

**AGENDA  
KERN COUNCIL OF GOVERNMENTS  
TRANSPORTATION PLANNING POLICY COMMITTEE  
THURSDAY, MARCH 16, 2023  
6:30 P.M.**

**PRIMARY MEETING LOCATION**

Kern Council of Governments  
Board Room  
1401 19<sup>th</sup> Street, Suite 300  
Bakersfield, CA 93301

**SECONDARY MEETING LOCATION  
TELECONFERENCING AVAILABLE**

Ridgecrest City Hall  
Conference Room B  
100 W. California Avenue  
Ridgecrest, CA 93555

**TPPC/Kern COG Board**

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

**I. PLEDGE OF ALLEGIANCE:**

**II. ROLL CALL:** Ayon, Couch, Blades, Creighton, Crump, Krier, Prout, Reyna, Scrivner, B. Smith, P. Smith, Trujillo, Vasquez

Congestion Management Agency Ex-Officio Members: Helton, Navarro, Parra, Warney

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

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

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

**A. APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of February 16, 2023. ROLL CALL VOTE.**

**B. RESPONSE TO PUBLIC COMMENTS**

**C. CMAQ FUNDING REVISION REQUEST** (Pacheco)

**Comment:** Kern COG staff has a request for a revision to a Congestion Mitigation Air Quality (CMAQ) Program project. Kern COG staff has reviewed options for the CMAQ funding available. The Transportation Technical Advisory Committee has reviewed this item.

**Action:** Approve Option 1 - Select Taft to receive \$2,956,140 in CMAQ funding for only the infrastructure component. (ROLL CALL VOTE)

**D. REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – DRAFT TIMELINE AND FUND ESTIMATE** (Pacheco)

**Comment:** Kern COG staff developed a draft timeline and fund estimate to facilitate programming new Regional Surface Transportation Program (RSTP) projects. The Transportation Technical Advisory Committee has reviewed this item.

**Action:** Approve the RSTP Timeline and Fund Estimate. (ROLL CALL VOTE).

**E. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – DRAFT TIMELINE AND FUNDING TARGETS** (Pacheco)

**Comment:** Kern COG staff developed a draft timeline and funding targets to facilitate programming new Congestion Mitigation and Air Quality (CMAQ) projects. The Transportation Technical Advisory Committee has reviewed this item.

**Action:** Approve the CMAQ Timeline and Funding Targets. (ROLL CALL VOTE).

**F. FY 2022-23 KERN REGION ESTIMATED LOW CARBON TRANSIT OPERATORS PROGRAM (LCTOP) CALL FOR PROJECTS** (Enriquez)

**Comment:** Annual Caltrans funding is available for transit expansion projects that reduce greenhouse gas emissions for a very limited time. The region is estimated to receive a total of \$2,369,913. This item has been reviewed by the Transportation Technical Advisory Committee.

**Action:** Information. Member agencies provide LCTOP Regional Proposed Project (939313) Titles to Kern COG no later than **Friday April 7, 2023**. Provide applications to Caltrans by **May 1, 2023**. ROLL CALL VOTE.

**G. 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Pacheco)

**Comment:** Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission in December of the same odd-numbered year for their later approval early the following year. The Transportation Technical Advisory Committee has reviewed this item.

**Action:** Information.

**H. CYCLE 6 ACTIVE TRANSPORTATION PLAN – MPO PROJECT LIST** (Snoddy)

**Comment:** The California Transportation Commission (CTC) closed the statewide Cycle 6 Active Transportation Program (ATP) Call for Projects on June 16, 2022. Kern COG agencies submitted a total of 19 applications. This item has been reviewed by the Transportation Technical Advisory Committee.

**Action:** Information.

**I. KERN MEDIUM- AND HEAVY-DUTY ZERO EMISSION VEHICLE INFRASTRUCTURE BLUEPRINT** (Urata)

**Comment:** Kern COG was awarded a grant from the California Energy Commission (CEC) to develop a Kern Medium- and Heavy-Duty Zero Emission Vehicle Infrastructure Blueprint. A draft document is posted to the Kern COG website. Kern COG invites comments to be submitted by April 9, 2019. This item will be presented to the TTAC on April 5, 2023.

**Action:** Information.

**J. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP** (Ball)

**Comment:** Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets.

**Action:** Information.

**K. PROGRAM SUPPLEMENT – REGIONAL TRAFFIC COUNT PROGRAM** (Flickinger)

**Comment:** Pursuant to Kern COG policy, the Council shall review and approve grant-funding agreements. Caltrans has included \$79,677 Regional Surface Transportation Program funding (with \$10,323 local match) in its FY 2023/24 budget to fund the agency's Regional Traffic Count Program.

**Action:** Approve Program Supplement and authorize Chair to sign Program Supplement Agreement No. F046 and Resolution No. 23-08. ROLL CALL VOTE.

