FAST ACT requirements, the plan must be updated by July 23, 2023, - five years from the previous action.

Under the Bipartisan Infrastructure Law (BIL), an approved BIL compliant plan is required to be in place to receive federal freight funds. 49 USC 70202 discusses the requirements of the state freight plans for any state receiving funding under the National Highway Freight Program (NHFP). For a project to be eligible for NHFP funding, it must be identified in a freight investment plan component of an active State freight plan [23 USC 167(h)(5)(A)]. As a result of these requirements, if a BIL compliant plan update is not approved by July 23, 2023, the state will become ineligible for federal freight funds until such a plan is approved. Following that update, under BIL a State shall update a State freight plan not less frequently than once every 4 years [49 USC 70202 (e)(1)].

The FHWA and the FTA recommend that Caltrans continues its update to the CFMP to be BIL compliant and approved by July 23, 2023, Caltrans is encouraged to contact federal agencies for assistance as needed. FHWA will provide technical assistance to Caltrans as the plan update is developed. Additionally, FHWA recognizes that California is a complex and diverse state and there are multiple offices within Caltrans – within Caltrans headquarters and in twelve districts – that are involved in the freight planning process. Because of this, FHWA will provide freight planning training in summer 2023 to support and enhance the state's freight planning capacity.



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

If you have questions or need additional information concerning the FPF, please contact Ms. Jean Mazur of the FTA Region IX at (415) 734-9456, or [Jean.Mazur@dot.gov](mailto:Jean.Mazur@dot.gov), or Mr. Patrick Pittenger of the FHWA California Division office at (916) 498-5854 or [Patrick.Pittenger@dot.gov](mailto:Patrick.Pittenger@dot.gov).





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**Federal Highway  
Administration**



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2023 Federal Transportation  
Improvement Program

Regional Adoption  
July 21, 2022



**Kern Council  
of Governments**

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# **Kern Council of Governments Board of Directors**

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

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## 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 - Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" – BIL).

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). 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 \$7.66 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**

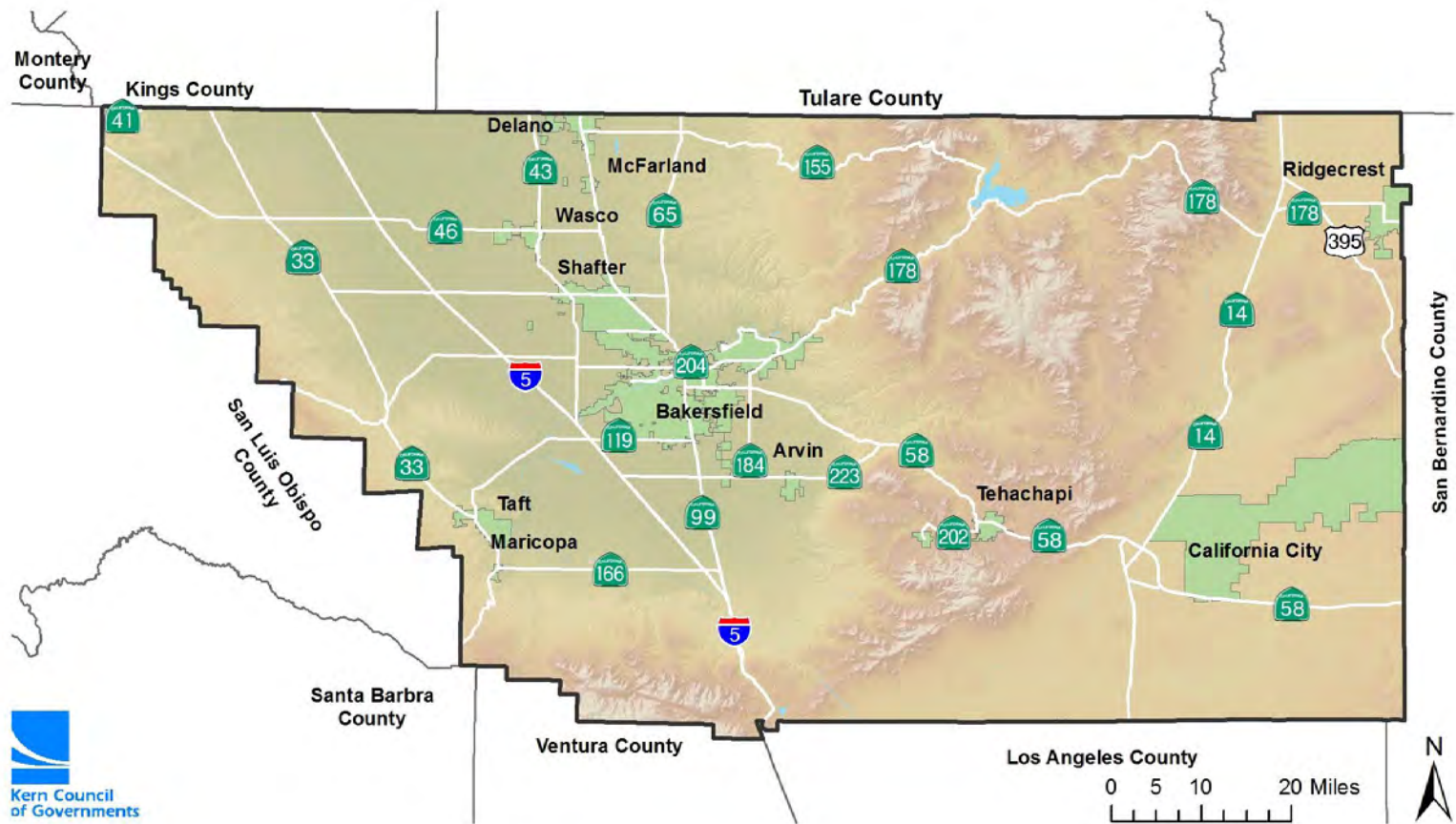
The San Joaquin Valley consists of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and the western two thirds of Kern (Figure 2). These counties share an air basin that currently does not meet the air quality standards set forth in the Federal Clean Air Act or the California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

The eight valley transportation planning agencies and the San Joaquin Valley Air Pollution Control District (SJVAPCD) have 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).

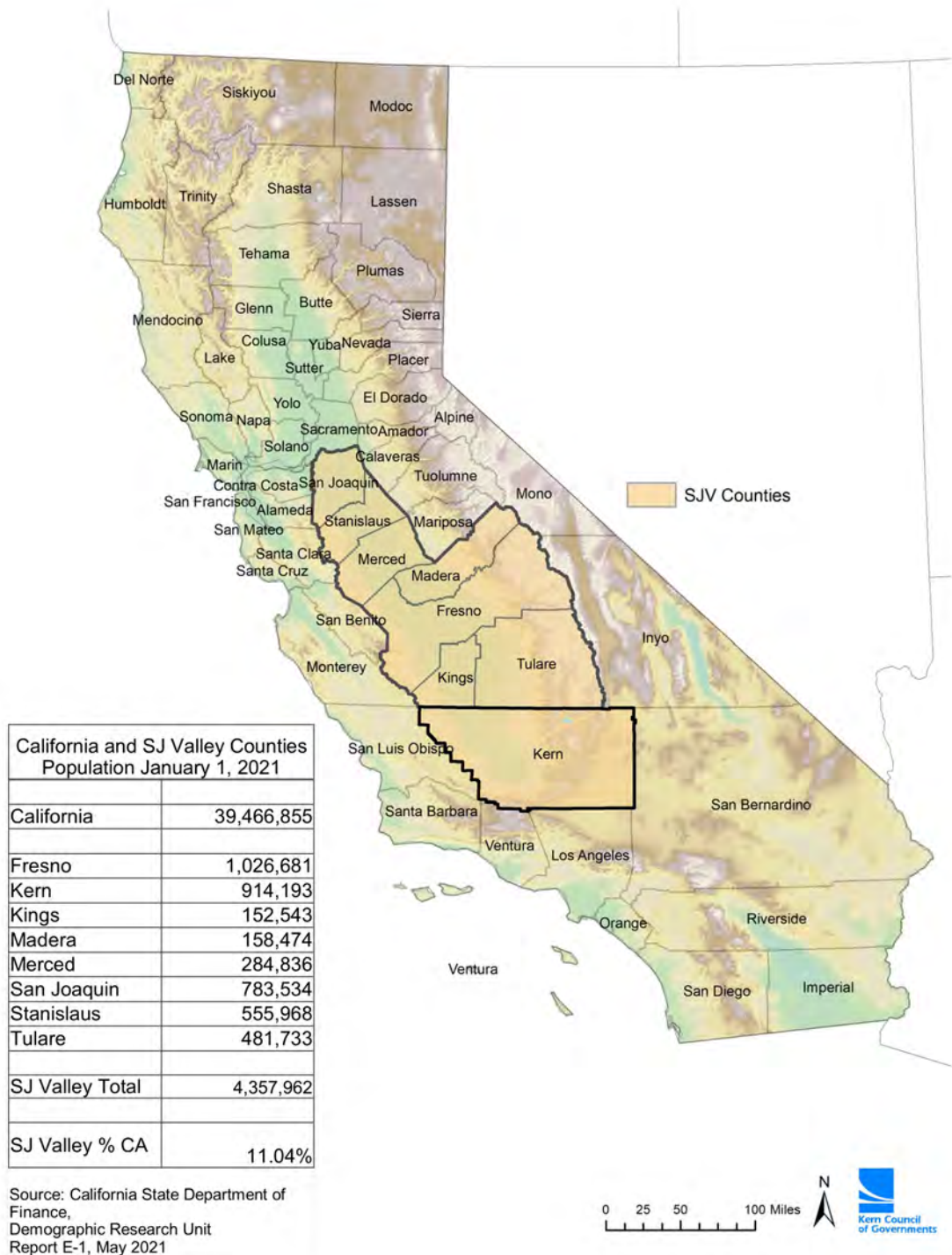
### **The Tejon Indian Tribe**

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**

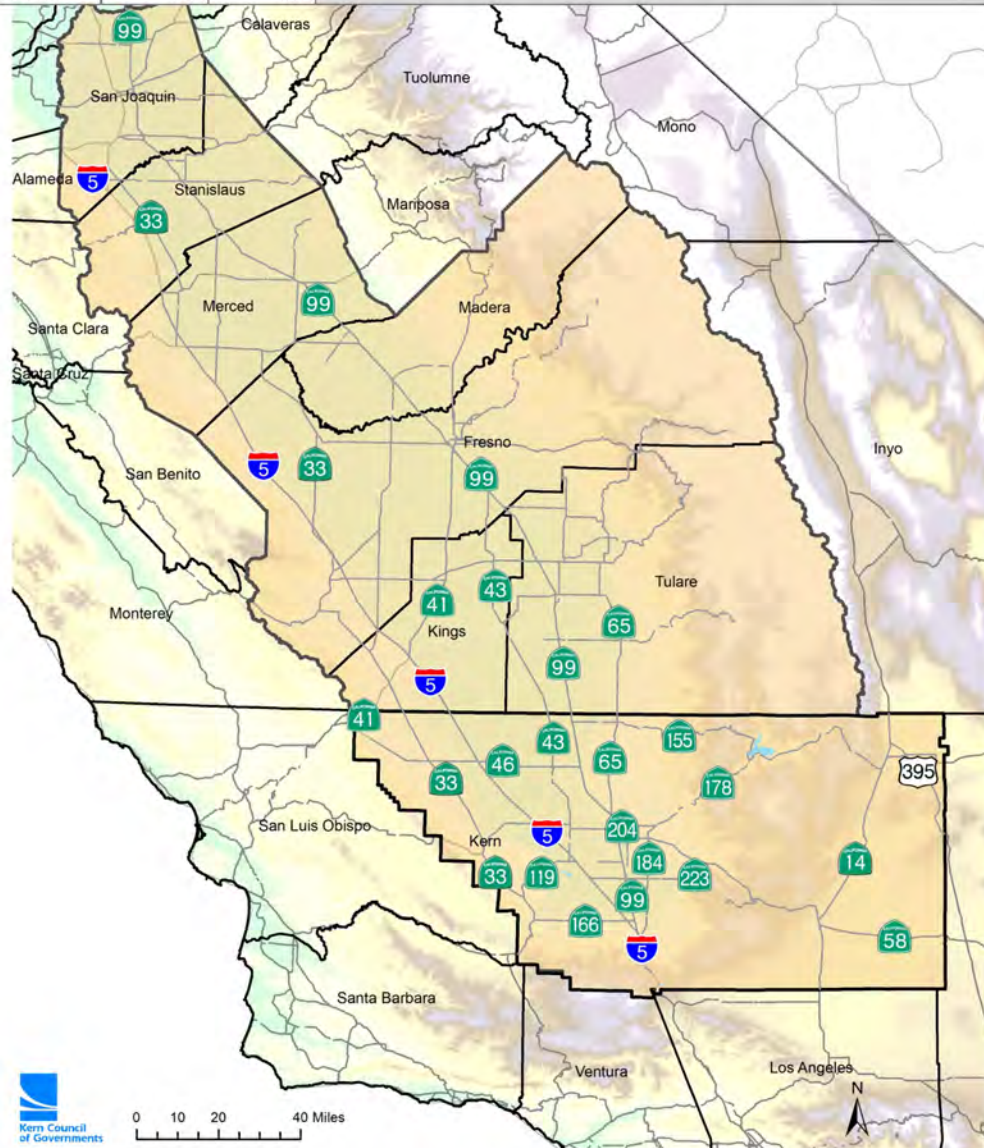


**Figure 2**  
**San Joaquin Valley Counties within**  
**the State of California**



**Figure 3**  
**San Joaquin Valley County Seats**

<b>Distance Chart (miles)</b>	<b>Los Angeles</b>	<b>San Francisco</b>	<b>Bakersfield</b>	<b>Visalia</b>	<b>Hanford</b>	<b>Fresno</b>	<b>Madera</b>	<b>Merced</b>	<b>Modesto</b>
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**

Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” - BIL), approved in 2021, 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.

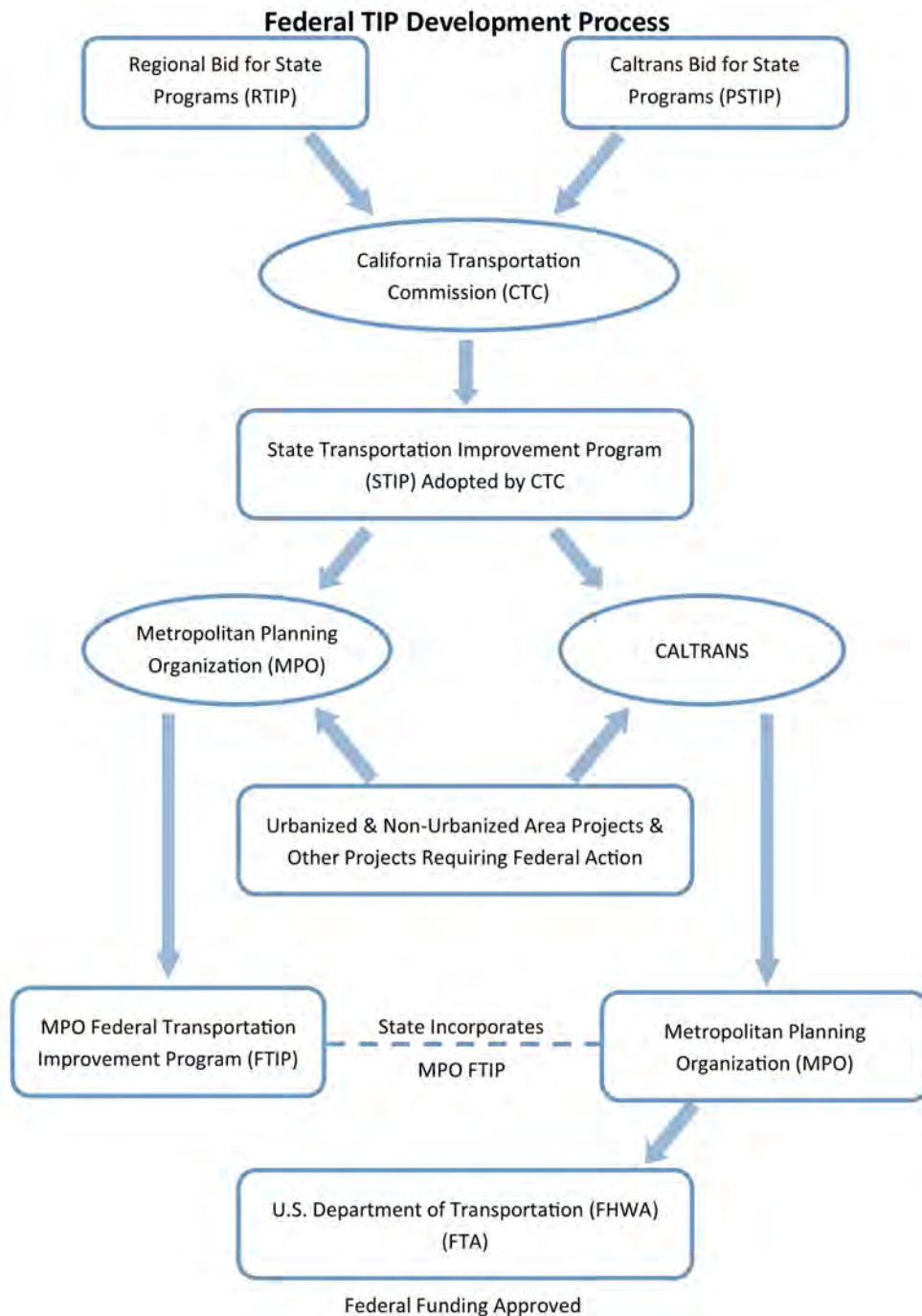
### **FTIP Presentation**

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 Kern County TV 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 IJJA (or BIL) requirements for an appropriate project selection process.

### **Consistency with Other Documents**

Kern Council of Governments' 2023 Federal Transportation Improvement Program (FTIP) is consistent with the following documents:

1. 2022 State Transportation Improvement Program (STIP);
2. State Implementation Plan for Air Quality;
3. Kern County Congestion Management Program (CMP); and
4. 2022 Regional Transportation Plan (RTP).

The 2023 Federal Transportation Improvement Program is consistent with County Share information as provided within the 2022 STIP and with federal fund estimates resulting from the passage of IJJA (or BIL on November 15, 2021).

## **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. More information is available at <http://commutekern.org/>. 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	2022-23	2023-24	2024-25	2225-26	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.

Since Kern COG member agencies continue to fall short of funding to maintain and repair roads, the region is making the best use of federal-aid funding. In addition to local funds and Senate Bill 1 (Local Streets and Roads), 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 \$935 million of which only \$898 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 2022-23 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 2023 TIP, for each respective program listing, only have funding in the prior year column and do not have funding in fiscal years 2022/2023 through 2025/2026. These projects are listed for information purposes only.

These projects were part of the 2021 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: State Highway Regional Choice Program, CMAQ, RSTP, Transit, and Non-Motorized. The second case applies to projects listed in the State Highway Regional Choice Program and RSTP. 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 IJJA (or BIL), Kern COG establishes the following priorities: 1) all projects (as a group) shown in the first year of the four year element (22-23) shall have first priority; 2) all projects (as a group) shown in the second year of the four year element (23-24) shall have second priority; 3) all projects (as a group) shown in the third year of the four year element (24-25) shall have third priority; and 4) all projects (as a group) shown in the fourth year of the four year element (25-26) 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 2023 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				22/23 - 25/26
		2022-23	2023-24	2024-25	2025-26	TOTAL
Congestion Mitigation/Air Quality	Federal	\$11,662	\$11,658	\$11,654	\$11,651	\$46,625
FTA - Section 5307	Federal	\$464	\$0	\$0	\$0	\$464
FTA - Section 5310	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5311	Federal	\$2,156	\$2,156	\$0	\$0	\$4,312
FTA - Section 5339	Federal	\$500	\$0	\$0	\$0	\$500
Highway Safety Improvement Program (HSIP)	Federal	\$744	\$0	\$0	\$0	\$744
Railway-Highway Crossings	Federal	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	Federal	\$0	\$0	\$0	\$0	\$0
Regional Surface Transportation Program	Federal	\$12,328	\$12,322	\$12,316	\$12,310	\$49,276
State Transportation Improvement Program (STIP)	Federal/State	\$27,808	\$300	\$591	\$26,093	\$54,792
Active Transportation Program	Federal/State	\$6,513	\$1,935	\$0	\$0	\$8,448
COVID21, CRRSAA, Demo, High Priority Projects	Federal/State	\$15,306	\$0	\$0	\$0	\$15,306
Highway Bridge Program (HBP)	Federal/State	\$0	\$77	\$2,129	\$0	\$2,206
State Highway Operations and Protection Program	Federal/State	\$150,327	\$106,143	\$274,792	\$146,385	\$677,647
Senate Bill 1 - Road Repair and Accountability Act	State	\$10,047	\$40	\$0	\$0	\$10,087
Low Carbon Transit Operations Program	State	\$0	\$25	\$0	\$0	\$25
Subtotal		\$237,855	\$134,656	\$301,483	\$196,439	\$870,432
Locally Committed Revenues	Local	\$16,909	\$16,360	\$1,549	\$29,751	\$64,569
TOTAL PROJECTIONS	All Funding	\$254,764	\$151,016	\$303,032	\$226,189	\$935,002

### SUMMARY OF REVENUE EXPENDITURES ( in thousands of dollars )

Funding / Project Type		FOUR YEAR ELEMENT				22/23 - 25/26
		2022-23	2023-24	2024-25	2025-26	TOTAL
Congestion Mitigation/Air Quality	Federal	\$11,510	\$11,274	\$9,830	\$1,882	\$34,496
FTA - Section 5307	Federal	\$464	\$0	\$0	\$0	\$464
FTA - Section 5310	Federal	\$0	\$0	\$0	\$0	\$0
FTA - Section 5311	Federal	\$2,156	\$2,156	\$0	\$0	\$4,312
FTA - Section 5339	Federal	\$500	\$0	\$0	\$0	\$500
Highway Safety Improvement Program (HSIP)	Federal	\$744	\$0	\$0	\$0	\$744
Railway-Highway Crossings	Federal	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	Federal	\$0	\$0	\$0	\$0	\$0
Regional Surface Transportation Program	Federal	\$12,081	\$12,150	\$0	\$0	\$24,232
State Transportation Improvement Program (STIP)	Federal/State	\$27,808	\$300	\$591	\$26,093	\$54,792
Active Transportation Program	Federal/State	\$6,513	\$1,935	\$0	\$0	\$8,448
COVID21, CRRSAA, Demo, High Priority Projects	Federal/State	\$15,306	\$0	\$0	\$0	\$15,306
Highway Bridge Program (HBP)	Federal/State	\$0	\$77	\$2,129	\$0	\$2,206
State Highway Operations and Protection Program	Federal/State	\$150,327	\$106,143	\$274,792	\$146,385	\$677,647
Senate Bill 1 - Road Repair and Accountability Act	State	\$10,047	\$40	\$0	\$0	\$10,087
Low Carbon Transit Operations Program	State	\$0	\$25	\$0	\$0	\$25
Subtotal		\$237,457	\$134,100	\$287,342	\$174,360	\$833,259
Locally Committed Revenues	Local	\$16,909	\$16,360	\$1,549	\$29,751	\$64,569
TOTAL EXPENDITURES	All Funding	\$254,366	\$150,460	\$288,892	\$204,110	\$897,828

## TRANSPORTATION PERFORMANCE MANAGEMENT

Federal transportation bills Moving Ahead for Progress-21st Century (MAP-21), Fixing America's Surface Transportation (FAST Act), and IIJA (or BIL) 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 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 2022, 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 2022 (5-yr) are as follow:

- Number of fatalities: 177
- Rate of fatalities per 100 million VMT: 1.77
- Number of serious injuries: 404
- Rate of serious injuries per 100 million VMT: 4.05
- Number of non-motorized fatalities and non-motorized serious injuries (bicycles and pedestrians): 106

The methodology uses California Highway Patrol (CHP) historical accident data (SWITRS) for Kern County and a 5-year running average to forecast future accidents and fatalities. Kern COG is dedicated to improving safety in the region. Kern COG's member agencies are encouraged to promote projects and policies that will help the region to perform better than the 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 Operations 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/>.