**\*\*\* END CONSENT AGENDA – ROLL CALL VOTE \*\*\***

**V. 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – DRAFT AMENDMENT NO. 4** (Pacheco)

**Comment:** Amendment No. 4 includes changes to the State Highway/Regional Choice Program, Congestion Mitigation Air Quality Program, Transit Program, and Non-Motorized Program. The amendment was circulated to the Transportation Technical Advisory Committee via email March 3, 2023.

**OPEN PUBLIC HEARING**

**HEAR COMMENTS**

**CLOSE PUBLIC HEARING**

**Action:** Open the public hearing, take public comment, and close public hearing

**VI. BOARD MEMBER'S MEETING REPORTS:** (None)

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

- District 6 & 9 Construction Projects.

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

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

**X. ADJOURNMENT- NEXT MEETING –** The next scheduled meeting will be held April 20, 2023.



KERN COUNCIL OF GOVERNMENTS  
TRANSPORTATION PLANNING POLICY COMMITTEE

Minutes of Meeting for February 16, 2023

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

THURSDAY  
February 16, 2023  
6:30 P.M.

The meeting was called to order by Chairman Smith at 6:30 p.m.

**PLEDGE OF ALLEGIANCE**

**I. ROLL CALL:**

**Members Present:** Ayon, Couch, Blades, Crump, Krier, Creighton, Prout, Scrivner, B. Smith, P. Smith, Trujillo

**Congestion Management Agency Ex-Officio Members:** Parra, Warney, Helton, Navarro

**Members Absent:** Reyna, Vasquez

**Others:** None

**Staff:** Hakimi, Campbell, Snoddy, Pacheco, Heimer, Enriquez, Invina-Jayasiri, Ball, Stramaglia, Banuelos, VanWyk

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Chairman Smith asked if there were any comments, there were none.

**III. SPECIAL ACTION ITEM: ASSEMBLY BILL 361 AUTHORIZING TELECONFERENCING UNDER CERTAIN CONDITIONS** (Napier)

**Comment:** On September 16, 2021, Governor Gavin Newsom signed into law Assembly Bill (AB) 361 which authorizes a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body holds a meeting during a declared state of emergency or when state or local health officials have imposed or recommended measures to promote social distancing.

**Action:** Approve and Adopt Resolution No. 23-04 entitled: A RESOLUTION OF KERN COUNCIL OF GOVERNMENTS AUTHORIZING REMOTE TELECONFERENCE MEETINGS OF THE KERN COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS AND ALL OF ITS COMMITTEES FOR THE PERIOD FEBRUARY 16, 2023 TO MARCH 18, 2023, PURSUANT TO THE RALPH M. BROWN ACT and authorize the Chairman to sign the resolution. (ROLL CALL VOTE).

COMMITTEE MEMBER PROUT MADE A MOTION TO APPROVE AND ADOPT RESOLUTION NO. 23-04, SECONDED BY COMMITTEE MEMBER TRUJILLO, MOTION CARRIED WITH THE FOLLOWING ROLL CALL VOTE.:

AYE: Ayon, Couch, Helton, Blades, Crump, Warney, Krier, Creighton, Parra, Prout, Scrivner, B. Smith, P. Smith, Trujillo

NOES: None

ABSENT: Reyna, Vasquez

- IV. CONSENT AGENDA/OPPORTUNITY FOR PUBLIC COMMENT:** All items on the consent agenda are considered to be routine and non-controversial by Kern COG staff and will be approved by one motion if no member of the Council or public wishes to comment or ask questions. If comment or discussion is desired

by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Council concerning the item before action is taken. **ROLL CALL VOTE.**

**A. Approval of Minutes – January 19, 2022**

**B. RESPONSE TO PUBLIC COMMENTS**

**C. FY 2021-22 TDA PUBLIC TRANSIT CLAIM – CITY OF ARVIN** (Banuelos)

**Action:** Adopt Resolution No. 23-05 TDA Public Transit claim for FY 2021-22 for City of Arvin for \$640,263. ROLL CALL VOTE

**D. FEDERAL SAFETY PERFORMANCE MEASUREMENT (PM1) “TOWARD ZERO” 2023 TARGET UPDATE** (Flickinger)

**Action:** Approve the 2023 Kern “Toward Zero” safety targets consistent with federal methodology and direct staff to work with member agencies and stakeholders to develop projects that will accelerate attainment of the targets. ROLL CALL VOTE.

**E. CYCLE 6 ACTIVE TRANSPORTATION PROGRAM – MPO PROJECT LIST** (Snoddy)

**Action:** Approve Attachment A List of MPO ATP Cycle 6 Projects including contingency projects and authorize Chair to sign Resolution 23-06. ROLL CALL VOTE.