### **Public Transportation Agency Safety Plan (PTASP)**

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 2023 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 2022-23 through 2025-26 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/](http://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 March 2022.

### **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 2023 Federal Transportation Improvement Program Resolution**

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

RESOLUTION NO. 22-31

In the Matter of:

Resolution Adopting the 2023 Federal Transportation Improvement Program, 2022 Regional Transportation Plan/Sustainable Communities Strategy, and Corresponding Air Quality 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, Senate Bill (SB) 375 (Steinberg, 2008) requires that Metropolitan Planning Organizations prepare a Sustainable Communities Strategy (SCS) as part of the 2022 RTP that demonstrates how the region will reduce the greenhouse gas emissions (GHG) from automobiles and light trucks to achieve, if there is a feasible way to do so, the applicable greenhouse gas emission reduction targets approved by the California Air Resources Board (ARB); and

WHEREAS, pursuant to SB 375, the applicable ARB per capita GHG emission reduction targets for the Kern Council of Governments are 9% below 2005 per capita emissions levels by 2020 and 15% below 2005 per capita emissions levels by 2035; and

WHEREAS, pursuant to SB 375, the SCS must: (1) identify the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (1) and (b) of the Government Code Sections 65080 and 65581; and (6) consider the statutory housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region which when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act; and

WHEREAS, the 2022 RTP/SCS has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, a 2022 RTP/SCS has been prepared in full compliance with federal guidance; and

WHEREAS, the 2022 RTP/SCS includes the Congestion Management Program which is consistent with the final rules for the Federal Management and Monitoring System effective Congestion Management Process; and

WHEREAS, the 2022 RTP/SCS reconfirms the use of the socio-economic assumptions and data forecasted adopted by the Kern COG Board in March 2020 and was developed consistent with the adopted Kern COG oversight procedure; 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, projects submitted in the 2022 RTP/SCS and 2023 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2023 Federal Transportation Improvement Program (2023 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 2023 FTIP program listing is consistent with: 1) the 2022 RTP/SCS; 2) the 2022 State Transportation Improvement Program; and 3) the corresponding Conformity Analysis; and

WHEREAS, the 2023 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2023 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, Kern COG has established performance targets that address the performance standards per 23 CFR Part 490, 49 United States Code (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 MPO; 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, the MPO must demonstrate conformity per 40 CFR Part 93 for the 2022 RTP/SCS and 2023 FTIP; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP includes a new Conformity Analysis; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP conform to the applicable SIPs; and

WHEREAS, the 2022 RTP/SCS and 2023 FTIP do not interfere with the timely implementation of the Transportation Control Measures; 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, advertised public hearings was conducted on May 17 and May 19, 2022 to hear and consider comments on the 2023 FTIP, 2022 RTP/SCS, and corresponding Conformity Analysis;

NOW, THEREFORE, BE IT RESOLVED, that Kern COG adopts the 2022 RTP/SCS, 2023 FTIP, and corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that Kern COG finds that the 2022 RTP/SCS and 2023 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that Kern COG also finds that the 2022 RTP/SCS meets the SB 375 GHG reduction targets of 9% below 2005 per capita emissions levels by 2020 and 15% below 2005 per capita emissions levels by 2035.

AUTHORIZED AND SIGNED THIS 21ST DAY OF JULY 2022.

AYES: Couch, Blades, Crump, Flores, Krier, Navarro, Lessenevitch, Prout, Reyna, Scrivner, Vasquez

NOES: None

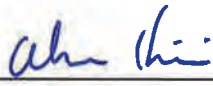
ABSTAIN: None

ABSENT: Tafoya, Parra, B. Smith, P. Smith, Trujillo

  
\_\_\_\_\_  
Zack Scrivner, Vice 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 21st day of July 2022.

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

7-21-2022  
\_\_\_\_\_  
Date

## **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  
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 February, 17th, 2022, 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 Transportation Administration (FTA) Section 5307, 5310 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 is the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Kern County; and

WHEREAS, Kern COG has a committee structure which advises the Kern COG Board on all planning and policy questions, including the 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.

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

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 planning 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 governmental 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 the 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 June 30<sup>th</sup> annually.
- b. A detailed description of said studies January 1<sup>st</sup> 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 transit 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 designated along with the rest of the San Joaquin Valley Air Basin as a nonattainment area for ozone and particulate matter under 10 microns (PM-10). Therefore, air quality conformity 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 States Code planning regulations and Federal Transit Administration (FTA) guidance, the plan at a minimum will address the following:

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

3.4 Planning Assistance: The need to prepare short and long-range plans for the development of sound financial and operational 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. Obtain and analyze data from various sources to develop concrete demographic growth, and use assumptions for the purpose of public transportation forecasting and development.
- b. Assist in securing funds to conduct public transportation-demand studies and in-depth analysis; and
- c. Assist 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 requirements of Californian Government Code Section 65080 et. Seq. and the most current Californian 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 provision proposed to achieve a coordinated regional transit that necessitates an amendment to GET's Short-range Transit Plan (SRTTP) will be identified and referred to GET for their consideration prior to adoption or amendment of the RTP. GET may choose to amend its SRTTP 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 Improvements Plan (RTIP) and a Federal Transportation Improvement Program (FTIP), pursuant to state and federal requirements, respectively.

- 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 1<sup>st</sup> 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 SRTTP's 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 21<sup>st</sup> 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: <https://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 of public 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.

Prior to the preparation of the initial Program of Projects (POP) as specified in Section 5.3 below GET shall establish definitions, performance measures, protocols, and methodologies for ranking prospective transit projects using each of the seven programming criteria listed above.

5.2 Section 5307 and 5310 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, 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, an 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 of 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 inconsistent 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's 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. Kern COG'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 Committees 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 a representative from GET.

d. Kern COG's Regional Planning Advisory Committee (RPAC) made of eleven (11) voting members: One (1) assigned representative from GET.

e. Kern COG's Transportation Planning Policy Committee (TPPC) made of eleven (11) 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 revision of the area POP. GET will consider the recommendations 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 Kern COG'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, GET will provide Kern COG with a copy of all documents and products produced as the result of all planning activities exercised thirty (30)



days after the end of each fiscal year. These results will be used by Kern COG to ensure that 5307 funds were used according to FTA's guidelines and requests.


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 shortfalls, delays in project deployment 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)(2)(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 MOU 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 this MOU without liability of any nature.

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

GET:

KERN COUNCIL OF GOVERNMENTS:

  
Cindy Parra, Chair  
GET

  
Bob Smith, Chair  
Kern Council of Governments


APPROVED AS TO CONTENT:

APPROVED AS TO CONTENT:

  
Karen King, Chief Executive Officer  
GET

  
Ahron Hakimi, Executive Director  
Kern Council of Governments

APPROVE AS TO FORM:

  
James Worth, Attorney  
GET

APPROVE AS TO FORM:

  
Brian Van Wyk, Deputy  
Kem 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. 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 exiting 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 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.

(m) 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.

(n) 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.



**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 21<sup>st</sup>, 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 30<sup>th</sup> annually.



- b. A detailed description of said studies by January 1<sup>st</sup> 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 1<sup>st</sup> 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 21<sup>st</sup> 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 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 form 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 revision 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 activities exercised thirty (30) days after the end of each fiscal year. These results will be used by Kern COG to ensure that 5307 funds were used according to FTA's guidelines and requests

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  
RICHMAN  
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.**

and goals (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 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. 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), (i), and (j); 450.314(e), (f), (g), and (h); and 450.324(c), (d), (e), (f), (h), (i), 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
BIL	Bipartisan Infrastructure Law (or IIJA)
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
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
IIJA	Infrastructure Investment and Jobs Act (or BIL)
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
KCOG	Kern Council of Governments
KCAG	Kings County Association of Governments
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> 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)
StanCOG	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 <sup>st</sup> 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 2020-2021

# Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2021



**Kern Council  
of Governments**

**December 2021**

**1401 19<sup>th</sup> Street, Suite 300**

**Bakersfield, CA 93301**

**Phone: 661.635.2900**

**Fax: 661.324.8215**

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

## **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 2021. 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 (Caltrans), and Military Joint Planning Policy Board are ex-officio members.

**Kern Council of Governments  
Board of Directors**

**Chairman:** Bob Smith  
**Vice Chairman:** Zack Scrivner  
**Secretary/ Interim Executive Director:** Ahron Hakimi

**City of Arvin**  
Olivia Trujillo

**City of Bakersfield**  
Bob Smith

**City of California City**  
Nicholas Lessenevitch

**City of Delano**  
Veronica Vasquez

**City of Maricopa**  
John Crump

**City of McFarland**  
Sally Tafoya

**City of Ridgecrest**  
Kyle Blades

**City of Shafter**  
Cathy Prout

**City of Taft**  
Orchel Krier

**City of Tehachapi**  
Philip A. Smith

**City of Wasco**  
Alex Garcia

**County of Kern**  
David Couch

**County of Kern**  
Zack Scrivner

Ex-officio Members

**Military Joint Planning Policy Board**  
Scott Kiernan

**Golden Empire Transit District**  
Cindy Parra

**Caltrans District 6**  
Michael Navarro

**Caltrans District 9**  
Dennee Alcala

## **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 2021**

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*. Project phases are: PE for preliminary engineering; RW for right of way; CON for construction (includes infrastructure and non-infrastructure). 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 \$171.6 million in federal funds were obligated for transportation projects in the region between October 1, 2020 and September 30, 2021.

The obligated federal funding consisted of approximately \$8.7 million of Federal Highway Administration (FHWA) funds for bicycle/pedestrian facilities; 13 projects had bicycle/pedestrian components. \$2.3 million of Federal Transit Administration (FTA) funds were obligated for transit projects.

### Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2021

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	NCIIP	NCIPL	5109(210)	KER130105	CENTENNIAL CORRIDOR: I-5 TO SR58 AT COTTONWOOD	R/W AQUISITION (TC)	3/2/2021	-\$1,671,281	RW	-\$1,671,281	0	
Bakersfield	PNRS	PNRSL	5109(213)	KER130106	IN BAKERSFIELD SR58:FROM W/O SR99 TO COTTONWOOD RD & SR99: WILSON RD TO MING AVE	OPERATIONAL IMPROVEMENT/ INCLUDES AUXILLARY LANES	12/21/2020	-\$2,964,439	CON	-\$3,705,549	0	
Bakersfield	PNRS	PNRSL	5109(245)	KER050104	SR99/ SR58 CONNECTOR, SR99 FROM BELLE TERRACE TO MING AVE	IMPROVEMENTS ON SR99/ SR58 CONNECTOR INCLUDING THE CONSTRUCTION OF A COLLECTOR-DISTRIBUTOR AND AUXILIARY LANE ON SR99	1/25/2021	\$2,964,439	CON	\$0	0	
Bakersfield	RSTP	CML	5109(246)	KER180505	STOCKDALE HWY AT SR 43/ENOS LN	STOCKDALE HWY AT SR 43/ENOS LN. CONSTRUCT ROUNDABOUT	2/2/2021	\$1,592,845	CON	\$2,006,173	0	
Bakersfield	NCIIP DEMO RSTP	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	3/16/2021 4/26/2021 9/16/2021	\$1,715,731	CON	\$1,715,731	0	
Bakersfield	CMAQ	CML	5109(256)	KER180506	MING AVENUE AT STINE ROAD	MEDIAN MODIFICATION: CONSTRUCT DUAL LEFT TURN LANE	11/30/2020	\$30,327	CON	\$34,257	0	
Bakersfield	CMAQ	CML	5109(258)	KER180507	INTERSECTION OF MING AVENUE AND ALLEN ROAD AND ON MING AVENUE BETWEEN ALLEN ROAD AND BUENA VISTA ROAD	INSTALL NEW TRAFFIC SIGNAL AND INTERCONNECT	11/30/2020	-\$34,257	CON	-\$34,257	0	
Bakersfield	CMAQ	CML	5109(261)	KER200507	STOCKDALE RANCH DR TO KERN RIVER BIKE PATH SOUTH OF STOCKDALE HWY CROSSING KERN RIVER	CONSTRUCT 12-FOOT MULTI-USE PATH. PEDESTRIAN AND BIKE PATH	8/2/2021	\$1,770,599	CON	\$2,000,000	0	1
Bakersfield	RSTP	STPL	5109(262)	KER180403	NEW STINE RD FROM MING AVE TO STOCKDALE HWY	ROAD REHABILITATION, INSTALL LOOP DETECTORS, CURB RAMPS, STRIPING AND MARKING	4/20/2021	\$3,762,525	CON	\$4,250,000	0	
Bakersfield	RSTP	STPL	5109(263)	KER180403	SOUTH H ST FROM PANAMA LN TO PACHECO RD	ROAD REHABILITATION, DETECTOR LOOPS, ACCESS RAMPS, MARKINGS, AND STRIPING	4/20/2021	\$2,669,475	CON	\$3,015,334	0	1
Bakersfield	CMAQ	CML	5109(264)	KER180507	WIBLE RD AT MCKEE RD; TRAFFIC SIGNAL & WIBLE RD BETWEEN MCKEE RD AND HOSKING AVE	SYNCHRONIZATION NEW SIGNALS, INTERCONNECT, STREET LIGHT, STRIPING AND MARKING, ACCESS RAMPS AND DIKE	4/20/2021	\$586,319	CON	\$662,283	0	1
Bakersfield	CMAQ	CML	5109(265)	KER180507	MCKEE RD AT ASHE RD	NEW SIGNALS, LIGHTING, PAVEMENT MARKING, TRAFFIC LOOPS, AND DIKE	4/20/2021	\$287,722	CON	\$325,000	0	
Bakersfield	CMAQ	CML	5109(266)	KER200507	PACHECO RD BETWEEN STINE RD AND WIBLE RD	CONSTRUCT MULTI-USE PATH	5/11/2021	\$439,020	CON	\$495,900	0	1

### Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2021

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	CMAQ	CML	5109(268)	KER180507	SIGNAL COORDINATION PART1: 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/SYNCHRO	4/28/2021	\$1,593,539	CON	\$1,800,000	0	
Bakersfield	CMAQ	CML	5109(269)	KER180507	NEW STINE RD BETWEEN PANAMA LANE AND MOHAWK ST & CALLOWAY DR BETWEEN WHITE LN AND BRIMHALL RD	TRAFFIC SIGNALS COMMUNICATION	4/9/2021	\$531,180	CON	\$600,000	0	
California City	RSTP	STPL	5399(028)	KER180403	HACIENDA BOULEVARD FROM SOUTH LOOP BOULEVARD TO EUCALYPTUS AVENUE	ROAD REHABILITATION	1/11/2021	\$30,750	CON	-\$9,563	0	
California City	RSTP	STPHIPL	5399(030)	KER180403	IN THE CITY OF CALIFORNIA CITY: ON HACIENDA BLVD FROM CALIFORNIA CITY BLVD TO EUCALYPTUS AVE	PAVEMENT REHABILITATION	1/28/2021	\$49,222	PE	\$55,600	0	
California City	CMAQ	CML	5399(031)	KER200502	IN CALIFORNIA CITY: ON MENDIBURU ROAD FROM HACIENDA BLVD TO NEURALIA ROAD	SURFACE UNPAVED ROAD	1/28/2021	\$33,641	PE	\$38,000	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	5/14/2021	-\$57,200	CON	-\$57,200	0	
Delano	HSIP	HSIPL	5227(064)	KER140601	22 UNCONTROLLED PEDESTRIAN CROSSINGS IN THE CITY OF DELANO	PEDESTRIAN WALKWAY/PEDESTRIAN CROSSINGS	3/25/2021	\$249,300	CON	\$333,435	0	1
Delano	RSTP	STPL	5227(065)	KER180403	ALBANY ST FROM GARCES HWY TO 20TH AVE AND CECIL AVE FROM RANDOLPH ST TO BROWNING RD	PAVEMENT RESURFACING AND/OR REHABILITATION	5/20/2021	\$889,999	CON	\$1,122,212	0	
Delano	FTA	Section 5339		KER200804	IN DELANO FTA GRANT 7236-2021-2	PURCHASE OF THREE REPLACEMENT DIAL-A-RIDE (GAS) MINIVANS (toll credit)	9/30/2021	\$200,000	CON	\$200,000	0	
Golden Empire Transit District	FTA	Section 5339		KER200812	IN BAKERSFIELD FTA GRANT 1695-2021-1	PURCHASE OF 18 CNG GAL BUSES TO EXPAND RYDE PROGRAM FOR FY 2020-21	9/30/2021	\$1,609,492	CON	\$2,011,865		
Golden Empire Transit District	FTA	Section 5312		KER210801	IN BAKERSFIELD FTA GRANT 1695-2021-2	PLANNING OF FACILITY UPGRADE TO DEPLOY ON-SITE HYDROGEN FUEL-CELL POWERED BUSES	9/30/2021	\$160,255	CON	\$200,319		
Kern Council of Governments	RSTP	STPLNI	6087(061)	KER180401	THROUGHOUT KERN COUNTY 18/19	TRAFFIC COUNT PROGRAM	12/11/2020	-\$3,611	CON	-\$4,079	0	
Kern Council of Governments	CMAQ	CML	6087(062)	KER180501	THROUGHOUT KERN COUNTY	RIDESHARE PROGRAM	12/14/2020	\$0	CON	\$0	0	
Kern Council of Governments	RSTP	STPLNI	6087(067)	KER200401	THROUGHOUT KERN COUNTY	REGIONAL TRAFFIC COUNT PROGRAM	12/3/2020	\$79,677	CON	\$90,000	0	
Kern Council of Governments	CMAQ	CML	6087(069)	KER200501	KERN COUNTY	RIDESHARE PROGRAM	4/23/2021	\$211,602	CON	\$239,018	0	
Kern County	CMAQ	CML	5950(416)	KER160507	MEACHAM ROAD AT VERDUGO LANE	INSTALL NEW TRAFFIC SIGNAL AND RELATED ROAD WORK	4/26/2021	\$0	CON	\$0	0	



**Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2021**

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	CMAQ	CML	5950(448)	KER180510	CHRISTINA ST. BETWEEN MATHEWS AVE. AND CECIL AVE	SURFACE UNPAVED ROAD	3/8/2021	-\$146,582	CON	-\$146,582	0	
Kern County	CMAQ	CML	5950(449)	KER180513	WILSON LN. BETWEEN HOPE AVE. AND TATUM ST	ASPHALT CONCRETE OVERLAY: PAVE EXISTING DIRT ROAD	3/8/2021	-\$76,990	CON	-\$76,990	0	
Kern County	CMAQ	CML	5950(450)	KER180511	MATHEW AVE. BETWEEN TIMMONS AVE. AND MITTLER AVE	ASPHALT CONCRETE OVERLAY: PAVE ASPHALT RD.	5/13/2021	-\$237,655	CON	-\$237,655	0	
Kern County	RSTP	STPL	5950(452)	KER180403	UNIVERSE AVENUE: FROM MCCRAY STREET TO N. CHESTER AVE (0.50 MILE)	ROADWAY RECONSTRUCTION	4/28/2021	-\$134,511	CON	-\$134,511	0	
Kern County	RSTP	STPL	5950(453)	KER180403	ALONG GILMORE AVE FROM GIBSON STREET TO SR99	ROAD REHABILITATION: OVERLAY, DIGOUTS, RAMPS, AND STRIPING	10/28/2020	-\$7,650	CON	-\$7,650	0	
Kern County	CMAQ	CML	5950(454)	KER180507	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	6/10/2021	-\$93,377	CON	-\$93,377	0	
Kern County	CMAQ	CML	5950(455)	KER180507	RENFRO ROAD BETWEEN ROSEDALE HWY AND HAGEMAN RD	SURFACE UNPAVED SHLDRS AND CLASS II BIKE LANE	6/10/2021	-\$27,882	CON	-\$27,882	0	
Kern County	CMAQ	CML	5950(456)	KER180507	BRECKINGRIDGE ROAD: MONICA STREET TO COMANCHE DRIVE	SURFACE UNPAVED SHOULDERS	11/3/2020	-\$257,397	CON	-\$257,397	0	
Kern County	CMAQ	CML	5950(457)	KER180507	UNION AVE FROM CASA LOMA DR. TO MING AVE TO FAIRVIEW RD	SIGNAL COORDINATION INTERCONNECT	5/27/2021	\$9,039	CON	\$10,210	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	6/10/2021	-\$164,294	CON	-\$164,294	0	
Kern County	RSTP CMAQ	STPCML	5950(459)	KER180507 KER180403	COMANCHE DR. FROM SYCAMORE DR. TO SHANE COURT	CONSTRUCT AC OVERLAY AND CONSTRUCT AC SHOULDERS	1/22/2021 4/28/2021	\$46,621	CON	\$46,621	0	
Kern County	CMAQ	CML	5950(460)	KER180507	FRUITVALE AVE: NORRIS ROAD TO SNOW ROAD	SURFACE UNPAVED SHOULDERS AND INSTALL CLASS II BIKE LANE	10/26/2020	-\$56,481	CON	-\$56,481	0	
Kern County	RSTP CMAQ	STPCML	5950(461)	KER180403 KER180507	PANAMA LANE FROM SR 43 TO KERN COUNTY LIMITS- APPROX 3 MILES	ROADWAY RESURFACING AND SHOULDER IMPROVEMENTS	2/3/2021 5/5/2021	-\$478,548	CON	-\$478,548	0	
Kern County	CMAQ	CML	5950(463)	KER180511	MATHEWS AVE (METTLER TO TIMMONS), BRUTTON ST (MATHEWS TO CECIL), AND CHRISTINA ST (MATHEWS TO CECIL)	SURFACE UNPAVED ROADS WITH ASPHALT CONCRETE	3/17/2021	-\$504,769	CON	-\$504,769	0	
Kern County	CMAQ	CML	5950(465)	KER180507	KRATZMEYER RD: BETWEEN ENOS LANE AND NORD AVE	SURFACE AC UNPAVED SHOULDERS	12/22/2020	\$78,489	CON	-\$266,478	0	
Kern County	RSTP CMAQ	STHPCML	5950(466)	KER180403 KER180507	(1) BRITE ROAD BETWEEN BUTTONWILLOW RD TO WASCO WAY (2) MIRASOL AVE BETWEEN BRITE RD AND SR58	PAVEMENT RESURFACING AND REHABILITATION AND CONSTRUCT UP TO 8' AC SHOULDERS. CONSTRUCT ADA CURB RAMPS	12/14/2020	-\$2,084,654	CON	-\$2,084,654	0	
Kern County	CMAQ	CML	5950(467)	KER180507	FAIRFAX RD AT ZEPHYR LANE	INSTALL NEW TRAFFIC SIGNALS AND CURB RAMPS	12/29/2020	-\$93,227	CON	-\$93,227	0	

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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	CMAQ	CML	5950(468)	KER180507	MEACHAM ROAD: HEATH ROAD TO 200' EAST OF JENKINS ROAD	CONSTRUCTION OF AC SHOULDERS AND CURB AND GUTTER	12/14/2020	-\$1,178,959	CON	-\$1,178,959	0	
Kern County	HSIP	HSIPL	5950(469)	KER140601	INTERSECTIONS OF: (1) ROBERTS LANE AT SEQUOIA DR; (2) NORRIS RD AT MANOR DR; (3) MANOR DR AT CHINA GRADE LOOP	UPGRADE SIGNALS, PAVING HOT MIX ASPHALT, SIDEWALK, CURB RAMPS, STRIPES, AND MARKINGS	4/20/2021	\$606,700	CON	\$606,700	0	1
Kern County	HBP	BPMP	5950(478)	HBP_PLANS	COUNTYWIDE	BRIDGE PREVENTATIVE MAINTENANCE PLAN (BPMP) STUDY - PM002200 (TC)	12/22/2020	\$250,000	CON	\$250,000	0	
Kern County	RSTP	STPL	5950(479)	KER180403	EDISON ROAD FROM SR223 TO DI GIORGIO ROAD	ROAD REHABILITATION, SHOULDER BACKING, DRIVE WAY MODIFICATIONS, AND CURB RAMPS	3/24/2021	\$4,510,363	CON	\$5,094,729	0	
Kern County	RSTP	STPL	5950(480)	KER180403	SOUTH UNION AVE FROM PANAMA ROAD TO BAKERSFIELD CITY LIMIT	ROAD REHABILITATION	2/8/2021	\$1,170,229	CON	\$1,321,845	0	
Kern County	CMAQ	CML	5950(482)	KER180507	INTERSECTION OF ELIZABETH NORRIS RD AND LAKE ISABELLA BLVD	CONSTRUCT A TRAFFIC SIGNAL AND ANCILLARY FACILITIES	2/8/2021	\$638,692	CON	\$721,442	0	
Kern County	RSTP CMAQ	STPCML	5950(483)	KER180403 KER180507	HUGHES LANE, BETWEEN TERRACE WAY AND BAKERSFIELD CITY LIMITS; TERRACE WAY, BETWEEN HUGHES LANE AND SOUTH MYRTLE STREET; AND COLTON STREET, BETWEEN HUGHES LANE AND SOUTH MYRTLE STREET, IN AN UNINCORPORATED AREA OF METROPOLITAN BAKERSFIELD	PAVING HOT MIX ASPHALT, CONSTRUCTING CONCRETE CURB AND GUTTER, SIDEWALK, CROSS DRAIN, DRIVE APPROACHES, CURB RAMPS, AND PAINTING TRAFFIC STRIPES AND THERMOPLASTIC PAVEMENT MARKINGS	5/11/2021	\$1,067,112	CON	\$1,330,348	0	1
Kern County	CMAQ	CML	5950(484)	KER180507	INTERSECTION OF MANOR STREET AT DAY AVENUE	TRAFFIC SIGNAL, INTERSECTION LIGHTING, STRIPING, CURB RAMPS, AND SIDEWALKS	4/20/2021	\$838,419	CON	\$947,046	0	1
Kern County	CMAQ	CML	5950(485)	KER180507	INTERSECTION OF FLOWER STREET AND VIRGINIA STREET	CONSTRUCT NEW TRAFFIC SIGNAL, PAVING HOT MIX ASPHALT CONCRETE, CONSTRUCTING CURB RAMPS, PAINTING TRAFFIC STRIPES AND THERMOPLASTIC PAVEMENT MARKING	4/12/2021	\$594,703	CON	\$671,754	0	
Kern County	RSTP	STPL	5950(487)	KER200402	BAKERSFIELD: ROSEDALE HWY FROM HEATH RD TO ALLEN RD	ROADWAY WIDENING	11/3/2020	\$50,000	PE	\$56,479	0	
Kern County	RSTP	STPL	5950(488)	KER200403	NEAR WELDON: SIERRA WAY AT SOUTH FORK KERN RIVER	BRIDGE WORK	11/3/2020	\$46,015	PE	\$51,977	0	
Kern County	CMAQ	CML	5950(490)	KER200504	LYTLE AVENUE FROM W CECIL AVE TO COUNTY LINE ROAD	PAVE DIRT ROAD	5/6/2021	\$1,436,028	CON	\$1,622,081	0	
Kern County	RSTP	STPL	5950(497)	KER180403	ARVIN: HAVEN DR FROM MEYER ST TO DERBY ST	RESURFACING/REHABILITATION	5/11/2021	\$111,539	PE	\$125,991	0	
Kern County	CMAQ	CML	5961(010)	KER180507	INTERSECTION OF RED APPLE AVENUE AND WEST WOOD BOULEVARD IN THE COMMUNITY OF GOLDEN HILLS NEAR THE CITY OF TEHACHAPI	HIGH VISIBILITY CROSS WALK, INTERSECTION LIGHTS, AND ADA-COMPLIANT CURB RAMPS	1/11/2021	\$93,227	CON	-\$73,316	0	1

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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 Superintendent of Schools	CMAQ	CML	6332(006)	KER140505	KCSS CORPORATION YARD 705 S. UNION AVE BAKERSFIELD CA 93307	EXPAND EXIST. CNG FUELING STATION	11/3/2020	-\$127,667	CON	-\$127,667	0	
McFarland	HSIP	HSIPL	5343(012)	KER140601	VARIOUS STOP CONTROL INTERSECTIONS ALONG GARZOLI AVE, PERKINS AVE @ 5TH ST	UPGRADE SIGNING WITH NEW LED STOP SIGNS, SOLAR SPEED LIMITS SIGNS, STRIPING, & ADA IMPROVEMENT	11/3/2020	-\$18,790	CON	-\$18,790	0	
McFarland	RSTP	STPL	5343(017)	KER200404	2ND STREET FROM HARLOW AVE TO CALIFORNIA AVE	LANDSCAPE AND PEDESTRIAN IMPROVEMENTS	11/30/2020	\$45,150	PE	\$51,000	0	1
Ridgecrest	RSTP	STPL	5385(057)	KER160402	EAST SIDE OF DOWNS ST FROM UPJOHN AVE TO RIDGECREST BLVD	GAP CLOSURE LANE WIDENING	1/11/2021	\$1	CON	-\$999	0	
Ridgecrest	CMAQ	CML	5385(058)	KER160509	ON SUNLAND ST. FROM BOWMAN RD. TO DOLPHIN AVE	PAVE A DIRT ROAD	11/2/2020	-\$18,011	CON	-\$18,011	0	
Ridgecrest	HSIP	HSIPL	5385(059)	KER140601	DOWNS ST AND BOWMAN RD	INTERSECTION SAFETY SIGNS, AND STRIPING	2/25/2021	-\$17,154	CON	-\$17,154	0	
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 RRFBS WITH SIGNAGE AND STRIPING AND UPGRADE ADA RAMPS	2/11/2021	-\$1,510	CON	-\$1,510	0	
Ridgecrest	RSTP	STPL	5385(067)	KER180403	WEST WARD AVENUE FROM NORTH NORMA STREET TO NORTH CHINA LAKE BOULEVARD	PAVEMENT REHABILITATION	6/24/2021	\$728,267	CON	\$899,338	0	
Ridgecrest	CMAQ	CML	5385(069)	KER200508	CITY CORPORATION YARD LOCATED AT 636 W RIDGECREST BLVD	INSTALL ELECTRIC VEHICLE CHARGING STATION AND SOLAR PHOTOVOLTAIC SYSTEM	1/22/2021 2/2/2021	\$556,457	CON	\$629,200	0	
Shafter	RSTP	DEMO17	5281(022)	KER130103	SEVENTH STANDARD ROAD FROM EAST OF GALPIN STREET TO WEST OF SR43	GRADE SEPARATION AND WIDENING	1/21/2021	\$349,649	PE	\$288,127	0	
Shafter	HSIP	HSIPL	5281(027)	KER140601	LERDO HWY BETWEEN CHERRY AVE AND ZACHERY AVE	INSTALL MEDIAN BARRIER	3/4/2021	-\$183,043	CON	-\$183,043	0	
State	SHOPP	SHOPP	000C(527)	KER180202	ON STATE ROUTE: 14, 89, 120, 168, 178, 182, 202, 395. IN INYO, KERN, AND MONO COUNTIES AT VARIOUS LOCATIONS	UPGRADE GUARDRAILS, END TREATMENTS, AND BRIDGE TRANSITION RAILINGS TO CURRENT STANDARD	9/17/2021	\$3,649,100	CON	\$3,649,100	0	
State			0010(149)		OWP 20/21 - KERN CO REGION	CONSOLIDATED PLANNING GRANT (CPG) PROJECT FOR KERN COUNCIL OF GOVERNMENTS (KCOG) OVERALL WORK PROGRAM (OWP) FOR FISCAL YEAR 2020/2021 (TC)	6/17/2021	\$2,038,101		\$2,038,101	0	
State	SHOPP	SHOPP	0054(204)	KER180205	ON STATE ROUTE: 5. IN KERN COUNTY NEAR KETTLEMEN CITY FROM 0.6 MILE SOUTH OF TWISSELMAN ROAD OVERCROSSING TO 0.3 MILE NORTH OF KERN/KINGS COUNTY LINE	REHABILITATE AND CONSTRUCT NEW CONCRETE PAVEMENT AND ASPHALT CONCRETE SHOULDER. INSTALL TRAFFIC MONITORING STATIONS	9/3/2021	\$37,469,461	CON	\$37,469,461	0	

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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	ER	ER	29L1(006)		IN KERN COUNTY, NEAR LEBEC, FROM 7.2 MILES NORTH OF THE LA COUNTY LINE TO 9.3 MILES SOUTH OF ROUTE 5/99 SEPARATOR	EMERGENCY RELIEF --- EMERGENCY OPENING TO CLEAR LARGE MUDSLIDE DUE TO FLASH FLOODS	5/26/2021	-\$6,416	CON	-\$6,416	0	
State	ER	ER	32L0(479)		PANAMA RD FROM MALAGA RD TO VINELAND RD	REHABILITATION OF DAMAGED ROADWAY, BERMS/EMBANKMENTS, AND SHOULDERS, AND RESTORATION/REPLACEMENT OF DAMAGED CHECK DAM	2/8/2021	-\$76,381	CON	-\$76,381	0	
State	ER	ER	32L0(481)		CALIENTE BODFISH RD BETWEEN BEALVILLE RD AND THE UNION PACIFIC RAILROAD CROSSING OVER TEHACHAPI CREEK	REPAIR DAMAGED ROADWAY, EMBANKMENTS, AND SHOULDERS TO RESTORE TO PRE-DISASTER CONDITIONS	12/21/2020	-\$107,752	CON	-\$107,752	0	
State	HSIP SHOPP	HSIPL SHOPP	6206(029) S223(012)	KER140601 KER180202	ON STATE ROUTE: 223. IN ARVIN: BEAR MT BLVD (SR223) AT DERBY ST	INSTALL TRAFFIC SIGNALS, INSTALL PAVEMENT AND CURB RAMPS, RAILROAD CROSSING AND STRIPING	11/3/2020 6/25/2021	\$2,285,875	CON	\$2,285,875	0	
State	CMAQ	CML	6206(030)	KER200506	AT THE INTERSECTION OF SANTA FE WAY (SR43) AND LOS ANGELES AVE	PRELIMINARY ENGINEERING TO CONSTRUCT ROUNDABOUT	12/3/2020	\$1,327,950	PE	\$1,500,000	0	
State	CMAQ	CML	6206(032)	KER200506	ON STATE ROUTE: 184, 223. IN KERN COUNTY, AT THE INTERSECTION OF SR184/SR223	CONSTRUCT ROUNDABOUT	7/26/2021	\$1,500,000	CON	\$1,500,000	0	
State	Sec. 130	STPLR	7500(247)	KER160601	COUNTY OF KERN @ HOUGHTON ROAD & SJVR XING	GRADE CROSSING HAZARD ELIMINATION (TC)	5/7/2021	-\$161,910	CON	-\$161,910	0	
State	STIP	STIP	P014(059)	KER010103	IN KERN COUNTY NEAR MOJAVE/CALIFORNIA CITY	CONVERT TO 4-LN EXPRESSWAY	3/2/2021	\$916,108	CON	\$916,108	0	
State	SHOPP	SHOPP	P014(072)	KER120201	ON STATE ROUTE: 14. IN KERN CO ABOUT 24 MILES N OF MOJAVE FR 1.3 MI TO 0.3 MI SOUTH OF ABBOTT DRIVE	BRIDGE REMOVAL AND BRIDGE CONSTRUCTION (TC)	2/2/2021	\$223,013	CON	\$223,013	0	
State	SHOPP	SHOPP	P014(081)	KER180205	ON STATE ROUTE: 14. IN KERN COUNTY AT AND NEAR ROSAMOND AND MOJAVE FROM 1.4 MILES SOUTH OF DAWN ROAD OVERCROSSING TO 0.5 MILE NORTH OF SILVER QUEEN ROAD OVERCROSSING	CONSTRUCT CONTINUOUS REINFORCED CONCRETE PAVEMENT (CRCP) OVER EXISTING PAVEMENT AND HMA	9/17/2021	\$44,616,500	CON	\$44,616,500	0	
State	SHOPP	HM	P033(087)	KER160206	ON STATE ROUTE: 33. IN KERN COUNTY NEAR DERBY ACRES FROM 0.2 MILE SOUTH OF SHALE ROAD TO RESERVE ROAD	RESURFACE PAVEMENT WITH RHMA-GAP GRADED (BONDED WEARING COURSE).(TC)	3/17/2021	-\$77,492	CON	-\$77,492	0	
State	SHOPP	HM	P033(091)	KER180208	ON STATE ROUTE: 33. KERN COUNTY IN AND NEAR NORTH BELTRIDGE 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	11/27/2020	-\$236,390	CON	-\$236,390	0	
State	SHOPP	SHOPP	P099(660)	KER180205	ON STATE ROUTE: 99. KERN COUNTY, IN AND NEAR BAKERSFIELD, FROM 0.4 MILE SOUTH OF OLD US-99 OVERCROSSING TO 0.1 MILE NORTH OF WHITE LANE OVERCROSSING	RECONSTRUCT CONCRETE PAVEMENT WITH CRCP AND IMPROVE VERTICAL CLEARANCE AT OVERCROSSINGS	9/3/2021	\$54,176,800	CON	\$54,176,800	0	

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State	SHOPP	SHOPP	P155(004)	KER160203	IN KERN COUNTY NEAR DELANO ON ROUTE 155 AT BROWNING ROAD	CONSTRUCT ROUNDABOUT (TC)	6/23/2021	-\$636,782	CON	-\$636,782	0	
State	SHOPP	MINOR	P178(068)	KER180209	ON STATE ROUTE: 178. IN KERN COUNTY NEAR INYOKERN AT BROWN ROAD	WIDEN SHOULDERS	4/14/2021	\$9,000	CON	\$9,000	0	
State	SHOPP	SHOPP	S119(019)	KER210205	IN KERN COUNTY, NEAR PUMPKIN CENTER, FROM 0.1 MILE EAST OF ASHE ROAD TO RTE 119/99 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 ADA RAMPS TO CURRENT STANDARDS. (TC)	4/20/2021	\$2,500,000	PE	\$2,500,000	0	
State	SHOPP	SHOPP	S155(005)	KER160203	KERN COUNTY IN AND NEAR DELANO FROM 0.4 MILE WEST OF BROWNING ROAD TO 0.4 MILE EAST OF BROWNING ROAD	CONSTRUCT A ROUNDABOUT	6/23/2021	-\$437,120	CON	-\$437,120	0	
State	SHOPP	SHOPP	X029(148)	KER180205	ON STATE ROUTE: 43, 119. IN KERN COUNTY NEAR BAKERSFIELD ON ROUTE 43 FROM ROUTE 119 TO 0.1 MILE NORTH OF ROUTE 58-MCKITTRICK HIGHWAY AND ON STATE ROUTE 119 FROM ROUTE 43 TO ROUTE 5/119 SEPARATION	PAVEMENT PRESERVATION (CAPM)	4/9/2021	\$7,460,800	CON	\$7,460,800	0	
State	SHOPP	SHOPP	X029(149)	KER180202	ON STATE ROUTE: 178, 223. IN KERN COUNTY NEAR BAKERSFIELD ON ROUTE 178 FROM 0.2 MILE EAST OF MIRAMONTE DRIVE TO KELSO VALLEY ROAD AND ON ROUTE 223 FROM VINELAND ROAD TO COMANCHE DRIVE	CONSTRUCT CENTERLINE AND SHOULDER RUMBLE STRIPS	6/25/2021	\$3,701,100	CON	\$3,701,100	0	
Taft	RSTP	STPL	5193(042)	KER180403	6TH STREET FROM MAIN STREET TO CENTER STREET	RECONSTRUCT AND RESURFACE ROADWAY, UPGRADE CURB RAMPS, REPLACE STRIPING	5/17/2021	-\$36,973	CON	-\$41,764	0	
Tehachapi	RSTP	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. (TC)	4/14/2021	\$174,250	CON	\$115,630	0	1
Tehachapi	RSTP	STPL	5184(032)	KER180403	ON TEHACHAPI BOULEVARD FROM CURRY ST. TO HAYES ST	REHAB AC. WITH PAVEMENT INTERLAYER MAT	11/2/2020	\$0	CON	\$0	0	



### Net Obligations for State and Local Federal-aid Highway Projects - Federal Fiscal Year 2021

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
Tehachapi	RSTP	STPL	5184(036)	KER180403	EAST TEHACHAPI BOULEVARD FROM 150 FEET EAST OF THE WESTBOUND SR 58 OFF-RAMP TO MONOLITH STREET AND AT 80 FEET WEST OF ROBINSON STREET AND ON CAPITAL HILLS PARKWAY FROM MAGELLAN DRIVE TO CHALLENGER DRIVE	ROAD REHABILITATION	3/1/2021	-\$169	CON	-\$169	0	
Tehachapi	RSTP	STPL	5184(037)	KER180403	SNYDER AVENUE FROM TEHACHAPI BOULEVARD TO VALLEY BOULEVARD	ROAD REHABILITATION	4/14/2021	\$309,377	CON	\$350,225	0	
Tehachapi	CMAQ	CML	5184(038)	KER200505	PINON STREET FROM BRANDON LANE EAST TO DENNISON ROAD	PAVE AN UNPAVED PORTION OF ROAD AND INSTALL A CLASS II BIKE LANE	3/16/2021	\$68,080	PE	\$76,900	0	1
Wasco	HSIP	HSIPL	5287(057)	KER140601	VARIOUS LOCATIONS WITHIN CITY OF WASCO	UPGRADE ROADWAY SIGNS	7/23/2021	\$103,023	CON	\$103,023	0	
Wasco	CMAQ	CML	5287(058)	KER180507	NORTH PALM AVE BETWEEN MARGALO ST AND GROMER AVE	PAVE SHOULDERS, CONSTRUCT BICYCLE AND PEDESTRIAN FACILITIES	3/17/2021	\$140,266	PE	\$158,440	0	1
Wasco	RSTP	STPHIPL	5287(059)	KER180403	PALM AVE FROM JACKSON AVE TO GROMER AVE AT VARIOUS LOCATIONS	PAVEMENT REHABILITATION	3/17/2021	\$39,838	PE	\$45,000	0	

## **APPENDIX E:**

### **Projects Exempt from Air Quality Conformity Finding**

**Transportation Project Listing - Exempt Projects**

<b>Jurisdiction/ Agency</b>	<b>TIP Project ID</b>	<b>CTIPS ID (If available)</b>	<b>Description</b>	<b>Est. Cost</b>	<b>Exempt Code (per CTIPS)</b>	<b>Air Basins</b>
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	\$8,006,173	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
Bakersfield	KER211002	20400000952	IN BAKERSFIELD: CHESTER AVENUE BETWEEN 4TH STREET AND BRUNDAGE LANE; CONSTRUCTION OF CENTER MEDIANS, CONTINENTAL CROSSWALKS, AND BIKE LANES WITH ADDITIONAL PAVEMENT MARKINGS	\$791,000	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
Cal. City	KER220502	20400000963	CALIFORNIA CITY: REDWOOD BLVD FROM 560 FT EAST OF HACIENDA BLVD TO 98TH ST; SURFACE UNPAVED SHOULDERS/ROADWAY, INSTALL CLASS II BIKE LANES, SIDEWALKS AND RAISED MEDIAN ISLAND APPROX 1,500 FT	\$966,700	1.06	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	\$28,187,000	1.09	Various
Caltrans	KER210205	20400000932	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM	\$691,111,000	1.10	Various
Caltrans	KER210207	20400000934	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS, SHOULDER IMPROVEMENTS, PAVEMENT RESURFACING AND/OR REHABILITATION - MINOR PROGRAM	\$4,580,000	1.10	Various
Caltrans	KER220201	20400000966	GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM	\$10,170,000	1.13	Various

**Transportation Project Listing - Exempt Projects**

<b>Jurisdiction/ Agency</b>	<b>TIP Project ID</b>	<b>CTIPS ID (If available)</b>	<b>Description</b>	<b>Est. Cost</b>	<b>Exempt Code (per CTIPS)</b>	<b>Air Basins</b>
Delano	KER211001	20400000941	IN DELANO: VARIOUS LOCATIONS; CONSTRUCT 68 CURB RAMPS, 87 CROSSWALKS, ADVANCED STOP AND YIELD BARS, 12 R1-6 CENTER PEDESTRIAN SIGNS, 12 RRFB SIGNALS, ADVANCED PEDESTRIAN CROSSING/YIELD SIGNS, AND NI WORK PLAN	\$1,178,000	3.02	San Joaquin
Delano	KER211003	20400000953	IN DELANO: AT 38 LOCATIONS; CONSTRUCT 6,547 FT NEW 4.5 FT WIDE SIDEWALKS, STRIPE 83,378 LFT CLASS II BIKE LANES, MARK 60,950 LFT CLASS III BIKE ROUTES	\$925,000	3.02	San Joaquin
Delano	KER220801	20400000956	IN DELANO: 2727 WEST INDUSTRY ROAD; PURCHASE OF TRANSIT MAINTENANCE FACILITY (\$2,000,000 toll credits)	\$10,000,000	2.11	San Joaquin
Delano	KER220802	20400000957	IN DELANO: PURCHASE OF 2 (24) PASSENGER REPLACEMENT CUTAWAY BUSES (CNG) (\$75,000 toll credits)	\$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	KER200807	20400000908	IN BAKERSFIELD: PURCHASE OF FOUR REPLACEMENT HYDROGEN BUSES FY 2020-21	\$5,200,000	2.10	San Joaquin
GET	KER200812	20400000935	IN BAKERSFIELD: PURCHASE OF 18 CNG GAL BUSES TO EXPAND RYDE PROGRAM FOR FY 2020-21	\$2,011,865	2.10	San Joaquin
GET	KER210801	20400000937	IN BAKERSFIELD: PLANNING OF FACILITY UPGRADE TO DEPLOY ON-SITE HYDROGEN FUEL-CELL POWERED BUSES	\$200,319	4.01	San Joaquin

**Transportation Project Listing - Exempt Projects**

<b>Jurisdiction/ Agency</b>	<b>TIP Project ID</b>	<b>CTIPS ID (If available)</b>	<b>Description</b>	<b>Est. Cost</b>	<b>Exempt Code (per CTIPS)</b>	<b>Air Basins</b>
GET	KER210802	20400000938	IN BAKERSFIELD: PRIMARY AND SECONDARY FIREWALLS FOR MAIN, DOWNTOWN, SOUTHWEST FACILITIES, BC CAMPUS AND NEW CSUB CENTER	\$45,000	2.04	San Joaquin
GET	KER210803	20400000939	IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2021-22	\$7,500,000	2.01	San Joaquin
GET	KER210805	20400000942	IN BAKERSFIELD: COMPUTER REPLACEMENT FOR MAIN AND DOWNTOWN FACILITY FY 2021-22	\$25,000	2.04	San Joaquin
GET	KER210806	20400000943	IN BAKERSFIELD: MODIFICATION TO BODY SHOP FOR HYDROGEN BUSES	\$60,000	2.04	San Joaquin
GET	KER210807	20400000944	IN BAKERSFIELD: MAINTENANCE SCAFFOLDING FOR HYDROGEN BUSES	\$80,000	2.04	San Joaquin
GET	KER210808	20400000945	IN BAKERSFIELD: AT VARIOUS FACILITY LOCATIONS: PURCHASE AND INSTALL ELECTRONIC DYNAMIC SIGNS	\$300,000	2.04	San Joaquin
GET	KER210809	20400000946	IN BAKERSFIELD: PURCHASE AND INSTALL EIGHT NEW SHADES FOR BUS STOPS	\$80,000	2.07	San Joaquin
GET	KER210810	20400000947	IN BAKERSFIELD: 1920B GOLDEN STATE AVENUE; CONSTRUCT HYDROGEN FUELING STATION	\$4,372,321	2.05	San Joaquin
GET	KER210811	20400000948	IN BAKERSFIELD: CONSTRUCT EAST BAKERSFIELD TRANSIT CENTER (ENVIRONMENTAL PHASE ONLY)	\$250,000	5.06	San Joaquin
GET	KER210812	20400000949	IN BAKERSFIELD: COMPUTER REPLACEMENT FOR MAIN AND DOWNTOWN FACILITY FY 2022-23	\$30,000	2.04	San Joaquin
GET	KER210813	20400000950	IN BAKERSFIELD: DOWNTOWN AND SOUTHWEST TRANSIT CENTER; TRANSIT CENTER RELOCATION STUDY	\$300,000	4.01	San Joaquin
GET	KER210814	20400000951	IN BAKERSFIELD: PURCHASE OF FIVE REPLACEMENT 21 FT CNG PARA-TRANSIT VEHICLES	\$625,000	2.11	San Joaquin
KCOG	KER210101	20400000927	PLANNING, PROGRAMMING AND MONITORING	\$2,191,000	4.01	Various
KCOG	KER220401	20400000958	IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM; NON-INFRASTRUCTURE PROJECT THAT CONSISTS OF MOTORIZED AND NON-MOTORIZED TRAFFIC COUNTS	\$180,000	4.01	Various
KCOG	KER220501	20400000962	KERN COUNTY: COMMUTEKERN RIDESHARE PROGRAM	\$561,005	3.01	Various
Kern Co.	KER161010	20400000840	VARSITY ROAD PEDESTRIAN AND BICYCLE PROJECT	\$833,000	3.02	San Joaquin



**Transportation Project Listing - Exempt Projects**

<b>Jurisdiction/ Agency</b>	<b>TIP Project ID</b>	<b>CTIPS ID (If available)</b>	<b>Description</b>	<b>Est. Cost</b>	<b>Exempt Code (per CTIPS)</b>	<b>Air Basins</b>
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.	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.	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
Kern Co.	KER220402	20400000959	KERN COUNTY: BUENA VISTA BLVD FROM SOUTH VINELAND RD TO SOUTH EDISON RD; RECONSTRUCT 1 MILE OF OF ROAD BY RECOMPACTING THE SUBGRADE AND INSTALLING NEW ROAD BASE	\$1,807,297	1.10	San Joaquin
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
McFarland	KER220403	20400000960	MCFARLAND: INTERSECTION OF W. PERKINS AVE AND 3RD ST; IMPROVE SAFER COMMUTE AND INCREASE SAFETY BY INSTALLING FLASHING STOP LIGHTS, HIGH VISABILITY FLASHING CROSSWALK, RESURFACING ROAD ON A CROSSWALK AND SURROUNDING CROSSWALK AREA, STRIPING ROAD, AND ADA RAMPS	\$447,307	1.06	San Joaquin
Ridgecrest	KER200508	20400000923	RIDGECREST: CITY CORPORATION YARD; INSTALL ELECTRIC VEHICLE CHARGING STATION AND SOLAR PHOTOVOLTAIC SYSTEM	\$634,200	2.05	Indian Wells
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

**Transportation Project Listing - Exempt Projects**

<b>Jurisdiction/ Agency</b>	<b>TIP Project ID</b>	<b>CTIPS ID (If available)</b>	<b>Description</b>	<b>Est. Cost</b>	<b>Exempt Code (per CTIPS)</b>	<b>Air Basins</b>
Shafter	KER220404	20400000961	SHAFTER: 7TH STANDARD RD FROM FRIANT KERN CANAL TO ZACHARY AVE; RECONSTRUCT EXISTING ASPHALT PAVEMENT IN THE WESTBOUND #2 LANE	\$775,000	1.10	San Joaquin
Taft	KER220503	20400000964	TAFT: 550 SUPPLY RD; PURCHASE SIX REPLACEMENT ELECTRIC VANS; INSTALL CHARGING INFRASTRUCTURE AND SOLAR MICROGRID	\$4,461,549	2.10	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
Tehachapi	KER211005	20400000955	IN TEHACHAPI: DENNISON ROAD BETWEEN TEHACHAPI BLVD AND PINON ST; INSTALL CURB, GUTTER, AND SIDEWALKS TO CLOSE GAPS ON DENNISON RD, IMPROVE PEDESTRIAN CROSSWALKS, INSTALL PEDESTRIAN SIGNAL, LIGHTING, AND INSTALLATION OF BIKE LANES	\$2,437,000	3.02	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)	\$1,080,400	1.06	Various
Various	KER180403	20400000855	GROUPED PROJECT FOR PAVEMENT RESURFACING AND/OR REHABILITATION	\$46,841,614	1.10	Various
Various	KER180507	20400000862	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SAFER ROADS - INCLUSIVE OF FEDERAL AID AND NON-FEDERAL AID ROADS	\$28,454,223	1.06	Various
Various	KER180801	20400000885	GROUPED PROJECTS FOR OPERATING ASSISTANCE TO TRANSIT AGENCIES	\$47,186,004	2.01	Various

# **Transportation Project Listing - Exempt Projects**

<b>Jurisdiction/ Agency</b>	<b>TIP Project ID</b>	<b>CTIPS ID (If available)</b>	<b>Description</b>	<b>Est. Cost</b>	<b>Exempt Code (per CTIPS)</b>	<b>Air Basins</b>
Various	KER200506	20400000921	GROUPED PROJECTS FOR INTERSECTION CHANNELIZATION	\$10,688,235	5.01	Various
Various	KER200507	20400000922	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES	\$1,196,630	3.02	Various
Various	KER210102	20400000936	GROUPED PROJECTS FOR ENGINEERING	\$3,200,000	4.05	Various
Various	KER221001	20400000965	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES - MOTORIZED	\$1,154,240	3.02	Various
Wasco	KER210804	20400000940	IN WASCO: PURCHASE ONE REPLACEMENT CNG 23 FT BUS	\$103,951	2.10	San Joaquin

## **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](http://www.kerncog.org)  
661-861-2191  
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# **Kern Council of Governments Board of Directors**

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

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

**City of Arvin**  
Tim Tarver

**City of California City**  
Nicholas Lessenevitch

**City of Maricopa**  
Gary Mock

**City of Ridgecrest**  
Steve Morgan

**City of Taft**  
Cliff Thompson

**City of Wasco**  
Cherylee Wegman

**County of Kern**  
Jon McQuiston

**City of Bakersfield**  
Zack Scrivner

**City of Delano**  
Sam Ramirez

**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. Brunmett, 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](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). This cycle the draft 2023 FTIP was advertised concurrently with the 2022 Regional Transportation Plan which requires a 55-day public review period.

The public review period began April 22, 2022. The Kern Council of Governments Transportation Planning Policy Committee held a public hearing on May 19, 2022 and continued consideration of the document and findings to its scheduled meeting on July 21, 2022. Kern COG meeting accessibility instructions will be posted to the Kern COG website no less than 72 hours prior to the meeting. The public review period concluded June 16, 2022. All Kern Council of Governments Transportation Planning Policy Committee meetings are broadcast on Kern County TV. The Draft 2023 Federal Transportation Improvement Program was available for review at the office as well as website ([www.kerncog.org](http://www.kerncog.org)) of the Kern Council of Governments. Regional adoption is expected July 21, 2022 after a response to comments received during the public review period is 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.

## 2023 Federal Transportation Improvement Program Summary of Comments and Responses

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As part of the development of the TIP, stakeholders, technical staff, and the public were given the opportunity to comment. The public review period was held April 22, 2022 to June 16, 2022.

### State Department of Transportation (Caltrans)

Caltrans Division of Financial Programming – email dated 6/14/22

#### General Comments

1. Kern COG is commended for providing a detailed description of how the FTIP was designed to achieve the federal performance targets.

**Response:** *Thank you for the comment.*

2. Please verify the various SHOPP program totals and make any updates as necessary.

**Response:** *The SHOPP programming has been revised consistent with the 5/24/22 SHOPP listing provided by Caltrans District 6. The revisions have been incorporated into the project listings.*

#### Project Specific Comments

1. CTIPS ID# 10400000338 – The MPO comments field in CTIPS indicates where this project can be found in the 2018 RTP. Please verify the reference to the 2022 RTP.

**Response:** *The RTP Reference revision to “2022 RTP p.5-95” has been incorporated into the project listing.*

2. CTIPS ID# 20400000947 – If possible, please provide more detail regarding location in the “Location & Description” field in CTIPS. Currently the description only states “In Bakersfield.”

**Response:** *The address “1920B Golden State Avenue” has been incorporated into the project listing.*

3. CTIPS ID# 20400000961 – Within the CTIPS “Location & Description” field, please specify which components of reconstruction are included in this project.

**Response:** *The City of Shafter proposes to reconstruct existing asphalt pavement in the westbound #2 lane. The revision has been incorporated into the project listing.*

4. CTIPS ID# 20400000391 – CTIPS “Comments” field currently references location in the 2018 RTP. Please update to include reference to 2022 RTP.

**Response:** *The RTP Reference revision to “2022 RTP p.5-95” has been incorporated into the project listing.*

5. CTIPS ID# 20400000959 – Within the CTIPS “Location & Description” field, please specify which components of reconstruction are included in this project.

**Response:** *Kern County proposes to reconstruct the one mile section of Buena Vista Rd by recompacting the subgrade and installing new road base. The revision has been incorporated into the project listing.*

6. CTIPS ID# 20400000915 – Within the CTIPS “Location & Description” field, please specify which components of reconstruction are included in this project.

**Response:** *This project is listed in prior year and the City of Shafter has received the E-76 for this project. The City of Shafter proposed to reconstruct existing road pavement and structural section with new Asphalt/Base structural section. No revision needed to the 2023 FTIP.*

**2023 Federal Transportation Improvement Program  
Summary of Comments and Responses  
Continued**

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7a. CTIPS ID# 20400000191 – Please include the EA or PPNO number within CTIPS.

**Response:** *The EA 48450 and PPNO 3525 have been incorporated into the project listing.*

7b. CTIPS ID# 20400000191 – Please review the information for this project in the STIP module and update the information in the FTIP for consistency as appropriate, such as the project description.

**Response:** *The word “extend” has been incorporated into the project description.*

8. CTIPS ID# 20400000649 – The MPO comments field in CTIPS indicates where this project can be found in the 2018 RTP. Please verify the reference to the 2022 RTP.

**Response:** *The RTP Reference revision to “2022 RTP p.5-95” has been incorporated into the project listing.*

9a. CTIPS ID# 20400000889 – The MPO comments field in CTIPS indicates where this project can be found in the 2018 RTP. Please verify the reference to the 2022 RTP.

**Response:** *The RTP Reference has been revised to “2022 RTP p.6-6”. The revision has been incorporated into the project listing.*

9b. CTIPS ID# 20400000889 – Please include the EA or PPNO number within CTIPS.

**Response:** *The EA 48460 and PPNO 3705B have been incorporated into the project listing.*

10. CTIPS ID# 20400000958 – Please provide more detail about the program in the “Location & Description” field in CTIPS.

**Response:** *The Regional Traffic Count Program is a non-infrastructure project that consists of motorized and non-motorized traffic counts taken throughout Kern County. The revision has been incorporated into the project listing.*

## **APPENDIX H:**

### **Federal Performance Management**



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# 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.”<sup>i</sup>

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 specified dates. The most recent federal transportation legislative package, the ‘Infrastructure Investment and Jobs Act’ of 2021 (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” - BIL), carries forward these performance based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures in their respective metropolitan planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including regional transportation plan (RTP) and FTIP.

## **FHWA Performance Measures**

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metric for which statewide and regional targets must be set.

### **PM 1: Transportation Safety**

#### *Motor Vehicle Collisions*

- 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

#### *Non-Motorized Fatalities and Serious Injuries*

- Number of non-motorized fatalities and serious injuries

## **PM 2: National Highway system (NHS) Pavement and Bridge Condition**

### *NHS Pavement Condition*

- 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

### *NHS Bridge Condition*

- Percentage of NHS bridges pavement in 'good' condition
- Percentage of NHS bridges pavement in 'poor' condition

## **PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance**

### *NHS Performance*

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

### *Interstate Freight Movement*

- Percent of Interstate system mileage reporting reliable truck travel times

### *CMAQ Program Performance*

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

## **FTA Performance Measures**

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) 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 safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

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 the target setting process.

The FTA PM focus areas and associated metrics are as follows:

### **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 Requirement Model (TERM) scale<sup>ii</sup>

### **Transit Safety**

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

### **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 was initially set for 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.<sup>iii</sup>

The final rule specifically requires transit agencies receiving 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: number of fatalities, number of 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 to coordinate, to the maximum extent practicable, with the MPO in selecting regional safety targets.

## How Kern Council of Governments Addresses Each Performance Focus Area

### TRANSPORTATION SAFETY (PM 1)

Kern Council of Governments set safety performance targets in February 2022 as shown in Table 1 below.

Table 1: PM 1 - Transportation Safety	Data Source	5-Year Rolling Average Targets	
		2022 Target	Percent Reduction Target
Number of motor vehicle collision fatalities	SWITRS & Kern COG Model	177	-10%
Rate of motor vehicle collision fatalities (per 100 million VMT)	SWITRS, Kern COG Model & HPMS	1.77	-3%
Number of motor vehicle collision serious injuries	SWITRS & Kern COG Model	404	2%
Rate of motor vehicle collision serious injuries (per 100 million VMT)	SWITRS, Kern COG Model & HPMS	4.05	7%
Number of non-motorized fatalities and serious injuries	SWITRS & Kern COG Model	106	5%

On February 17, 2022, the Kern Council of Governments approved the 2022 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 Operations and Protection Program, Highway Safety Improvement Program, and Active Transportation Program.

Many of the projects programmed in the FTIP serve to improve safety to some extent. For some, safety is the primary objective, and for others, safety may be a single component of a more expansive scope.

Under the requirements of the recent federal transportation spending bills, states and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor safety performance measure progress through the statewide and metropolitan planning process. Failure to meet safety targets set by the state and/or MPO could result in redistribution of Caltrans Active Transportation Program (ATP) funding at the state level into the federal Highway Safety Improvement Program (HSIP). Many of the projects in the ATP program improve safety for bike and pedestrians, and would likely still be eligible under HSIP.

Kern has seen a significant increase in construction over the past 5-years with the funds from SB1 and federal earmarks. This construction activity may be contributing to the poor performance toward the targets over 5-year trend. The projects however are wrapping up and we should see improvements in safety upon their completion.

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 provides funding for bicycle and pedestrian projects. Since people are more vulnerable while walking or biking as compared to traveling in a vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for projects applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

### HSIP

The HSIP directly addresses transportation 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 specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments on locations/corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

### SHOPP Collision Reduction

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

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of two sub-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**

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted 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 Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross center-line, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements Program does not provide funding for 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 program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment or other geometric improvements, are considered new highway construction and are included in the State Transportation Improvement Program (STIP).

### **201.015 - Collision Severity Reduction**

The SHOPP Collision Severity Reduction sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may 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.

This program is designed to be proactive in enhancing safety on the SHS. As such, this program will not subject to a safety index analysis but will define projected collision severity reduction quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

### **2022 SHOPP Collision Reduction Numbers, Statewide**

A total of 733 projects are included in the 2022 SHOPP that was adopted by the CTC in March 2022. The 2022 SHOPP is valued at \$17.9 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. **The SHOPP Collision Reduction Program currently has 116 programmed safety projects totaling \$1,447,532,000.** The SHOPP reserves \$1,188,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

Table 2: Safety Projects

**Summary of Safety Projects in the 2023 FTIP**

Category	Number of Projects	% of Projects	Total Project Cost (All Years)	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	18	12%	\$59,972,337	4%	\$34,044,512	4%
Non-Safety Projects	129	88%	\$1,325,116,668	96%	\$861,063,386	96%
Total FTIP Investments	147	100%	\$1,688,313,546	100%	\$895,107,898	100%

Although some projects in the 2023 FTIP include a peripheral safety element, they were not included in the summary above.

## Safety Project Highlights

## Active Transportation Program Cycle 4 – KER191003

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

## 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).
- Since HSIP Cycle 10 was funded with state funds, the projects selected were not programmed in the FTIP. For the Kern region, 15 projects were selected totaling \$5,758,735 in HSIP funding.

## State Highway Operations and Protection Program – KER210202

- This project seeks to improve safety by constructing median cable barrier near Buttonwillow on Interstate 5. (06-1A690).
- 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), Highway Bridge Program (HBP), and Regional Surface Transportation Program (RSTP) 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.

<b>Table 3:</b>	
<b>PM2: NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION</b>	<b>Targets</b>
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%

Under the requirements of the federal transportation spending bill, state transportation agencies and metropolitan planning organizations (MPOs) like Kern COG are required to monitor bridge and road pavement condition on the National Highway System (NHS) routes in the region every other year. In consultation with Kern COG Staff, Caltrans has established statewide and regional targets for bridge and pavement condition. Kern COG works with the affected local jurisdictions to provide weighted average conditions to help Caltrans with target setting on locally maintained NHS routes. In addition, the Kern COG Board has prioritized maintenance projects on local NHS routes should Caltrans monitoring demonstrate failure to meet the targets.

Many of the projects programmed in the FTIP serve to improve or maintain pavement and bridge condition. The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the Kern region.

### Local Funds

Cities and counties spend billions each year maintaining local roads and bridges. Funding for these efforts is derived 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 reported that are used on pavement improvement projects.<sup>iv</sup> Some examples of local funding sources include:

## Federal Performance Management

- 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
- 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 are funded through 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 this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source 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 are funded through SB 1.

### Federal Funds

#### **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, the Bipartisan Infrastructure Law (BIL) revises the terminology to “classified in poor condition,” from existing local highway bridges to keep the traveling public safe.<sup>v</sup> 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%.

### **BFP**

The Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program. The Bridge Formula Program under BIL provides \$4.25 Billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

### **SHOPP**

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

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” designation serves as a placeholder for what may be federal or state funds.

### **SHOPP Bridge Preservation**

SHOPP Bridge Preservation category includes the 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 2022 SHOPP has 117 Bridge Preservation projects totaling \$2,422,402,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

### **SHOPP Roadway Preservation**

SHOPP Roadway Preservation category includes the 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 2022 SHOPP has 306 Roadway Preservation projects totaling \$9,874,173,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

**Table 4: Pavement and Bridge Projects**

**Summary of NHS Pavement and Bridge Condition Programs & Projects in the 2023 FTIP**

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Pavement Condition Projects	24	16%	\$691,721,000	41%	\$630,339,000	70%
Bridge Condition Projects	3	2%	\$22,092,230	1%	\$3,601,230	1%
Total Pavement and Bridge Condition Projects	27	18%	\$713,813,230	42%	\$633,940,230	71%
Non-Pavement and Bridge Condition Projects	120	82%	\$974,500,316	58%	\$261,167,668	29%
Total FTIP Investments	147	100%	\$1,688,313,546	100%	\$895,107,898	100%

**Pavement and Bridge Condition Project Highlights**

**Highway Bridge Program – KER060601**

- This project seeks to improve bridge condition by rehabilitating a 2 lane bridge in Bakersfield

**State Highway Operations and Protection Program – KER210201**

- This project seeks to improve bridge condition by rehabilitating a bridge near Mettler on State Route 166 (06-0S050).



## 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	<b>YES</b>	Interstates traverse the Kern County region
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	<b>YES</b>	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)	<b>YES</b>	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	4-Year Target
Percent of reliable Person-Miles Traveled on the Interstate	65.6%
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	74.0%
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time reliability Index)	1.67

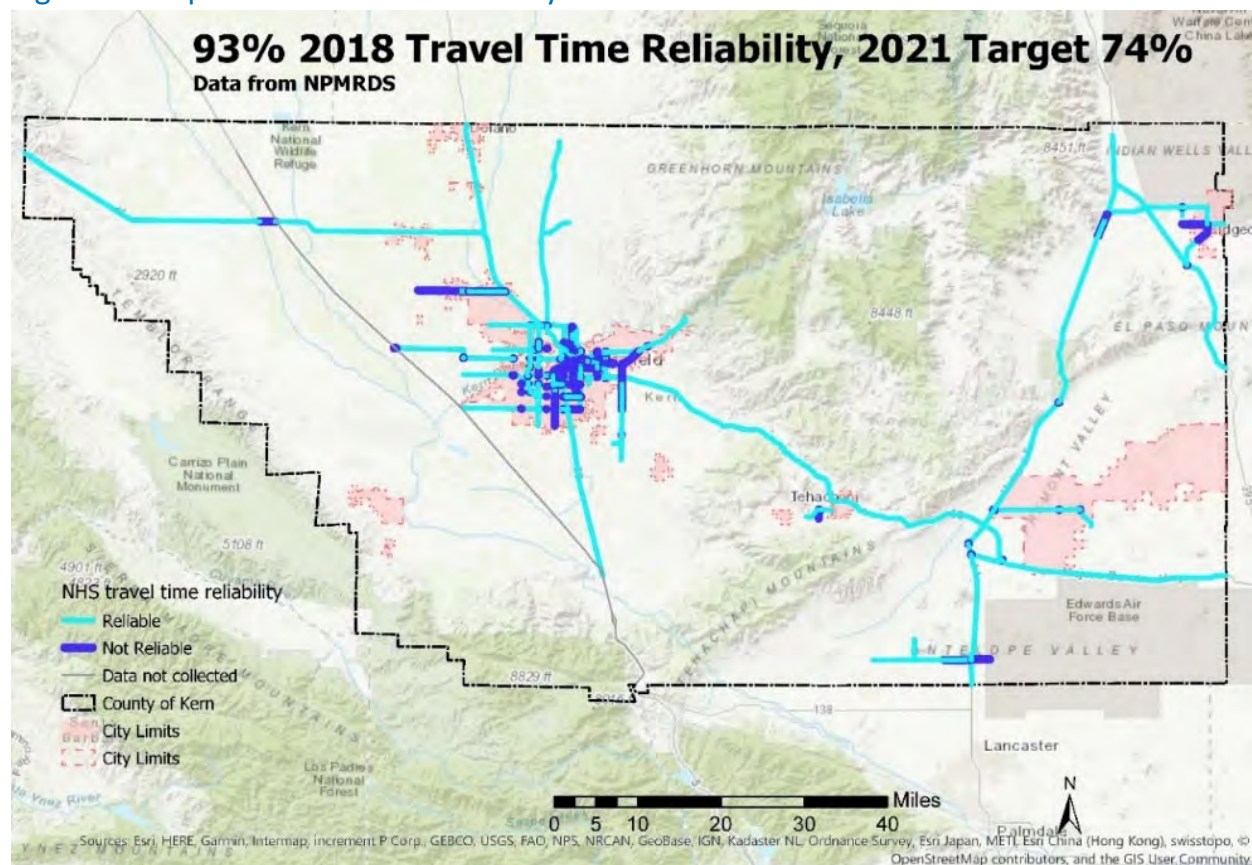
Source: Caltrans Office of Multi-Modal System Planning

Many of the projects programmed in the FTIP serve to improve NHS performance, interstate freight movement, and CMAQ program performance.

Under the requirements of the federal transportation spending bill, state transportation agencies and metropolitan planning organizations (MPOs) like Kern COG are required to annually monitor travel time reliability performance measure progress through the statewide and metropolitan planning process. Failure to meet travel time reliability targets will require Caltrans to provide an explanation to FHWA. Caltrans has established statewide and Kern COG targets using the National Performance Management Research Data Set (NPMRDS) with travel time data from INRIX propriety cell phone data for Kern's NHS routes. An informative link on the federal performance measure process for travel time reliability is [https://ops.fhwa.dot.gov/perf\\_measurement/reliability\\_measures/index.htm](https://ops.fhwa.dot.gov/perf_measurement/reliability_measures/index.htm) and [https://ops.fhwa.dot.gov/publications/tt\\_reliability/](https://ops.fhwa.dot.gov/publications/tt_reliability/).

Travel time reliability for a segment = (80th percentile travel time)/(50th percentile travel time). Caltrans considers Travel time reliability <1.5 as reliable. **Figure 1** is a travel time reliability map of NHS routes in Kern using that method. The analysis indicates that Kern is meeting the PM3 Target Caltrans developed.

Figure 1: Map of Travel Time Reliability on NHS Route



Member agencies are encouraged to promote projects and policies that will help the region's NHS routes to perform as good or better than targets for our region. Federally required performance measures for pavement condition of the National Highway System (PM-2) and freight and other measures (PM-3) are

also available in the performance measure progress reports online at:

<http://www.kerncog.org/category/docs/performance-monitoring/>

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

### SHOPP Mobility

The SHOPP Mobility category includes the 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 (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 experience a high volume of freight movement. The Trade Corridor Enhancement Program also supports 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 Congestion Mitigation Air Quality (CMAQ) program supports improving air quality and relieving roadway 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**

#### Summary of Performance Projects in the 2023 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects	0	0%	0	0%	0	0%
Non-Interstate Reliability Projects	1	1%	\$10,000,000	1%	\$10,000,000	1%
Truck Travel Time Projects	0	0%	0	0%	0	0%
CMAQ Projects	28	19%	\$58,628,651	3%	\$38,973,797	4%
Peak-hour Excessive Delay Projects	0	0%	0	0%	0	0%
Non-SOV Travel Projects	0	0%	0	0%	0	0%
Total PM 3 Projects	29	20%	\$68,628,651	4%	\$48,973,797	5%
Non-PM 3 Projects	118	80%	\$1,619,684,895	96%	\$846,134,101	95%
Total FTIP Investments	147	100%	\$1,688,313,546	100%	\$895,107,898	100%

### PM 3 Project Highlights

#### Congestion Mitigation Air Quality Program – KER220501

- This project seeks to improve air quality by promoting ridesharing throughout Kern County. The program includes a website, ridematching service, social media promotions, and outreach support. It is a critical service to our member agencies to assist them in reducing the carbon emissions being released by single occupied vehicles that are used for daily commutes to work or school.

## TRANSIT ASSET MANAGEMENT (TAM)

Table 8 provides a summary of the performance measures designated as Transit Asset Management (TAM).

<b>Table 8: Transit Asset Management Performance Measures</b>		
<b>Asset Category</b>	<b>Performance Measurement</b>	<b>Asset Class Examples</b>
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 TAM targets below were produced collaboratively with 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.

This section presents the TAM performance measures and targets adopted by Delano Area Rapid Transit and Golden Empire Transit District.

The two reporting entities provided their targets to Kern COG, as shown in Tables 9 and 10. The regional targets are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets represent the threshold for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the target-setting process, providers set targets that were 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 Performance Measure	Asset Class	2019 Target
<b>Rolling Stock</b> <i>% of revenue vehicles &gt; ULB</i>	Cutaway bus	27%
	Mini-van	50%
	Trolleybus	100%
<b>Equipment</b> <i>% of non-revenue vehicles &gt; ULB</i>	Non-Revenue/Service Automobile	100%
	Custom 1	5%
	Custom 2	90%
<b>Facilities</b> <i>% of facilities &lt; 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 &gt; ULB</i>	<i>% of non-revenue vehicles &gt; ULB</i>	<i>% of facilities &lt; 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)

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. 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.

Delano Area Rapid Transit and Golden Empire Transit District have developed and adopted TAM plans and targets, which are posted on the Kern COG website and available from transit operators. TAM category projects may also be supported by state, local, and other federal funding sources (e.g., FTA Section 5337 State of Good Repair, FTA Section 5307, FTA Section 5339, and FHWA flexible funds such as CMAQ and RSTP). The funding and the program of projects in the FTIP will enable the transit operators to achieve their respective transit asset management performance targets.

Table 11: TAM Projects

**Summary of Transit Asset Management Projects in the 2023 FTIP**

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	8	5%	\$30,289,186	2%	\$625,000	1%
Non-Transit Asset Projects	139	95%	\$1,658,024,360	98%	\$894,482,898	99%
Total FTIP Investments	147	100%	\$1,688,313,546	100%	\$895,107,898	100%

There are 8 projects in the 2023 FTIP with \$25,881,492 in FTA funds and \$4,407,694 in local funds that support the maintenance or replacement of transit assets.

**Transit Asset Management Project Highlights**

The FTIP includes funding from multiple FTA sources for projects that support TAM and maintaining a state of good repair. Examples of these projects include urban capital assistance programs; rolling stock acquisition, maintenance; and overhauls; bus fleet rehabilitation and replacement; and maintenance of passenger facilities. For the Kern region, key projects that address TAM include:

- KER220802: 2 Replacement CNG Buses for Delano Area Rapid Transit
- KER210803: Preventive Maintenance for Golden Empire Transit District
- KER210814: 5 Replacement CNG Para-Transit Vehicles for Golden Empire Transit District

## PUBLIC TRANSPORTATION AGENCY SAFETY PLANS (PTASP)

Transit safety targets must be set every four years and be included in the MPO's Regional Transportation Plan (RTP). The goals, objectives, performance measures, and targets from the transit providers' safety plans must also be integrated into the RTP, either directly or by reference.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit 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 set by Delano Area Rapid Transit (December 2020).

**Table 12: 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

Safety is a top priority and core value of Delano Area Rapid Transit (DART), and managing safety is a core business function. DART will develop, implement, maintain, and continuously improve processes to ensure the safety of their customers, employees, and the public. DART's overall safety objective is to proactively manage safety hazards and their associated safety risk, with the intent to eliminate unacceptable safety risk in their transit operations.

DART developed safety performance targets will be reviewed annually. Targets will be transmitted to Caltrans and Kern COG.

Pursuant to 49 CFR Part 673.31, DART maintains records related to the Safety Plan and Safety Management Systems (SMS) implementation for a minimum of three years. These documents include but are not limited to the results from SMS processes and activities. DART will make these documents available to Federal Transit Administration, Caltrans and other Federal and state agencies upon request.

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

**Table 13: 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

Golden Empire Transit District (GET) is committed to implementing the Agency Safety Plan. Safety is a core value at GET and the management of safety is a core business function. GET is committed to developing, implementing, maintaining, and continually improving processes to ensure the safety of their customers, employees, and the public. All levels of management and all employees are accountable for the delivery of this highest level of safety performance.

GET will notify Caltrans that its plan is compliant. Federal Transit Administration (FTA) will use its triennial oversight review program to assess compliance with the requirement. GET will continue to identify safety responsibilities for all job functions, review job descriptions to ensure that SMS roles, responsibilities and processes are included, and capture new SMS practices. GET developed safety performance targets will be reviewed annually. Targets will be transmitted to Caltrans and Kern COG as necessary.

As required by the FTA, GET will maintain documents that set forth the safety plan, including those related to Safety Management Systems (SMS) implementation, and these documents will be made available upon request by FTA and other agencies with safety jurisdiction. GET will maintain these documents for a minimum of three years after they are created as required.

**Table 14: PTASP Projects**

### Summary of Transit Safety Projects in the 2023 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	7	5%	\$15,996,865	1%	\$625,000	1%
Non-Transit Safety Projects	140	95%	\$1,672,316,681	99%	\$894,482,898	99%
Total FTIP Investments	147	100%	\$1,688,313,546	100%	\$895,107,898	100%

Note: Some projects identified for TAM may also benefit Transit Safety.

## Federal Performance Management

There are 7 projects in the FY 2023 FTIP with \$12,897,492 in FTA funds and \$3,099,373 in local funds that specify the maintenance or replacement of transit assets.

### Transit Safety Project Highlights

The FTIP includes funding from multiple FTA sources for projects that support transit safety. Examples of these projects include bus replacement, bus pullouts, bulb-outs, bus stop improvements, light rail crossing improvements, train control, grade separations. For the Kern region key projects that address transit safety include:

- KER220802: 2 Replacement CNG Buses for Delano Area Rapid Transit
- KER210803: Preventive Maintenance for Golden Empire Transit District
- KER210807: Maintenance Scaffolding for Golden Empire Transit District

For more information, please visit the following websites:

- 2023 FTIP Appendix H on the Kern COG website at [www.kerncog.org/category/docs/ftip/](http://www.kerncog.org/category/docs/ftip/)
- Federal Performance Measures Monitoring on the Kern COG website at [www.kerncog.org/category/docs/performance-monitoring/](http://www.kerncog.org/category/docs/performance-monitoring/)
- Transit Asset Management Plans available on the Kern COG website at [www.kerncog.org/category/docs/public-transit/](http://www.kerncog.org/category/docs/public-transit/)

## Endnotes

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<sup>i</sup> [23 CFR § 450.326 \(c, d\)](#)

<sup>ii</sup> 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.

<sup>iii</sup> 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>

<sup>iv</sup> 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>

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



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## **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 16, 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

## 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		

**APPENDIX J:**

**CTIPS Project Listing**

2023 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

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

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

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

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

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

53 **MASS TRANSPORTATION LIST OF PROJECTS**

54 Transit Program (Non-CMAQ)

80 Congestion Mitigation Air Quality Program (CMAQ Transit Projects)

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

85 Non-Motorized Program (Bike Projects)

94 Non-Motorized Program (Landscape/Pedestrian Projects)

98 Recreational Trails Program

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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 06	PPNO: 3525	EA: 48450	CTIPS ID: 204-0000-0191	TITLE (DESCRIPTION): HAGEMAN FLYOVER (IN BAKERSFIELD: EXTEND HAGEMAN ROAD EASTERLY ACROSS STATE ROUTE 99 AND CONNECT WITH STATE ROUTE 204)	MPO Aprv:  State Aprv:  Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: KER020604		
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	Active	06/23/2022	RPACHECO	Adoption - Carry Over	0	55,100,000	9,002,000	

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
	RW	3,751,000								3,751,000
* Fund Type: City Funds	CON					29,507,000				29,507,000
* Funding Agency:	Total:	3,751,000				29,507,000				33,258,000

* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
	RW		2,686,000							2,686,000
* Fund Type: COVID Relief Funds - STIP	CON									
* Funding Agency:	Total:		2,686,000							2,686,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
	RW		2,565,000							2,565,000
* Fund Type: Coronavirus Response and Relief Supplemental Appro	CON									
* Funding Agency:	Total:		2,565,000							2,565,000

* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: STIP Advance Construction	CON					25,593,000				25,593,000
* Funding Agency:	Total:					25,593,000				25,593,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW	3,751,000	5,251,000							9,002,000
	CON					55,100,000				55,100,000
	Total:	3,751,000	5,251,000			55,100,000				64,102,000

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

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2023 FTIP

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP013

Prior Yr Status: RW in progress

Total Project Cost: ---

\*\*\*\*\* Version 20 - 06/22/2021 \*\*\*\*\*

Per 6/23/21 CTC approval: revise \$2,686,000 Local RW FY 22/23 to COVID 21; revise \$2,565,000 Local RW FY 22/23 to CRRSAA

\*\*\*\*\* 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 NCIIP PE prior year; delete \$881,606 Local RW prior year; delete \$2,945,393 NCIIP 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 NCIIP & \$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 NCIIP \$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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER050104		
COUNTY: Kern County	ROUTE:		PM:		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	Active	06/23/2022	RPACHECO	Adoption - Carry Over	0	327,044,412	7,020,000	69,489,712

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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. -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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

2023 FTIP

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* Federal Disc. -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
* Fund Type: Infrastructure For Rebuilding America (INFRA)Grant	RW									
	CON	50,000,000								50,000,000
* Funding Agency:	Total:	50,000,000								50,000,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-95

Prior Yr Status: CON in progress

Total Project Cost: --

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

Project data transfered 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 transfered 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 transfered 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 transfered 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 \*\*\*\*\*

Products of CTIPS



Move \$3,629,730 NCIP 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 NCIP 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 NCIP PE FY 12/13; add \$1,135,530 local PE FY 12/13; change \$3,177,618 NCIP CON FY 15/16 to PNRS; change \$15,112,013 local CON FY 15/16 to PNRS  
 2023 FTIP PDF page 8  
 \*\*\*\*\* DFTIP Version 1 - 04/23/2012 \*\*\*\*\*  
 Add PE \$4,426,500 NCIP & \$573,500 local in FY 12/13; move RW \$68,407,000 NCIP from FY13/14 to FY 12/13 and add \$126,593,000 NCIP; delete RW \$38,878,000 local; delete CON \$142,954,900 NCIP; 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 NCIP shown in FFY 12/13 RW is toll credit  
 \*\*\*\*\* Version 8 - 01/16/2012 \*\*\*\*\*  
 Changed description; move PE to FY12/13 & delete \$15,846,870 NCIP 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 NCIP from FY 12/13; move RW to FY13/14 & add \$18,232,000 local to FY13/14; move CON \$44,265,000 NCIP from FY13/14 to FY14/15; delete CON \$26,460,000 PNRS in FY13/14; move CON \$29,624,610 NCIP from FY14/15 to FY15/16; add \$102,793,870 NCIP 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 NCIP 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 NCIP PE, \$4,347,130 local PE, \$159,354,000 NCIP 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 (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:  State Aprv:  Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: KER120103		
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	Active	06/23/2022	RPACHECO	Adoption - Carry Over	0	27,496,707	9,790,810	5,600,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	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 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-95

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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 NCIIP and \$183,520 Local from CON and add to PE FY 16/17; move \$6,188,547 NCIIP 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 NCIIP 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 NCIIP &amp; \$458,800 local PE from FFY 12/13 to FFY 13/14; Move \$12,394,200 NCIIP &amp; \$1,605,800 local RW from FFY 12/13 to FFY 13/14; Change \$1,647,539 local to NCIIP CON FY 13/14

\*\*\*\*\* Version 3 - 02/08/2013 \*\*\*\*\*

Delete \$2,655,900 NCIIP 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 NCIIP

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



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

DIST: 06	PPNO: 3705B	EA: 48460	CTIPS ID: 204-0000-0889	TITLE (DESCRIPTION): AB3090 REIMBURSEMENT (AB3090 REIMBURSEMENT PROJECT)	MPO Aprv:  State Aprv:  Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: KER180102		
COUNTY: Kern County	ROUTE:	PM:			

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	Active	06/23/2022	RPACHECO	Adoption - Carry Over	0	63,211,000		

* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: STIP Advance Construction	RW									
* Funding Agency:	CON	44,248,000	18,963,000							63,211,000
	Total:	44,248,000	18,963,000							63,211,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* 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**  
**(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:  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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0			3,701,000

* RIP - Regional Improvement Program		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	3,701,000								3,701,000
	RW									
	CON									
	Total:	3,701,000								3,701,000

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-31 KER08RTP017

Prior Yr Status: design delayed

Total Project Cost: \$42,000,000

\*\*\*\*\* 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**  
**(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:  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	Active	06/23/2022	RPACHECO	Adoption - Carry Over	0	28,960,000	10,792,000	4,430,000

* Demo - High Priority Project / Demonstration Projects		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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) -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	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**

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2023 FTIP

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-95

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

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

Project data transfered 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 transfered 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 transfered 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 transfered 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 transfered 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**  
**(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:  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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	27,203,000	7,800,000	5,500,000

* Demo -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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:	17,003,000								17,003,000

* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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. -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	5,500,000								5,500,000
	RW	7,800,000								7,800,000
	CON	27,203,000								27,203,000
	Total:	40,503,000								40,503,000

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

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2023 FTIP

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP018

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

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

Project data transfered 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 transfered 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 transfered from 2014 FTIP.

Move CON from FY 19/20 to FY 21/22

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

Project data transfered from 2012 FTIP.

Move CON from FY 17/18 to FY 19/20

\*\*\*\*\* Version 1 - 05/09/12 \*\*\*\*\*

Project data transfered 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200101		
COUNTY: Kern County	ROUTE: 46		PM: 26.400 / 30.000		EPA TABLE II or III EXEMPT CATEGORY

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	32,600,000	3,350,000	2,100,000

* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE	2,100,000								2,100,000
	RW	3,350,000								3,350,000
* Fund Type: STIP Advance Construction	CON	8,545,000								8,545,000
* Funding Agency:	Total:	5,450,000	8,545,000							13,995,000

* State SB1 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	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

* Demo -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: High Priority Projects Program	CON	10,055,000								10,055,000
* Funding Agency:	Total:	10,055,000								10,055,000

* SHOPP - Roadway Preservation -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	4,000,000								4,000,000
* Funding Agency:	Total:	4,000,000								4,000,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	2,100,000								2,100,000
	RW	3,350,000								3,350,000
	CON	32,600,000								32,600,000
	Total:	5,450,000	32,600,000							38,050,000

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30 KER08RTP018

Prior Yr Status: ---

Total Project Cost: ---

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

Project data transferred 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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0927	TITLE (DESCRIPTION): PPM (PLANNING, PROGRAMMING, AND MONITORING)	MPO Aprv:
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	2,191,000		

* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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	591,000	500,000	500,000			2,191,000
	Total:		300,000	300,000	591,000	500,000	500,000			2,191,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER130103		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0			877,127

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE	399,932								399,932
* Fund Type: FFY 2010 Appropriations Earmarks	RW									
* Funding Agency:	CON									
	Total:	399,932								399,932

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE	127,546								127,546
* Fund Type: Developer Fees	RW									
* Funding Agency:	CON									
	Total:	127,546								127,546

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE	349,649								349,649
* Fund Type: STP Local	RW									
* Funding Agency:	CON									
	Total:	349,649								349,649

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	877,127								877,127
	RW									
	CON									
	Total:	877,127								877,127

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

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2023 FTIP

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-31 KER08RTP113

Prior Yr Status: Environmental in progress

Total Project Cost: \$14,000,000

\*\*\*\*\* 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



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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0936	TITLE (DESCRIPTION): GROUPED PROJECTS FOR ENGINEERING (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - ENGINEERING TO ASSESS SOCIAL, ECONOMIC, AND ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION OR ALTERNATIVES TO THAT ACTION; NON-CAPACITY INCREASING)	MPO Aprv: State Aprv: Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY Engineering studies.
CT PROJECT ID:			MPO ID.: KER210102		
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	3,200,000		

* RIP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: COVID Relief Funds - STIP	CON	2,272,000								2,272,000
* Funding Agency:	Total:	2,272,000								2,272,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Coronavirus Response and Relief Supplemental Appro	CON	928,000								928,000
* Funding Agency:	Total:	928,000								928,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	3,200,000								3,200,000
	Total:	3,200,000								3,200,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: Environmental in progress

Total Project Cost: ---

\*\*\*\*\* Version 1 - 05/05/2021 \*\*\*\*\*

Per 2021 Mid-Cycle STIP Amendment expected to be approved at June 2021 CTC meeting

RTP Reference: 2018 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

# State Highway Operations and Protection Program (SHOPP)

Minor Program

Highway Maintenance - no projects

**Kern Council of Governments - Federal Transportation Improvement Program  
(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210201		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Non capacity widening or bridge reconstruction.

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	Active	06/24/2022	RPACHECO	Adoption - Carry Over	0	7,845,000		

* SHOPP - Bridge Preservation -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	6,745,000	1,100,000							7,845,000
	Total:	6,745,000	1,100,000							7,845,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

Per 2022 SHOPP listing dated 5/24/22

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* 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  
(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210202		EPA TABLE II or III EXEMPT CATEGORY Guardrails, median barriers, crash cushions.
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	Active	06/24/2022	RPACHECO	Adoption - Carry Over	0	28,187,000		

* SHOPP - Collision Reduction -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	6,940,000	11,780,000	9,467,000						28,187,000
* Funding Agency:	Total:	6,940,000	11,780,000	9,467,000						28,187,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

Per 2022 SHOPP listing dated 5/24/22

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 2 - 04/22/2021 \*\*\*\*\*

Per 4/1/21 SHOPP listing and 4/20/21 SHOPP email; Add \$7,180,000 FY 20/21; add \$1,130,000 FY 21/22; add \$6,730,000 FY 22/23; add \$9,467,000 FY 23/24; add 1A470, 1A690, 0V280 (per allocation time extension) to group listing

\*\*\*\*\* 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  
(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210205		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

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	Active	06/24/2022	RPACHECO	Adoption - Carry Over	0	691,111,000		

* SHOPP - Roadway Preservation -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON	56,802,000	131,262,000	93,666,000	267,762,000	141,619,000				691,111,000
* Funding Agency:	Total:	56,802,000	131,262,000	93,666,000	267,762,000	141,619,000				691,111,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

Per 2022 SHOPP listing dated 5/24/22

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 2 - 04/22/2021 \*\*\*\*\*

Per 4/1/21 SHOPP listing; Add \$9,450,000 FY 20/21; delete \$9,150,000 FY 21/22; add \$2,100,000 FY 22/23; add \$1,700,000 FY 23/24

\*\*\*\*\* 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210207		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	4,580,000		

* CT Minor Pgm. -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	4,580,000								4,580,000
	Total:	4,580,000								4,580,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6  
Prior Yr Status: Project Completion Pending  
Total Project Cost: ---  
\*\*\*\*\* 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**  
**(Dollars in Whole)**  
**State Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0966	TITLE (DESCRIPTION): GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 CATEGORIES - FENCING, SAFETY ROADSIDE REST AREAS)	MPO Aprv:  State Aprv:  Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY Fencing.
CT PROJECT ID:			MPO ID.: KER220201		
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	Active	06/24/2022	RPACHECO	Adoption - New Project	0	10,170,000		

\* SHOPP - Roadside Preservation -

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
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\* Fund Source 1 of 1

PE

\* Fund Type: SHOPP Advance Construction (AC)

RW

CON

1,500,000 1,640,000 7,030,000

10,170,000

\* Funding Agency:

Total:

1,500,000 1,640,000 7,030,000

10,170,000

Comments:

\*\*\*\*\* Version 1 - 04/12/2022 \*\*\*\*\*

Per 2022 SHOPP listing dated 5/24/22

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---



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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0967	TITLE (DESCRIPTION): DELANO MAINTENANCE STATION (IN DELANO, AT THE DELANO MAINTENANCE STATION AT 805 SOUTH LEXINGTON STREET. EXPAND AND REMODEL MAINTENANCE BUILDING AND UPGRADE FACILITIES TO AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220202		
COUNTY: Kern County	ROUTE: 99		PM: 54.600		EPA TABLE II or III EXEMPT CATEGORY

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	Active	04/12/2022	RPACHECO	Adoption - New Project	0	4,755,000	141,000	1,925,000

* SHOPP - Facilities -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE		685,000	1,240,000						1,925,000
	RW			130,000		11,000				141,000
* Fund Type: State Cash	CON					4,755,000				4,755,000
* Funding Agency:	Total:		685,000	1,370,000		4,766,000				6,821,000

Comments:

\*\*\*\*\* Version 1 - 04/12/2022 \*\*\*\*\*

Per 2022 SHOPP dated 4/11/22

RTP Reference: 2022 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER060601		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	14,247,230		

* Local HBRR -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Highway Bridge Program	CON	10,398,734		76,984	2,129,146					12,604,864
* Funding Agency:	Total:	10,398,734		76,984	2,129,146					12,604,864

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	1,287,163		19,246	275,854					1,582,263
* Funding Agency:	Total:	1,287,163		19,246	275,854					1,582,263

* State Bond -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	11,746,000		96,230	2,405,000					14,247,230
	Total:	11,746,000		96,230	2,405,000					14,247,230

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

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2023 FTIP

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 32 - 11/23/2021 \*\*\*\*\*

Per 10/29/21 HBP listing: move \$2,129,146 HBP &\$275,854 local FY 20/21 to FY 24/25; delete \$8,208 HBP FY 23/24; add \$8,208 Local FY 23/24

\*\*\*\*\* Version 1 - 11/12/2020\*\*\*\*\*

Project data transfered 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 transfered 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 transfered 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 transfered 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 transfered 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER140601		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)*

<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	Active	04/20/2022	RPACHECO	Adoption - Carry Over	0	952,100		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: Highway Safety Improvement Program	RW									
	CON	207,825	744,275							952,100
* Funding Agency:	Total:	207,825	744,275							952,100

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

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2023 FTIP

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

Per 3/6/22 HSIP listing

RTP Reference: 2022 RTP p.6-6

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 15 - 04/22/2021 \*\*\*\*\*

Per 3/16/21 HSIP listing; revise formatting of group listing

\*\*\*\*\* 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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0958	TITLE (DESCRIPTION): REGIONAL TRAFFIC COUNT PROGRAM (IN KERN COUNTY: REGIONAL TRAFFIC COUNT PROGRAM; NON-INFRASTRUCTURE PROJECT THAT CONSISTS OF MOTORIZED AND NON-MOTORIZED TRAFFIC COUNTS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220401		EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.
COUNTY: Kern County	ROUTE:		PM:		

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	Active	06/23/2022	RPACHECO	Adoption - Carry Over	0	180,000		

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON		79,677	79,677						159,354
	Total:		79,677	79,677						159,354

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON		10,323	10,323						20,646
	Total:		10,323	10,323						20,646

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		90,000	90,000						180,000
	Total:		90,000	90,000						180,000

Comments:

\*\*\*\*\* Version 1 - 04/11/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 03/03/2022 \*\*\*\*\*

RTP Reference: 2018 RTP p.5-8

Prior Yr Status: ---

Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program**  
**(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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0			51,977

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	46,015								46,015
* Fund Type: STP Local	RW									
* Funding Agency:	CON									
	Total:	46,015								46,015
* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	5,962								5,962
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON									
	Total:	5,962								5,962
<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	51,977								51,977
	RW									
	CON									
	Total:	51,977								51,977

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: Environmental in progress

Total Project Cost: \$2,000,000

\*\*\*\*\* 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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0959	TITLE (DESCRIPTION): BUENA VISTA (KERN COUNTY: BUENA VISTA BLVD FROM SOUTH VINELAND RD TO SOUTH EDISON RD; RECONSTRUCT 1 MILE OF OF ROAD BY RECOMPACTING THE SUBGRADE AND INSTALLING NEW ROAD BASE)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220402		
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	Active	06/23/2022	RPACHECO	Adoption - Carry Over	0	1,807,297		

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON			1,600,000						1,600,000
	Total:			1,600,000						1,600,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON			207,297						207,297
	Total:			207,297						207,297

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			1,807,297						1,807,297
	Total:			1,807,297						1,807,297

Comments:

\*\*\*\*\* Version 1 - 04/11/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 03/03/2022 \*\*\*\*\*

RTP Reference: 2018 RTP p.5-8

Prior Yr Status: ---

Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200404		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Plantings, landscaping, etc.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	447,271		51,000

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON	390,119								390,119
	Total:	390,119								390,119

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE	45,150								45,150
* Fund Type: Highway Infrastructure Program (HIP)	RW									
* Funding Agency:	CON	5,850								5,850
	Total:	51,000								51,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE	5,850								5,850
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	51,302								51,302
	Total:	57,152								57,152

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	51,000								51,000
	RW									
	CON	447,271								447,271
	Total:	498,271								498,271

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0960	TITLE (DESCRIPTION): W PERKINS AT 3RD (MCFARLAND: INTERSECTION OF W. PERKINS AVE AND 3RD ST; IMPROVE SAFER COMMUTE AND INCREASE SAFETY BY INSTALLING FLASHING STOP LIGHTS, HIGH VISABILITY FLASHING CROSSWALK, RESURFACING ROAD ON A CROSSWALK AND SURROUNDING CROSSWALK AREA, STRIPING ROAD, AND ADA RAMPS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220403		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	391,507		55,800

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE		49,399							49,399
* Fund Type: STP Local	RW									
	CON			346,601						346,601
* Funding Agency:	Total:		49,399	346,601						396,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		6,401							6,401
* Fund Type: Local Transportation Funds	RW									
	CON			44,906						44,906
* Funding Agency:	Total:		6,401	44,906						51,307

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		55,800							55,800
	RW									
	CON			391,507						391,507
	Total:		55,800	391,507						447,307

Comments:

\*\*\*\*\* Version 1 - 04/11/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 03/03/2022 \*\*\*\*\*

RTP Reference: 2018 RTP, Page 5-6

Prior Yr Status: ---

Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program**  
**(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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	775,000		

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON	496,000								496,000
	Total:	496,000								496,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	279,000								279,000
	Total:	279,000								279,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	775,000								775,000
	Total:	775,000								775,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0961	TITLE (DESCRIPTION): 7TH STANDARD (SHAFTER: 7TH STANDARD RD FROM FRIANT KERN CANAL TO ZACHARY AVE; RECONSTRUCT EXISTING ASPHALT PAVEMENT IN THE WESTBOUND #2 LANE)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220404		
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)*

<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	Active	06/24/2022	RPACHECO	Adoption - Carry Over	0	775,000		

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON		538,000							538,000
	Total:		538,000							538,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON		237,000							237,000
	Total:		237,000							237,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		775,000							775,000
	Total:		775,000							775,000

Comments:

\*\*\*\*\* Version 1 - 04/11/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 03/03/2022 \*\*\*\*\*

RTP Reference: 2018 RTP p.5-8

Prior Yr Status: ---

Total Project Cost: ---

**Kern Council of Governments - Federal Transportation Improvement Program**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180403		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Pavement resurfacing and/or rehabilitation.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	46,841,614		

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: STP Local	CON	14,373,970	11,413,948	10,124,220						35,912,138
* Funding Agency:	Total:	14,373,970	11,413,948	10,124,220						35,912,138

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	2,850,264	1,769,338	1,856,410						6,476,012
* Funding Agency:	Total:	2,850,264	1,769,338	1,856,410						6,476,012

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON	4,453,464								4,453,464
* Funding Agency:	Total:	4,453,464								4,453,464

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	21,677,698	13,183,286	11,980,630						46,841,614
	Total:	21,677,698	13,183,286	11,980,630						46,841,614

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 7 - 04/22/2021 \*\*\*\*\*

Per 4/9/21 Kern County letter: change of lead agency to Kern County for Arvin project per Arvin/Kern County March 23, 2021 project delivery agreement

Per 4/9/21 Taft letter: move Taft \$28,726 HIP and \$3,722 Local from FY 20/21 to FY 21/22

\*\*\*\*\* 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**  
**(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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	8,006,173		

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	2,921,490								2,921,490
	Total:	2,921,490								2,921,490

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	3,491,838								3,491,838
	Total:	3,491,838								3,491,838

* RSTP -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: STP Local	RW									
* Funding Agency:	CON	1,592,845								1,592,845
	Total:	1,592,845								1,592,845

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	8,006,173								8,006,173
	Total:	8,006,173								8,006,173

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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 - 05/14/18 \*\*\*\*\*

Project data transferred 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**  
**(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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	1,940,278		38,000

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	33,641								33,641
* Fund Source 1 of 2	RW									
* Fund Type: Congestion Mitigation	CON	1,693,381								1,693,381
* Funding Agency:	Total:	1,727,022								1,727,022

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	4,359								4,359
* Fund Source 2 of 2	RW									
* Fund Type: Local Transportation Funds	CON	246,897								246,897
* Funding Agency:	Total:	251,256								251,256

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	38,000								38,000
	RW									
	CON	1,940,278								1,940,278
	Total:	1,978,278								1,978,278

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 09	PPNO:	EA:	CTIPS ID: 204-0000-0963	TITLE (DESCRIPTION): REDWOOD BLVD (CALIFORNIA CITY: REDWOOD BLVD FROM 560 FT EAST OF HACIENDA BLVD TO 98TH ST; SURFACE UNPAVED SHOULDERS/ROADWAY, INSTALL CLASS II BIKE LANES, SIDEWALKS AND RAISED MEDIAN ISLAND APPROX 1,500 FT)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220502		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Safety Improvement Program.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	956,700		10,000

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON			846,966						846,966
	Total:			846,966						846,966

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE		10,000							10,000
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON			109,734						109,734
	Total:		10,000	109,734						119,734

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		10,000							10,000
	RW									
	CON			956,700						956,700
	Total:		10,000	956,700						966,700

## Comments:

\*\*\*\*\* Version 1 - 04/11/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 03/03/2022 \*\*\*\*\*

RTP Reference: 2018 RTP, Page 5-6

Prior Yr Status: ---

Total Project Cost: ---

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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0962	TITLE (DESCRIPTION): RIDESHARE PROGRAM (KERN COUNTY: COMMUTEKERN RIDESHARE PROGRAM)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220501		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	561,005		

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON		240,187	256,470						496,657
	Total:		240,187	256,470						496,657

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON		31,119	33,229						64,348
	Total:		31,119	33,229						64,348

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		271,306	289,699						561,005
	Total:		271,306	289,699						561,005

## Comments:

\*\*\*\*\* Version 1 - 04/11/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 03/03/2022 \*\*\*\*\*

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---



**Kern Council of Governments - Federal Transportation Improvement Program**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200505		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	923,100		76,900

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	68,079								68,079
* Fund Type: Congestion Mitigation	RW									
	CON	817,220								817,220
* Funding Agency:	Total:	885,299								885,299

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	8,821								8,821
* Fund Type: Local Transportation Funds	RW									
	CON	105,880								105,880
* Funding Agency:	Total:	114,701								114,701

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	76,900								76,900
	RW									
	CON	923,100								923,100
	Total:	1,000,000								1,000,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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 (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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180507		
COUNTY: Kern County	ROUTE:	PM:			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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	28,454,223		

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	5,183,027	10,334,346	3,521,974	4,270,559	1,881,500				25,191,406
	Total:	5,183,027	10,334,346	3,521,974	4,270,559	1,881,500				25,191,406

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	671,518	1,338,924	455,311	553,296	243,768				3,262,817
	Total:	671,518	1,338,924	455,311	553,296	243,768				3,262,817

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	5,854,545	11,673,270	3,977,285	4,823,855	2,125,268				28,454,223
	Total:	5,854,545	11,673,270	3,977,285	4,823,855	2,125,268				28,454,223

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 11/30/2020\*\*\*\*\*

Project data transferred 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 transferred 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200506		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	10,688,235		

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	1,327,950	572,929	3,061,415	4,500,000					9,462,294
	Total:	1,327,950	572,929	3,061,415	4,500,000					9,462,294
* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	172,050	74,229	396,639	583,023					1,225,941
	Total:	172,050	74,229	396,639	583,023					1,225,941
<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,500,000	647,158	3,458,054	5,083,023					10,688,235
	Total:	1,500,000	647,158	3,458,054	5,083,023					10,688,235

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 4 - 06/22/2021 \*\*\*\*\*

Per 1/29/21 and 6/22/21 Caltrans emails: delete \$500,000 Local FY 21/22; Note that Caltrans is providing the \$194,341 state match from SHOPP for the CMAQ funding under MPO ID KER210204, project 0R190; project 0R190 is fully funded

\*\*\*\*\* 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200507		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	1,196,630		

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON				1,059,377					1,059,377
	Total:				1,059,377					1,059,377

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON				137,253					137,253
	Total:				137,253					137,253

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON				1,196,630					1,196,630
	Total:				1,196,630					1,196,630

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-32

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* 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  
(Dollars in Whole)  
Transit System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0956	TITLE (DESCRIPTION): TRANSIT MAINTENANCE FACILITY (IN DELANO: 2727 WEST INDUSTRY ROAD; PURCHASE OF TRANSIT MAINTENANCE FACILITY (\$2,000,000 toll credits))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220801		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Const of new bus or rail storage/maint. facilities

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	10,000,000		

\* FTA Funds -

\* Fund Source 1 of 1

\* Fund Type: FTA5307 - Urbanized Area Formula  
Program

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	10,000,000								10,000,000
Total:	10,000,000								10,000,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost Est: ---

\*\*\*\*\* Version 1 - 01/04/2022 \*\*\*\*\*

Per 12/8/21 Delano letter

RTP Reference: 2018 RTP, Page 5-4

Prior Yr Status: ---

Total Project Cost Est: ---



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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0957	TITLE (DESCRIPTION): REPLACEMENT CUTAWAY BUSES (CNG) (IN DELANO: PURCHASE OF 2 (24) PASSENGER REPLACEMENT CUTAWAY BUSES (CNG) (\$75,000 toll credits))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220802		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	500,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
	CON	500,000								500,000
* Funding Agency:	Total:	500,000								500,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4  
Prior Yr Status: Project Completion Pending  
Total Project Cost Est: ---  
\*\*\*\*\* Version 1 - 01/04/2022 \*\*\*\*\*  
Per 12/8/21 Delano letter

RTP Reference: 2018 RTP, Page 5-4  
Prior Yr Status: ---  
Total Project Cost Est: ---

# Kern Council of Governments - Federal Transportation Improvement Program (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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER190804		
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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	246,580		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	197,264								197,264
* Funding Agency:	Total:	197,264								197,264

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	49,316								49,316
* Funding Agency:	Total:	49,316								49,316

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	246,580								246,580
	Total:	246,580								246,580

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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 (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: 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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	190,388		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
* Funding Agency:	CON	152,310								152,310
	Total:	152,310								152,310

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
* Funding Agency:	CON	38,078								38,078
	Total:	38,078								38,078

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	190,388								190,388
	Total:	190,388								190,388

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project in progress

Total Project Cost: ---

\*\*\*\*\* Version 3 - 05/25/2021 \*\*\*\*\*

Per Golden Empire Transit 5/6/21 letter: move \$152,310 Prior Year FY 18/19 FTA Section 5339 PE to FY 20/21 CON; move \$38,078 Local PE from FY 18/19 to FY 20/21 CON

\*\*\*\*\* 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 (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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	190,388		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
* Funding Agency:	CON	152,310								152,310
	Total:	152,310								152,310

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
* Funding Agency:	CON	38,078								38,078
	Total:	38,078								38,078

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	190,388								190,388
	Total:	190,388								190,388

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project in progress

Total Project Cost: ---

\*\*\*\*\* Version 3 - 05/25/2021 \*\*\*\*\*

Per Golden Empire Transit 5/6/21 letter: move \$152,310 Prior Year FY 18/19 FTA Section 5339 PE to FY 20/21 CON; move \$38,078 Local PE from FY 18/19 to FY 20/21 CON

\*\*\*\*\* 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 (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: 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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	172,250		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	137,800								137,800
* Funding Agency:	Total:	137,800								137,800

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	34,450								34,450
* Funding Agency:	Total:	34,450								34,450

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	172,250								172,250
	Total:	172,250								172,250

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*  
Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4  
Prior Yr Status: Project Completion Pending  
Total Project Cost: ---  
\*\*\*\*\* 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 (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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	5,200,000		

\* FTA Funds -

\* Fund Source 1 of 2

\* Fund Type: FTA5307 - Urbanized Area Formula Program

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	4,160,000								4,160,000
Total:	4,160,000								4,160,000

\* Local Funds -

\* Fund Source 2 of 2

\* Fund Type: TDA

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	1,040,000								1,040,000
Total:	1,040,000								1,040,000

**Project Total:**

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	5,200,000								5,200,000
Total:	5,200,000								5,200,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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 - 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 (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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200812		
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	2,011,865		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	402,373								402,373
* Funding Agency:	Total:	402,373								402,373

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	2,011,865								2,011,865
	Total:	2,011,865								2,011,865

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project in progress

Total Project Cost: ---

\*\*\*\*\* 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  
(Dollars in Whole)  
Transit System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0937	TITLE (DESCRIPTION): PLANNING OF FACILITY UPGRADE (IN BAKERSFIELD: PLANNING OF FACILITY UPGRADE TO DEPLOY ON-SITE HYDROGEN FUEL-CELL POWERED BUSES)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER210801		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	200,319		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: National Research and Technology Program (5312)	CON	160,255								160,255
* Funding Agency:	Total:	160,255								160,255

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TDA	CON	40,064								40,064
* Funding Agency:	Total:	40,064								40,064

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	200,319								200,319
	Total:	200,319								200,319

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project in progress

Total Project Cost: ---

\*\*\*\*\* Version 1 - 05/05/2021 \*\*\*\*\*

Per 1/11/21 Golden Empire Transit letter

RTP Reference: 2018 RTP, Page 5-4

Prior Yr Status: ---

Total Project Cost: ---



# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0938	TITLE (DESCRIPTION): PRIMARY AND SECONDARY FIREWALLS (IN BAKERSFIELD: PRIMARY AND SECONDARY FIREWALLS FOR MAIN, DOWNTOWN, SOUTHWEST FACILITIES, BC CAMPUS AND NEW CSUB CENTER)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210802		
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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	45,000		

\* FTA Funds -

\* Fund Source 1 of 2

\* Fund Type: FTA5307 - Urbanized Area Formula Program

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	36,000								36,000
Total:	36,000								36,000

\* Local Funds -

\* Fund Source 2 of 2

\* Fund Type: TDA

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	9,000								9,000
Total:	9,000								9,000

**Project Total:**

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	45,000								45,000
Total:	45,000								45,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 2 - 11/23/2021 \*\*\*\*\*

Per 11/17/21 Golden Empire Transit letter: move \$36,000 FTA Section 5307 and \$9,000 Local from FY 20/21 to FY 21/22

\*\*\*\*\* Version 1 - 05/05/2021 \*\*\*\*\*

Per 1/11/21 Golden Empire Transit letter

RTP Reference: 2018 RTP, Page 5-4

Prior Yr Status: ---

Total Project Cost: ---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0939	TITLE (DESCRIPTION): PREVENTIVE MAINTENANCE (IN BAKERSFIELD: PREVENTIVE MAINTENANCE FY 2021-22)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210803		
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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	7,500,000		

**\* FTA Funds -**

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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 - 02/01/22 \*\*\*\*\*  
Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4  
Prior Yr Status: Project in progress  
Total Project Cost: ---  
\*\*\*\*\* Version 1 - 05/05/2021 \*\*\*\*\*  
Per 2/1/21 Golden Empire Transit letter

RTP Reference: 2018 RTP, Page 5-4  
Prior Yr Status: ---  
Total Project Cost: ---

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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0942	TITLE (DESCRIPTION): COMPUTER REPLACEMENT FY 2021-22 (IN BAKERSFIELD: COMPUTER REPLACEMENT FOR MAIN AND DOWNTOWN FACILITY FY 2021-22)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210805		
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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	25,000		

\* FTA Funds -

\* Fund Source 1 of 2

\* Fund Type: FTA5307 - Urbanized Area Formula Program

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	20,000								20,000
Total:	20,000								20,000

\* Local Funds -

\* Fund Source 2 of 2

\* Fund Type: TDA

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	5,000								5,000
Total:	5,000								5,000

**Project Total:**

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	25,000								25,000
Total:	25,000								25,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0943	TITLE (DESCRIPTION): MODIFICATION TO BODY SHOP (IN BAKERSFIELD: MODIFICATION TO BODY SHOP FOR HYDROGEN BUSES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210806		
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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	60,000		

## \* FTA Funds -

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	48,000								48,000
* Funding Agency:	Total:	48,000								48,000

## \* Local Funds -

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	12,000								12,000
* Funding Agency:	Total:	12,000								12,000

**Project Total:**

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	60,000								60,000
	Total:	60,000								60,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project in progress

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0944	TITLE (DESCRIPTION): MAINTENANCE SCAFFOLDING (IN BAKERSFIELD: MAINTENANCE SCAFFOLDING FOR HYDROGEN BUSES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210807		
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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	80,000		

\* FTA Funds -

\* Fund Source 1 of 2

\* Fund Type: FTA5307 - Urbanized Area Formula Program

\* Funding Agency:

PE  
RW  
CON  
Total:

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
64,000								64,000
64,000								64,000

\* Local Funds -

\* Fund Source 2 of 2

\* Fund Type: TDA

\* Funding Agency:

PE  
RW  
CON  
Total:

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
16,000								16,000
16,000								16,000

**Project Total:**PE  
RW  
CON  
Total:

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
80,000								80,000
80,000								80,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project in progress

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0945	TITLE (DESCRIPTION): ELECTRONIC DYNAMIC SIGNS (IN BAKERSFIELD: AT VARIOUS FACILITY LOCATIONS: PURCHASE AND INSTALL ELECTRONIC DYNAMIC SIGNS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210808		
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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	300,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	240,000								240,000
* Funding Agency:	Total:	240,000								240,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	60,000								60,000
* Funding Agency:	Total:	60,000								60,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	300,000								300,000
	Total:	300,000								300,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0946	TITLE (DESCRIPTION): SHADES FOR BUS STOPS (IN BAKERSFIELD: PUCHASE AND INSTALL EIGHT NEW SHADES FOR BUS STOPS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210809		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Construction of small passenger shelters.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	80,000		

**\* FTA Funds -**

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
	CON	64,000								64,000
* Funding Agency:	Total:	64,000								64,000

**\* Local Funds -**

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
	CON	16,000								16,000
* Funding Agency:	Total:	16,000								16,000

**Project Total:**

		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	80,000								80,000
	Total:	80,000								80,000

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0947	TITLE (DESCRIPTION): HYDROGEN FUELING STATION (IN BAKERSFIELD: 1920B GOLDEN STATE AVENUE; CONSTRUCT HYDROGEN FUELING STATION)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210810		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase of vehicle operating equipment.

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	Active	06/23/2022	RPACHECO	Adoption - Carry Over	0	4,372,321		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	RW									
	CON	3,048,000								3,048,000
* Funding Agency:	Total:	3,048,000								3,048,000

* Other State -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	RW									
	CON	562,762								562,762
* Funding Agency:	Total:	562,762								562,762

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
* Fund Type: TDA	RW									
	CON	761,559								761,559
* Funding Agency:	Total:	761,559								761,559

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	4,372,321								4,372,321
	Total:	4,372,321								4,372,321

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project in progress

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---



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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0948	TITLE (DESCRIPTION): EAST BAKERSFIELD TRANSIT CENTER (IN BAKERSFIELD: CONSTRUCT EAST BAKERSFIELD TRANSIT CENTER (ENVIRONMENTAL PHASE ONLY))	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER210811		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0			250,000

\* FTA Funds -

\* Fund Source 1 of 2

\* Fund Type: FTA5307 - Urbanized Area Formula Program

\* Funding Agency:

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	200,000							200,000
PE								
RW								
CON								
Total:	200,000							200,000

\* Local Funds -

\* Fund Source 2 of 2

\* Fund Type: TDA

\* Funding Agency:

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	50,000							50,000
PE								
RW								
CON								
Total:	50,000							50,000

**Project Total:**

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	250,000							250,000
PE								
RW								
CON								
Total:	250,000							250,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status:---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---



# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0950	TITLE (DESCRIPTION): TRANSIT CENTER RELOCATION STUDY (IN BAKERSFIELD: DOWNTOWN AND SOUTHWEST TRANSIT CENTER; TRANSIT CENTER RELOCATION STUDY)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER210813		State Aprv:
COUNTY: Kern County	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY Non construction related activities.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	300,000		

**\* FTA Funds -**

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE								
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW								
	CON	240,000							240,000
* Funding Agency:	Total:	240,000							240,000

**\* Local Funds -**

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE								
* Fund Type: TDA	RW								
	CON	60,000							60,000
* Funding Agency:	Total:	60,000							60,000

**Project Total:**

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE								
	RW								
	CON	300,000							300,000
	Total:	300,000							300,000

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status:---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0951	TITLE (DESCRIPTION): FIVE REPLACEMENT 21 FT CNG PARA-TRANSIT (IN BAKERSFIELD: PURCHASE OF FIVE REPLACEMENT 21 FT CNG PARA-TRANSIT VEHICLES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210814		
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	625,000		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	RW									
* Funding Agency:	CON		500,000							500,000
	Total:		500,000							500,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: TDA	RW									
* Funding Agency:	CON		125,000							125,000
	Total:		125,000							125,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		625,000							625,000
	Total:		625,000							625,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status:---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/22/21 Golden Empire Transit District letter

RTP Reference: 2018 RTP, Page 5-4, Prior Yr Status:---; Future Cost Est:---

# Kern Council of Governments - Federal Transportation Improvement Program (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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200810		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	522,025		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</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

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	522,025								522,025
	Total:	522,025								522,025

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 3 - 04/22/2021 \*\*\*\*\*

Per 4/13/21 Kern County letter: move \$443,721 Prior Year FY 19/20 FTA Section 5339 discretionary program funding to FY 20/21; move \$78,304 Local funding from FY 19/20 to FY 20/21

\*\*\*\*\* 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 (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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	2,000,000		

\* FTA Funds -

\* Fund Source 1 of 2

\* Fund Type: Bus and Bus Facilities Discretionary Program (Bus

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	1,400,000								1,400,000
Total:	1,400,000								1,400,000

\* Local Funds -

\* Fund Source 2 of 2

\* Fund Type: TDA

\* Funding Agency:

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	600,000								600,000
Total:	600,000								600,000

**Project Total:**

	<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	2,000,000								2,000,000
Total:	2,000,000								2,000,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 3 - 04/22/2021 \*\*\*\*\*

Per 4/14/21 Kern County letter: move \$1,400,000 Prior Year FY 19/20 FTA Section 5339 discretionary program funding to FY 20/21; move \$600,000 Local funding from FY 19/20 to FY 20/21

\*\*\*\*\* 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 (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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180801		
COUNTY: Kern County	ROUTE:	PM:			EPA TABLE II or III EXEMPT CATEGORY Transit operating assistance.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	47,186,004		

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	1,642,208	2,156,216	2,156,216						5,954,640
* Funding Agency:	Total:	1,642,208	2,156,216	2,156,216						5,954,640

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	15,496,720	12,635,856	12,798,788						40,931,364
* Funding Agency:	Total:	15,496,720	12,635,856	12,798,788						40,931,364

* FTA Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Intercity Bus - 5311-F	CON	300,000								300,000
* Funding Agency:	Total:	300,000								300,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	17,438,928	14,792,072	14,955,004						47,186,004
	Total:	17,438,928	14,792,072	14,955,004						47,186,004

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 5 - 05/05/2021 \*\*\*\*\*

Per Kern COG 4/15/21 Board mtg FTA Section 5311 POP and FTA Section 5311(f); Add \$1,624,208 FTA 5311, \$300,000 5311(f), and \$15,496,720 Local FY 20/21

\*\*\*\*\* 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 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: ---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0940	TITLE (DESCRIPTION): PURCHASE ONE REPLACEMENT CNG 23 FT BUS (IN WASCO: PURCHASE ONE REPLACEMENT CNG 23 FT BUS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER210804		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Wasco, 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	103,951		

\* FTA Funds -

\* Fund Source 1 of 2

\* Fund Type: Bus and Bus Facilities Discretionary  
Program (Bus

\* Funding Agency:

PE  
RW  
CON  
Total:

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
88,358								88,358
88,358								88,358

\* Local Funds -

\* Fund Source 2 of 2

\* Fund Type: TDA

\* Funding Agency:

PE  
RW  
CON  
Total:

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
15,593								15,593
15,593								15,593

**Project Total:**PE  
RW  
CON  
Total:

<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
103,951								103,951
103,951								103,951

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 1 - 05/05/2021 \*\*\*\*\*

Per 4/16/21 Wasco letter

RTP Reference: 2018 RTP, Page 5-4

Prior Yr Status: ---

Total Project Cost: ---



# Congestion Mitigation Air Quality Program (Transit Projects)

# Kern Council of Governments - Federal Transportation Improvement Program (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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER180503		
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)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	681,658		

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	78,188								78,188
	Total:	78,188								78,188

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	681,658								681,658
	Total:	681,658								681,658

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4  
Prior Yr Status: Project Completion Pending  
Total Project Cost: ---

\*\*\*\*\* 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 (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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER200508		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	629,200		5,000

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	556,457								556,457
	Total:	556,457								556,457

* State SB1 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
* Fund Type: Road Repair and Accountability Act of 2017	RW									
* Funding Agency:	CON	42,745								42,745
	Total:	42,745								42,745

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE	5,000								5,000
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	29,998								29,998
	Total:	34,998								34,998

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	5,000								5,000
	RW									
	CON	629,200								629,200
	Total:	634,200								634,200

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4  
 Prior Yr Status: Project Completion Pending  
 Total Project Cost: ---  
 \*\*\*\*\* 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: ---

# Kern Council of Governments - Federal Transportation Improvement Program (Dollars in Whole) Transit System

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0964	TITLE (DESCRIPTION): ELECTRIC VANS, CHARGING (TAFT: 550 SUPPLY RD; PURCHASE SIX REPLACEMENT ELECTRIC VANS; INSTALL CHARGING INFRASTRUCTURE AND SOLAR MICROGRID)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220503		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.

IMPLEMENTING AGENCY: Taft, 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	4,051,549		410,000

* CMAQ -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE		362,973							362,973
* Fund Type: Congestion Mitigation	RW									
	CON			3,586,836						3,586,836
* Funding Agency:	Total:		362,973	3,586,836						3,949,809

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: Local Transportation Funds	CON			400,000						400,000
* Funding Agency:	Total:			400,000						400,000

* State SB1 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE		47,027							47,027
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON			39,713						39,713
* Funding Agency:	Total:		47,027	39,713						86,740

* Other State -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON			25,000						25,000
* Funding Agency:	Total:			25,000						25,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		410,000							410,000
	RW									
	CON			4,051,549						4,051,549
	Total:		410,000	4,051,549						4,461,549

**Comments:**

\*\*\*\*\* Version 1 - 04/11/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 03/03/2022 \*\*\*\*\*

RTP Reference: 2018 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

SB1 fund source is State of Good Repair Program

# NON-MOTORIZED TRANSPORTATION LIST OF PROJECTS

## Non-Motorized Program (Bike Projects)

**Kern Council of Governments - Federal Transportation Improvement Program**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER161010		
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)*

<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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	714,000		119,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 4 - 04/22/2021 \*\*\*\*\*

Per 4/9/21 Kern County letter: change of lead agency to Kern County per Arvin/Kern County March 23, 2021 project delivery agreement

\*\*\*\*\* 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**  
**(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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	1,367,000		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Active Transportation Program (ATP)	RW									
* Funding Agency:	CON	1,110,000								1,110,000
	Total:	1,110,000								1,110,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: City Funds	RW									
* Funding Agency:	CON	257,000								257,000
	Total:	257,000								257,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,367,000								1,367,000
	Total:	1,367,000								1,367,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER191004		
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	8,200,000		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	8,200,000								8,200,000
	Total:	8,200,000								8,200,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0952	TITLE (DESCRIPTION): IN BAKERSFIELD: CHESTER AVENUE (4TH STREET TO BRUNDAGE LANE) (IN BAKERSFIELD: CHESTER AVENUE BETWEEN 4TH STREET AND BRUNDAGE LANE; CONSTRUCTION OF CENTER MEDIANS, CONTINENTAL CROSSWALKS, AND BIKE LANES WITH ADDITIONAL PAVEMENT MARKINGS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER211002		
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	700,000		91,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	91,000								91,000
* Fund Source 1 of 2	RW									
* Fund Type: City Funds	CON	490,000								490,000
* Funding Agency:	Total:	581,000								581,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 2 of 2	RW									
* Fund Type: Active Transportation Program (ATP)	CON	210,000								210,000
* Funding Agency:	Total:	210,000								210,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	91,000								91,000
	RW									
	CON	700,000								700,000
	Total:	791,000								791,000

**Comments:**

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/23/21 CTC approval of ATP MPO Cycle 5

RTP Reference: 2018 RTP, Page 5-6, Prior Yr Status:---; Future Cost Est:---

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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0953	TITLE (DESCRIPTION): IN DELANO: ATP-5 BIKE LANE AND SIDEWALK GAP IMPROVEMENT PROJECT (IN DELANO: AT 38 LOCATIONS; CONSTRUCT 6,547 FT NEW 4.5 FT WIDE SIDEWALKS, STRIPE 83,378 LFT CLASS II BIKE LANES, MARK 60,950 LFT CLASS III BIKE ROUTES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER211003		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Kern County	ROUTE:		PM:		

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	805,000		120,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE			120,000						120,000
* Fund Type: Active Transportation Program (ATP)	RW									
	CON			791,000						791,000
* Funding Agency:	Total:			911,000						911,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: City Funds	RW									
	CON			14,000						14,000
* Funding Agency:	Total:			14,000						14,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE			120,000						120,000
	RW									
	CON			805,000						805,000
	Total:			925,000						925,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status:---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/23/21 CTC approval of ATP MPO Cycle 5

RTP Reference: 2018 RTP, Page 5-6, Prior Yr Status:---; Future Cost Est:---

**Kern Council of Governments - Federal Transportation Improvement Program**  
**(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: 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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	4,841,000	193,000	1,052,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* 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 -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	198,000								198,000
* Fund Type: County Funds	RW	193,000								193,000
	CON		555,000							555,000
* Funding Agency:	Total:	391,000	555,000							946,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,052,000								1,052,000
	RW	193,000								193,000
	CON		4,841,000							4,841,000
	Total:	1,245,000	4,841,000							6,086,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* 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**  
**(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 PROJECT - VARIOUS LOCATIONS; INSTALL SIDEWALKS AND BIKE LANES, IMPROVE CROSSWALKS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER191001		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	1,300,000		195,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	190,000								190,000
* Fund Source 1 of 2	RW									
* Fund Type: Active Transportation Program (ATP)	CON	1,300,000								1,300,000
* Funding Agency:	Total:	1,490,000								1,490,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	5,000								5,000
* Fund Source 2 of 2	RW									
* Fund Type: City Funds	CON									
* Funding Agency:	Total:	5,000								5,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	195,000								195,000
	RW									
	CON	1,300,000								1,300,000
	Total:	1,495,000								1,495,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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**  
**(Dollars in Whole)**  
**Local Highway System**

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0955	TITLE (DESCRIPTION): IN TEHACHAPI: SRTS DENNISON ROAD BICYCLE/PEDESTRIAN CORRIDOR IMPROVEMENT PROJECT (IN TEHACHAPI: DENNISON ROAD BETWEEN TEHACHAPI BLVD AND PINON ST; INSTALL CURB, GUTTER, AND SIDEWALKS TO CLOSE GAPS ON DENNISON RD, IMPROVE PEDESTRIAN CROSSWALKS, INSTALL PEDESTRIAN SIGNAL, LIGHTING, AND INSTALLATION OF BIKE LANES)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER211005		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	2,087,000	120,000	230,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	5,000								5,000
	RW									
* Fund Type: City Funds	CON									
* Funding Agency:	Total:	5,000								5,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	225,000								225,000
	RW	120,000								120,000
* Fund Type: Active Transportation Program (ATP)	CON		2,087,000							2,087,000
* Funding Agency:	Total:	345,000	2,087,000							2,432,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	230,000								230,000
	RW	120,000								120,000
	CON		2,087,000							2,087,000
	Total:	350,000	2,087,000							2,437,000

## Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transferred from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status:---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 06/24/2021 \*\*\*\*\*

Per 6/23/21 CTC approval of ATP MPO Cycle 5

RTP Reference: 2018 RTP, Page 5-6, Prior Yr Status:---; Future Cost Est:---

## Non-Motorized Program (Landscape/Pedestrian Projects)

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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0941	TITLE (DESCRIPTION): ATP-5 SRTS INTERSECTION ENHANCEMENT AND NI WORK PLAN (IN DELANO: VARIOUS LOCATIONS; CONSTRUCT 68 CURB RAMPS, 87 CROSSWALKS, ADVANCED STOP AND YIELD BARS, 12 R1-6 CENTER PEDESTRIAN SIGNS, 12 RRFB SIGNALS, ADVANCED PEDESTRIAN CROSSING/YIELD SIGNS, AND NI WORK PLAN)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER211001		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	1,038,000		140,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE		140,000							140,000
* Fund Type: Active Transportation Program (ATP)	RW									
	CON			1,024,000						1,024,000
* Funding Agency:	Total:		140,000	1,024,000						1,164,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: City Funds	RW									
	CON			14,000						14,000
* Funding Agency:	Total:			14,000						14,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		140,000							140,000
	RW									
	CON			1,038,000						1,038,000
	Total:		140,000	1,038,000						1,178,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 05/05/2021 \*\*\*\*\*

Per 3/24/21 CTC approval of Statewide ATP Cycle 5

RTP Reference: 2018 RTP p.5-6

Prior Yr Status: ---

Total Project Cost: ---



**Kern Council of Governments - Federal Transportation Improvement Program**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER191002		
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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	1,797,000	115,000	345,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	283,000								283,000
* Fund Source 1 of 2	RW	102,000								102,000
* Fund Type: Active Transportation Program (ATP)	CON	1,591,000								1,591,000
* Funding Agency:	Total:	1,976,000								1,976,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	62,000								62,000
* Fund Source 2 of 2	RW	13,000								13,000
* Fund Type: County Funds	CON	206,000								206,000
* Funding Agency:	Total:	281,000								281,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	345,000								345,000
	RW	115,000								115,000
	CON	1,797,000								1,797,000
	Total:	2,257,000								2,257,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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**  
**(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: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER151014		
COUNTY: Kern County	ROUTE:		PM:		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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	2,087,000		155,000

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Active Transportation Program (ATP)	RW									
* Funding Agency:	CON	2,042,000								2,042,000
	Total:	2,042,000								2,042,000

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	155,000								155,000
* Fund Type: TDA	RW									
* Funding Agency:	CON	45,000								45,000
	Total:	200,000								200,000

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	155,000								155,000
	RW									
	CON	2,087,000								2,087,000
	Total:	2,242,000								2,242,000

Comments:

\*\*\*\*\* Version 1 - 02/01/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* 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 \*\*\*\*\*

# Recreational Trails Program

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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0965	TITLE (DESCRIPTION): RECREATIONAL TRAILS (GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES - MOTORIZED)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER221001		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.

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	Active	04/12/2022	RPACHECO	Adoption - Carry Over	0	1,154,240		

* Other Fed -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Recreational Trails Program	RW									
* Funding Agency:	CON	1,015,731								1,015,731
	Total:	1,015,731								1,015,731

* Local Funds -		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON	138,509								138,509
	Total:	138,509								138,509

<b>Project Total:</b>		<u>PRIOR</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	1,154,240								1,154,240
	Total:	1,154,240								1,154,240

Comments:

\*\*\*\*\* Version 1 - 04/11/22 \*\*\*\*\*

Project data transfered from 2020 FTIP.

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: Project Completion Pending

Total Project Cost: ---

\*\*\*\*\* Version 1 - 03/03/2022 \*\*\*\*\*

RTP Reference: 2018 RTP, Page 5-6

Prior Yr Status: ---

Total Project Cost: ---

## **APPENDIX K:**

### **Grouped Project Listing**

2023 Federal Transportation Improvement Program  
Regional Adoption

# Grouped Project Listings

Kern Council of Governments

Includes:

State Highway / Regional Choice Program

State Highway Operations and Protection Program (SHOPP) - dated 5/24/22

Minor Program - dated 12/9/21

Highway Bridge Program (HBP) - dated 3/22/22

Highway Safety Improvement Program (HSIP) - dated 3/6/22

Regional Surface Transportation Program (RSTP)

Congestion Mitigation Air Quality Program (CMAQ)

Transit Program

Recreational Trails Program - dated 2/14/22

Note: Listing is available on the Kern COG website at

<https://www.kerncog.org/category/docs/ftip/>

**Grouping Category: State Highway / Regional Choice Program****Project Title: Grouped Projects for Engineering**

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 and TABLE 3 CATEGORIES - ENGINEERING TO ASSESS SOCIAL, ECONOMIC, AND ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION OR ALTERNATIVES TO THAT ACTION; NON-CAPACITY INCREASING

<b>PIN</b>	<b>Agency</b>	<b>Fed ID</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>COVID21 Funds</b>	<b>CRRSAA Funds</b>	<b>State/ Local Funds</b>	<b>Total Project Cost</b>
KER210102	Caltrans	CRRSAA-6209(001)	In Kern County: near Tehachapi PM 76.3 to PM 79.8; construct eastbound truck climbing lanes, widen roadway section by 17 ft to accommodate 14-ft truck lane and allow inside shoulder to be widened by 3 ft to provide a 10 ft inside shoulder, modify the Bealeville Road at grade intersection, extend box culvert at Tehachapi Creek, extend other culverts (PA&ED phase only)	prior year	\$2,272,000	\$928,000	\$0	\$3,200,000

**SHOPP Grouped Listing  
Summary  
Dollars X \$1000**

	<b>PIN</b>	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<b>SHOPP - Bridge Preservation</b>	KER210201	\$7,845	\$6,745	\$1,100	\$0	\$0	\$0		\$6,145	\$1,700	\$0
<b>SHOPP - Collision Reduction</b>	KER210202	\$28,187	\$6,940	\$11,780	\$9,467	\$0	\$0		\$6,660	\$4,612	\$16,915
<b>SHOPP - Roadway Preservation</b>	KER210205	\$691,111	\$56,802	\$131,262	\$93,666	\$267,762	\$141,619		\$80,105	\$44,415	\$566,591
<b>SHOPP - Roadside Preservation</b>	KER220201	\$10,170	\$0	\$1,500	\$1,640	\$7,030	\$0		\$3,100	\$70	\$7,000
	<b>TOTAL</b>	<b>\$737,313</b>	<b>\$70,487</b>	<b>\$145,642</b>	<b>\$104,773</b>	<b>\$274,792</b>	<b>\$141,619</b>		<b>\$96,010</b>	<b>\$50,797</b>	<b>\$590,506</b>



SHOPP - Bridge Preservation  
KER210201  
Dollars X \$1000

CTIPS	CO	Dist	EA	Route	Description	PE	RW	CON
10400000406	KER	6	0S050	166	Near Mettler, from 0.9 mile west to 0.7 mile east of 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
10400000448	KER	6	0X770	43	In Wasco, from Route 46 to south of Gromer Avenue. Improve safety by constructing a roundabout.	2800	2100	5200
10400000466	KER	6	1A470	43	In Shafter, at the intersection with Santa Fe Way and Los Angeles Street. Construct roundabout.	1950	2452	7965
10400000467	KER	6	1A690	5	Near Buttonwillow, from 2.2 miles north of Stockdale Highway to Route 58. Construct median cable barrier.	1910	60	3750

**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 with asphalt pavement, reconstruct ramp termini at southbound Route 99 offramp with concrete pavement, 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 Americans with Disabilities Act (ADA) ramps to current standards.	5700	22200	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		
10400000423	KER	6	0U290	184	Near Bakersfield, from Dunnsmere 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, and construct sidewalks, bus turnouts, and improve pedestrian crossings as complete streets elements.	5425	4430	25800
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)	12000	290	56000
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.	6160	201	89297
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.	6114	3191	156210
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, in the northbound direction from Los Angeles County line to south of Lebec Road. Rehabilitate northbound roadway and upgrade guardrail and Transportation Management System (TMS) elements.	2900	70	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	12550
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
10400000471	KER	6	38330	178	In and near Ridgecrest, from Route 14 to San Bernardino County line. Rehabilitate pavement and drainage systems, upgrade lighting and Transportation Management System (TMS) elements, replace guardrail and sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct Class 2 bike lanes as complete street elements. (Long Lead Project)	3117		
10400000475	KER	6	1C060	223	Near Bakersfield, from Route 5 to Costajo Road. Rehabilitate roadway, replace signs, upgrade guardrail, and install rumble strips.	2350	87	10315
10400000477	KER	6	0Y150	223	In and near Arvin, from west of Comanche Drive to St Thomas Street. Rehabilitate pavement and drainage systems, replace sign panels, and upgrade Transportation Management System (TMS) elements.	1800	109	4570
10400000473	KER	6	0W830	33	In and near Taft, from Cadet Road to south of Main Street/Gardner Field Road. Rehabilitate roadway and drainage systems, replace sign panels, widen shoulders, install Transportation Management System (TMS) elements, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	3900	8700	13900
10400000478	KER	6	1A680	46	Near Lost Hills and Wasco, from east of Route 5 to west of Scofield Avenue. Rehabilitate pavement, construct Maintenance Vehicle Pullouts (MVP), and upgrade bridge rails, guardrails, sign panels, and Transportation Management System (TMS) elements.	3220	35	16700
10400000479	KER	6	1A760	46	Near Wasco and Famoso, from east of Route 43 to Route 99. Rehabilitate pavement, upgrade guardrail, and install rumble strips.	2035	37	15430
10400000472	KER	6	0W930	5	Near Bakersfield, from Route 99 to 0.9 mile north of Old River Road. Rehabilitate roadway, upgrade guardrail, signs, and Transportation Management System (TMS) elements, and enhance highway worker safety.	3320	73	32274

**SHOPP - Roadside Preservation**  
**KER220201**  
**Dollars X \$1000**

CTIPS	CO	Dist	EA	Route	Description	PE	RW	CON
10400000474	KER	6	0X570	5	Near Grapevine, at the northbound and southbound Tejon Pass Safety Roadside Rest Areas (SRRAs). Upgrade water and wastewater systems at SRRAs.	3100	70	7000

**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	Estimated Con State/Federal	Estimated R/W	Estimated Capital Outlay Support (Life of Project)	Total Project Cost	FTIP Program Year	Performance Values	Performance Measure
09	Kern	14	31.5/40.3	In Red Rock Canyon State Park, from 0.2 mile south of South Abbott Road to 1.5 miles south of N. Abbott Road. Add new guardrail.	38740	0920000056	201.015	\$1,250,000	\$0	\$250,000	\$1,500,000	prior year	2	Collision(s) reduced
09	Kern	58	R92.8	In the city of Tehachapi, at Dennison Bridge No. 50-0339. Replace and upgrade bridge rail on bridge.	38460	0920000014	201.112	\$580,000	\$0	\$500,000	\$1,080,000	prior year	1	Bridge(s)
09	Kern	395	R31.6	In various counties, at various locations. Upgrade deficient Changeable Message Signs (CMS).	38230	0919000038	201.315	\$1,250,000	\$0	\$750,000	\$2,000,000	prior year	3	Field element(s)

**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)

<b>PIN</b>	<b>Agency</b>	<b>Fed ID</b>	<b>Project Title</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>Federal Funds</b>	<b>State/Local Funds</b>	<b>Total Project Cost</b>
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	\$10,398,734	\$1,347,266	\$14,151,000
					24/25	\$2,129,146	\$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	\$76,984	\$19,246	\$1,058,521

**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	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	
			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

**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)	Bakersfield	STPL-5109(262)	Bakersfield: New Stine Rd from Ming Ave to Stockdale Hwy; rehabilitation	prior year	\$3,112,525	\$650,000	\$487,475	\$4,250,000
		STPL-5109(263)	Bakersfield: South H St from Panama Ln to Pacheco Rd; rehabilitation	prior year	\$2,004,475	\$665,000	\$345,859	\$3,015,334
		STPL-5109(270)	Bakersfield: California Ave from Union Ave to Washington St; rehabilitation	prior year	\$3,114,000	\$0	\$662,573	\$3,776,573
			Bakersfield: Stockdale Highway from Gosford Rd to New Stine Rd; pavement rehabilitation using either a combination of both and/or hot mix asphalt (HMA) and rubberized hot mix asphalt (R-HMA), installation of striping and markings, installation of traffic detector loops, installation of pedestrian access ramps, and adjustments of existing manholes and monuments	22/23	\$5,169,000	\$0	\$669,699	\$5,838,699
			Bakersfield: Panama Ln from Gosford Rd to Stine Rd; pavement rehabilitation using either a combination of both and/or hot mix asphalt (HMA) and rubberized hot mix asphalt (R-HMA), installation of striping and markings, installation of traffic detector loops, installation of pedestrian access ramps, and adjustments of existing manholes and monuments	23/24	\$5,167,000	\$0	\$669,440	\$5,836,440
	California City	STPHIPL-5399(030)	California City: Hacienda Blvd from Cal City Blvd to Eucalyptus Ave (approximately 1,250 linear feet); pavement rehabilitation	prior year	\$391,000	\$51,000	\$188,969	\$630,969
			California City: Hacienda Blvd from Manzanita Ave to Redwood Blvd; cold plane existing asphalt surface, cement treat sub-grade surface, apply 4 in type a asphalt, striping markings and signage. install curb and gutter and sidewalk, and ada curb ramps	22/23	\$58,922	\$0	\$7,635	\$607,946
				23/24	\$313,078		\$228,311	



Continued

**Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation**

<b>PIN</b>	<b>Agency</b>	<b>Fed ID</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>RSTP Funds</b>	<b>HIP Funds</b>	<b>State/ Local Funds</b>	<b>Total Project Cost</b>
KER180403 (continued)	Delano	STPL-5227(066)	Delano: Randolph St from 9th Ave to Garces Hwy and Clinton St from Cecil Ave to Garces Hwy and Cecil Ave from Ellington St to Albany St; pavement resurfacing and/or rehabilitation	prior year	\$707,999	\$0	\$91,731	\$799,730
			Delano: 20th Ave from Girard St to Norwalk St and Norwalk St from County Line Rd to 14th Ave; pavement resurfacing and rehabilitation including 1-1/2 inch grinding and hot mix asphalt overlay and striping	22/23	\$698,000	\$0	\$90,433	\$788,433
			Delano: Randolph St from Cecil Ave to 9th Ave and High St from Cecil Ave to Garces Hwy; pavement resurfacing and rehabilitation including 1-1/2 inch grinding and hot mix asphalt overlay and striping	23/24	\$698,000	\$0	\$90,433	\$788,433
	Kern County	STPL-5950(497)	Arvin: Haven Dr from Meyer St to Derby St; resurfacing/rehabilitation	prior year	\$570,000	\$75,000	\$331,591	\$976,591
		STPCML-5950(486)	Near Wasco: Scofield Ave from Merced Ave to Wasco City Limits (3.5 miles); road rehabilitation	prior year	\$2,371,563	\$871,853	\$420,219	\$3,663,635
			Kern County: Edison Rd from Di Giorgio Rd to Mountain View Rd; 2 miles of road rehabilitation	22/23	\$2,100,000	\$0	\$272,077	\$2,372,077
			Kern County: Buena Vista Rd from South Fairfax Rd to Main St; 1 mile of road rehabilitation	22/23	\$2,100,000	\$0	\$272,077	\$2,372,077
			Kern County: Rosamond Blvd from Stevenson St to SR 14; 1.35 miles of road rehabilitation	22/23	\$1,197,980	\$0	\$315,631	\$1,513,611
			Kern County: Edison Rd from Mountain View Rd to Hermosa Rd; 2 miles of road rehabilitation	23/24	\$1,600,000	\$0	\$207,297	\$1,807,297

Continued

**Project Title: Grouped Projects for Pavement resurfacing and/or rehabilitation**

<b>PIN</b>	<b>Agency</b>	<b>Fed ID</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>RSTP Funds</b>	<b>HIP Funds</b>	<b>State/ Local Funds</b>	<b>Total Project Cost</b>
KER180403 (continued)	Ridgecrest	STPL-5385(067)	Ridgecrest: W. Ward Ave between N. China Lake Blvd and N. Norma St (approx. 2,600 linear ft); resurfacing	prior year	\$760,000	\$14,611	\$100,360	\$874,971
			Ridgecrest: W. Ward Ave. from N. Norma St. to N. Downs St.; approximately 2,600ft. multi-lane roadway of resurfacing, drainage and intersection improvements	22/23	\$0	\$0	\$85,219	\$1,424,358
				23/24	\$1,088,192	\$0	\$250,947	
	Taft	STPL-5193(043)	Taft: 10th St from A St to Pilgrim Ave (approx. 1,150 linear ft); rehabilitation	prior year	\$288,408	\$32,000	\$71,932	\$392,340
			Taft: 10th St from Pilgrim Ave to Kern St (approximately 2,350 linear ft); pavement rehabilitation	22/23	\$0	\$0	\$44,900	\$576,550
				23/24	\$252,000	\$0	\$279,650	
	Tehachapi	STPL-5184(037)	Tehachapi: Snyder Ave between Tehachapi Blvd and Valley Blvd (approx. 0.5 miles); rehabilitation and resurfacing	prior year	\$330,000	\$0	\$43,573	\$373,573
			Tehachapi: Valley Blvd from Beech St to Curry St; rehabilitate 0.30 miles of ac pavement by grinding approximately 3" and overlaying new asphalt and applying slurry seal to the remaining 0.30 miles of roadway, for an approximate 0.60 miles of roadway rehabilitation	22/23	\$21,250	\$0	\$2,753	\$379,528
				23/24	\$314,746	\$0	\$40,779	
	Wasco	STPHIPL-5287(059)	Wasco: Palm Ave from Jackson Ave to Gromer Ave at various locations; pavement rehabilitation	prior year	\$724,000	\$94,000	\$105,982	\$923,982
			Wasco: Central Ave Rd from Filburn St to SR 46 (approximately 6,567 ft); pavement rehabilitation	22/23	\$68,796	\$0	\$8,914	\$858,467
				23/24	\$691,204	\$0	\$89,553	

**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(268)	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	prior year	\$1,593,540	\$206,460	\$1,800,000
		CML-5109(269)	Bakersfield: New Stine Rd between Panama Lane and Mohawk St & Calloway Dr between White Ln and Brimhall Rd; install traffic signals communication	prior year	\$531,180	\$68,820	\$600,000
			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	prior year	\$1,239,420	\$160,580	\$1,400,000
			Bakersfield: Mt Vernon Ave from Bernard St to Panorama Dr; installation of adaptive signal coordination	22/23	\$529,409	\$68,591	\$598,000
			Bakersfield: White Ln from Wible Rd to Buena Vista Rd; installation of adaptive signal coordination	23/24	\$775,080	\$100,420	\$875,500
			Bakersfield: Stockdale Hwy from Renfro Rd to Coffee Rd; installation of adaptive signal coordination	23/24	\$336,768	\$43,632	\$380,400
			Bakersfield: H St from White Ln to Panama Ln, Panama Ln from Akers Rd to Parsons Wy; installation of adaptive signal coordination	23/24	\$509,048	\$65,953	\$575,001
	Kern County		Kern County (Bakersfield): Various areas in Metro Bakersfield; Traffic Signal Coordination (Interconnect)	22/23	\$1,353,004	\$175,296	\$1,528,300
			Kern County (Oildale): Within and around the community of Oildale; Traffic Signal Coordination (Interconnect)	22/23	\$1,055,189	\$136,711	\$1,191,900

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 on next page)	Kern County		Kern County (Metro Bakersfield): Intersection of Allen Rd and Jomani Dr; Construct a traffic signal and ancillary facilities	22/23	\$536,725	\$69,538	\$606,263
			Kern County (Metro Bakersfield): Intersection of Cottonwood Rd and Cheatham Ave; Construct a traffic signal and ancillary facilities	22/23	\$567,807	\$73,565	\$641,372
			Kern County (Bakersfield): Rosedale Highway between SR-43 and Heath Road; Surface 4 miles of dirt shoulders	22/23	\$2,875,285	\$372,524	\$3,247,809
			Kern County (Metro Bakersfield): Northside of Casa Loma Dr (S Union Ave - Pogoso St); Surface 0.25 miles of unpaved shoulder	22/23	\$421,690	\$54,634	\$476,324
				23/24	\$965,910	\$124,144	\$1,090,054
			Kern County (Tehachapi): Backes Ln (Highline Rd - Schout Rd), Schout Rd (Backes Ln - Woodford Tehachapi Rd), Woodford Tehachapi Rd (Schout Rd - SR 202); pave shoulder and bike lane	22/23	\$1,832,751	\$237,452	\$2,070,203
			Kern County (Metro Bakersfield): Mills Dr (SR 184 - Park Dr) & Park Dr (Mills Dr - Eucalyptus Dr); Surface unpaved shoulder	22/23	\$1,113,330	\$144,244	\$1,257,574
			Kern County (Metro Bakersfield): Intersection of Snow Rd and Quail Creek Rd; Construct a traffic signal and ancillary facilities	23/24	\$626,174	\$81,128	\$707,302
			Kern County (Lake Isabella, Rosamond, Wheeler Ridge): Lake Isabella Blvd (Erskine Creek Rd - Nugget Ave), Laval Rd West (Tejon Industrial Dr - Dennis McCarthy Dr), Laval Rd East (Outlet Dr - Wheeler Ridge Rd, Wheeler Ridge Rd: Laval Rd - Santa Elena Dr), and Rosamond Blvd (35th St W - United St); Traffic Signal Coordination (Interconnect)	24/25	\$598,197	\$77,503	\$675,700

Continued      **Project Title: Grouped Projects for Safety Improvements - Safer roads - Inclusive of federal aid and non-federal aid roads**

<b>PIN</b>	<b>Agency</b>	<b>Fed ID</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>Federal Funds</b>	<b>State/ Local Funds</b>	<b>Total Project Cost</b>
KER180507 (continued)	Kern County		Kern County (Tehachapi): Sand Canyon Rd (Tehachapi Blvd - Bonanza Dr), approximately 5.8 miles in length; pave unpaved shoulder 6-foot wide and ancillary facilities	24/25	\$3,672,362	\$475,793	\$4,148,155
			Kern County (Rosamond): Intersection of Rosamond Blvd and 40th St West; Construct a traffic signal and ancillary facilities	25/26	\$1,881,500	\$243,768	\$2,125,268
	Shafter	CML-5281(031)	Shafter: Santa Fe Way from Los Angeles Ave to Galpin St; Construct 8' shoulders on both sides of roadway	prior year	\$1,327,950	\$172,050	\$1,500,000
	Wasco	CML-5287(058)	Wasco: N. Palm Ave. between Margalo St. and Gromer Ave. (1/4 mile length); pave shoulders, construct bicycle and pedestrian facilities	prior year	\$490,937	\$63,608	\$554,545
			Wasco: Poso Ave from Central Ave to Martin St; bicycle and pedestrian improvements, pave southside unpaved shoulders	22/23	\$49,156	\$6,369	\$404,553
				23/24	\$308,994	\$40,034	

**Project Title: Grouped Projects for Channelization**

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.127 EXEMPT TABLE 3 CATEGORIES - INTERSECTION CHANNELIZATION PROJECTS

<b>PIN</b>	<b>Agency</b>	<b>Fed ID</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>Federal Funds</b>	<b>State/ Local Funds</b>	<b>Total Project Cost</b>
KER200506	Caltrans	CML-6206(030)	Shafter: Santa Fe Way (SR 43) and E Los Angeles Ave/S Beech Ave Intersection; operational improvement/construct roundabout	prior year	\$1,327,950	\$172,050	\$1,500,000
	Kern County		Kern County (Tehachapi): Intersection of Cummings Valley Rd and Bear Valley Rd; Construct a roundabout and ancillary facilities	22/23	\$572,929	\$74,229	\$647,158
				23/24	\$3,061,415	\$396,639	\$3,458,054
			Kern County (Shafter): Intersection of SR 43 and Seventh Standard Rd; Construct a roundabout and ancillary facilities	24/25	\$4,500,000	\$583,023	\$5,083,023

**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)

<b>PIN</b>	<b>Agency</b>	<b>Fed ID</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>Federal Funds</b>	<b>State/ Local Funds</b>	<b>Total Project Cost</b>
KER200507	Kern County		Kern County (Shafter): Census-designated place called Mexican Colony; Sidewalk and ancillary facilities	24/25	\$1,059,377	\$137,253	\$1,196,630

**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)	5311 Funds	5311(f) Funds	State/ Local Funds	Total Project Cost
	Arvin			prior year	\$76,034	\$0	\$607,835	\$683,869
				22/23	\$99,833	\$0	\$750,000	\$849,833
				23/24	\$99,833	\$0	\$765,000	\$864,833
	California City			prior year	\$51,237	\$0	\$516,234	\$567,471
				22/23	\$67,274	\$0	\$166,026	\$233,300
				23/24	\$67,274	\$0	\$183,526	\$250,800
	McFarland			prior year	\$53,536	\$0	\$177,962	\$231,498
				22/23	\$70,292	\$0	\$218,208	\$288,500
				23/24	\$70,292	\$0	\$238,403	\$308,695
	Ridgecrest			prior year	\$101,817	\$0	\$1,126,813	\$1,228,630
				22/23	\$133,685	\$0	\$495,000	\$628,685
				23/24	\$133,685	\$0	\$495,000	\$628,685
	Shafter			prior year	\$67,823	\$0	\$305,396	\$373,219
				22/23	\$89,052	\$0	\$104,583	\$193,635
				23/24	\$89,052	\$0	\$104,583	\$193,635

Continued

**Project Title: Grouped Project for Operating Assistance to Transit Agencies**

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	5311 Funds	5311(f) Funds	State/ Local Funds	Total Project Cost
	Taft			prior year	\$34,159	\$0	\$572,344	\$606,503
				22/23	\$44,849	\$0	\$572,511	\$617,360
				23/24	\$44,849	\$0	\$615,726	\$660,575
	Tehachapi			prior year	\$44,175	\$0	\$259,514	\$303,689
				22/23	\$58,002	\$0	\$264,656	\$322,658
				23/24	\$58,002	\$0	\$264,684	\$322,686
	Wasco			prior year	\$96,890	\$0	\$406,075	\$502,965
				22/23	\$127,217	\$0	\$381,571	\$508,788
				23/24	\$127,217	\$0	\$448,565	\$575,782
	Kern County			prior year	\$1,116,537	\$300,000	\$11,524,547	\$12,941,084
				22/23	\$1,466,012	\$0	\$9,683,301	\$11,149,313
				23/24	\$1,466,012	\$0	\$9,683,301	\$11,149,313



**Grouping Category: Recreational Trails Program**

**Project Title: Grouped Projects for Bicycle and Pedestrian Facilities - Motorized**

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND 3 CATEGORIES - BICYCLE AND PEDESTRIAN FACILITIES (BOTH MOTORIZED AND NON-MOTORIZED)

<b>PIN</b>	<b>Agency</b>	<b>State ID</b>	<b>Fed ID</b>	<b>Project Description</b>	<b>Program Year (FFY)</b>	<b>Federal Funds</b>	<b>State/ Local Funds</b>	<b>Total Project Cost</b>
KER221001	Friends of Jawbone	RTM-21-005		Greater Jawbone Area OHV Maintenance - Ground operations maintenance activities within the 7,000 acre Jawbone Canyon and 5,000 acre Dove Springs OHV Open Recreation area. OHMVR # R21-04-13-M01	21/22	\$1,015,731	\$138,509	\$1,154,240

**APPENDIX L:**

**2023 Financial Table**

# TABLE 1: REVENUE

Kern Council of Governments  
2023 Federal Transportation Improvement Program  
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Gas Tax (Subventions to Cities)		\$16,909	\$16,360	\$1,549	\$244	\$35,062
	Street Taxes and Developer Fees					\$29,507	\$29,507
	<b>Local Total</b>		<b>\$16,909</b>	<b>\$16,360</b>	<b>\$1,549</b>	<b>\$29,751</b>	<b>\$64,569</b>
STATE	SHOPP		\$150,327	\$106,143	\$274,792	\$146,385	\$677,647
	State Minor Program						
	STIP		\$27,808	\$300	\$591	\$26,093	\$54,792
	Active Transportation Program (ATP) <sup>1</sup>		\$6,513	\$1,935			\$8,448
	Highway Maintenance (HM) Program <sup>1</sup>						
	Highway Bridge Program (HBP) <sup>1</sup>			\$77	\$2,129		\$2,206
	Road Repair and Accountability Act of 2017 (SB1)		\$10,047	\$40			\$10,087
	Other (See Appendix 3)			\$25			\$25
	<b>State Total</b>		<b>\$194,695</b>	<b>\$108,520</b>	<b>\$277,512</b>	<b>\$172,478</b>	<b>\$753,205</b>
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$464				\$464
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		\$2,156	\$2,156			\$4,312
	5339 - Bus and Bus Facilities Formula Grants		\$500				\$500
	Other (See Appendix 4)						
	<b>Federal Transit Total</b>		<b>\$3,120</b>	<b>\$2,156</b>			<b>\$5,276</b>
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$11,662	\$11,658	\$11,654	\$11,651	\$46,625
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo		\$10,055				\$10,055
	Highway Safety Improvement Program (HSIP)		\$744				\$744
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$12,328	\$12,322	\$12,316	\$12,310	\$49,276
	Other (see Appendix 5)		\$5,251				\$5,251
	<b>Federal Highway Total</b>		<b>\$40,040</b>	<b>\$23,980</b>	<b>\$23,970</b>	<b>\$23,961</b>	<b>\$111,951</b>
	<b>Federal Total</b>		<b>\$43,160</b>	<b>\$26,136</b>	<b>\$23,970</b>	<b>\$23,961</b>	<b>\$117,227</b>
<b>REVENUE TOTAL</b>			<b>\$254,764</b>	<b>\$151,016</b>	<b>\$303,032</b>	<b>\$226,189</b>	<b>\$935,002</b>

**Financial Summary Notes:**

<sup>1</sup> State Programs that include both state and federal funds.

# TABLE 1: REVENUE - APPENDICES

**Kern Council of Governments**  
**2023 Federal Transportation Improvement Program**  
 (\$'s in 1,000)

**Appendix 3 - State Other**

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
Low Carbon Transit Operations Program		\$25			\$25
<b>State Other Total</b>		<b>\$25</b>			<b>\$25</b>

**Appendix 5 - Federal Highway Other**

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
COVID21	\$2,686				\$2,686
CRRSAA	\$2,565				\$2,565
<b>Federal Highway Other Total</b>	<b>\$5,251</b>				<b>\$5,251</b>

## TABLE 2: PROGRAMMED

Kern Council of Governments  
2023 Federal Transportation Improvement Program  
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total		\$16,909	\$16,360	\$1,549	\$29,751	\$64,569
STATE	SHOPP		\$150,327	\$106,143	\$274,792	\$146,385	\$677,647
	State Minor Program						
	STIP		\$27,808	\$300	\$591	\$26,093	\$54,792
	Active Transportation Program (ATP) <sup>1</sup>		\$6,513	\$1,935			\$8,448
	Highway Maintenance (HM) Program <sup>1</sup>						
	Highway Bridge Program (HBP) <sup>1</sup>			\$77	\$2,129		\$2,206
	Road Repair and Accountability Act of 2017 (SB1)		\$10,047	\$40			\$10,087
	Other (See Appendix B)			\$25			\$25
	State Total		\$194,695	\$108,520	\$277,512	\$172,478	\$753,205
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$464				\$464
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas		\$2,156	\$2,156			\$4,312
	5339 - Bus and Bus Facilities Formula Grants		\$500				\$500
	Other (See Appendix C)						
	Federal Transit Total		\$3,120	\$2,156			\$5,276
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$11,510	\$11,274	\$9,830	\$1,882	\$34,496
	Highway Infrastructure Program (HIP)						
	High Priority Projects (HPP) and Demo		\$10,055				\$10,055
	Highway Safety Improvement Program (HSIP)		\$744				\$744
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$12,081	\$12,150			\$24,232
	Other (see Appendix D)		\$5,251				\$5,251
	Federal Highway Total		\$39,642	\$23,424	\$9,830	\$1,882	\$74,777
	Federal Total		\$42,762	\$25,580	\$9,830	\$1,882	\$80,054
PROGRAMMED TOTAL			\$254,366	\$150,460	\$288,892	\$204,110	\$897,828

**Financial Summary Notes:**

<sup>1</sup> State Programs that include both state and federal funds.

# TABLE 2: PROGRAMMED - APPENDICES

## Kern Council of Governments

2023 Federal Transportation Improvement Program  
(\$'s in 1,000)

### Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
LCTOP		\$25			\$25
<b>State Other Total</b>		<b>\$25</b>			<b>\$25</b>

### Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2023	FY 2024	FY 2025	FY 2026	
COVID21	\$2,686				\$2,686
CRRSAA	\$2,565				\$2,565
<b>Federal Highway Other Total</b>	<b>\$5,251</b>				<b>\$5,251</b>

TABLE 3: REVENUE-PROGRAMMED

Kern Council of Governments  
2023 Federal Transportation Improvement Program  
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
LOCAL	Local Total					
STATE	SHOPP					
	State Minor Program					
	STIP					
	Active Transportation Program (ATP) <sup>1</sup>					
	Highway Maintenance (HM) Program <sup>1</sup>					
	Highway Bridge Program (HBP) <sup>1</sup>					
	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					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$151	\$384	\$1,824	\$9,769	\$12,129
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	Surface Transportation Block Grant Program (STBGP/RSTP)	\$247	\$172	\$12,316	\$12,310	\$25,044
	Other					
	Federal Highway Total	\$398	\$556	\$14,141	\$22,079	\$37,174
	Federal Total	\$398	\$556	\$14,141	\$22,079	\$37,174
REVENUE - PROGRAMMED TOTAL		\$398	\$556	\$14,141	\$22,079	\$37,174