**F. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 OUTSTANDING PROJECT REPORT** (Snoddy)

**Action:** Information.

**G. PROJECT DELIVERY LETTERS – ATP, CMAQ, RSTP** (Pacheco)

**Action:** Information.

**H. 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM** (Stramaglia)

**Action:** Information.

**I. UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP** (Ball)

**Action:** Information.

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

COMMITTEE MEMBER P. SMITH MADE A MOTION TO APPROVE THE CONSENT AGENDA ITEMS A THROUGH I, SECOND BY COMMITTEE MEMBER CREIGHTON, MOTION CARRIED WITH A UNANIMOUS ROLL CALL VOTE.

**V. MEETING TELECONFERENCING OPTIONS** (Hakimi/VanWyk)

**Comment:** County Counsel provided information at the January Board Meeting concerning options available for Teleconferencing meetings.

**Direction:** The Board provided staff direction as follows:

- Use “classic” Brown Act teleconferencing rules;
- Apply this to all sub-committees i.e. TTAC, RPAC, etc.;
- Need a quorum in Kern County;

- Remote locations listed on the agenda, posted 72 hours in advance and open to the public;
- Allow public and staff to appear remotely;
- Provide staff 10-day advance notice of attending remotely.

**VI. BOARD MEMBERS'S MEETING REPORTS: (None)**

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

Michael Navarro from District 6 gave the following updates:

Updates:

- **Clean CA Update –**
  - **Cycle 2 for CCLGP**
    - \$100m
    - Call went out Valentine's Day
    - There have been 2 stakeholder workshops and expect another after call goes out
- **Clean CA day of Action on March 25<sup>th</sup>**
  - **Kern Community Events:**
    - **CT will be @ Spring Nature Festival – 3.18**
    - **Bakersfield Tire Amnesty Days, Bena Landfill – 3.18**
    - **Shafer – Wasco Tire Amnesty Days (Shafter landfill) 3.25**
    - **Taft Tire Amnesty Day (Taft Landfill) – 3.25**
    - **Keep America Beautiful Hosting Event (location TBD) – 3.25**
- **Sustainable Transportation Planning Grants FY 22/23**
  - one-time augmentation of \$50m in Climate Adaptation Planning Grants
  - Sustainable Communities Grants - \$29.5m
  - Strategic Partnership Grants - \$4.5
  - Call went out on 1/12; applications due March 9th
  - District workshop will be held on 1/31 - hybrid

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**Clean CA State Beautification Update**

**06-1E670 - City of Arvin - Improvement of 223 Roadway Median & Pedestrian Safety Measures**

**Status:** This project RTL'd on 10/20/22 and was awarded on 2/1/23. And construction is working with the contractor on a date to begin construction.

**Schedule:**

RTL	Award	Contract Approval	CCA
10/20/22 (A)	2/1/23 (A)	6/30/23 (T)	6/30/24 (T)

**06-1E700 - Garces Circle & SR 204 Undercrossing Improvements**

**Status:** This project is currently finishing up redlines from the 2<sup>nd</sup> round of OE review, the utility

exception has been approved and we are anticipating RTL by 2/28/23.

**Schedule:**

RTL	Award	Contract Approval	CCA
2/28/23 (T)	4/30/23 (T)	6/30/23 (T)	6/30/24 (T)

**06-1E810 - SR 99 - California Ave Safety Improvements**

**Status:** The scope of the project has been refined due to a capital project widening the California Ave bridge, security fencing will be places around the northside abutment to prevent transient encampments and theft of electrical components. We are anticipating RTL of this project by 4/1/2023.

**Schedule:**

RTL	Award	Contract Approval	CCA
4/1/23 (T)	5/30/23 (T)	6/30/23 (T)	6/30/24 (T)

**06-1E770 - City of Bakersfield – SR 204 Enhancement**

**Status:** This project proposes to implement a road diet along SR 204 in Bakersfield, from Brundage Lane to California Ave in the northbound direction and from Brundage Lane to 4<sup>th</sup> Street in the southbound direction. The road diet will consist of reducing the facility from 3 lanes to 2 lanes, Class II bike lanes, and restricted street parking. There will be additional enhancements up along SR 204 to M street, hat include TMS loops, shoulder paving, and lane striping. The team plans to circulate the plans for the focused group for constructability review in early February and achieve M377 by 3/15/23, with RTL anticipated by 4/30/23.

**Schedule:**

M377	RTL	Award	Contract Approval	CCA
3/15/23 (T)	4/30/23 (T)	6/15/23 (T)	7/30/23 (T)	6/30/24 (T)

**06-1E780 - SR 99 McFarland & Delano Enhancement**

**Status:** This project proposes to create a new pedestrian trail system along the freeway for both the NB and SB frontage roads in Delano. The project will include benches, to be installed along trail system, reconstruction of right of way fence closer to mainline to allow trail system to be located within unfenced right of way. The SR 99 project in McFarland would include slope paving beneath bridge. This project has had its 1<sup>st</sup> round of OE review and anticipated 2<sup>nd</sup> submittal by 2/20 and RTL by 3/24/23.

**Schedule:**

RTL	Award	Contract Approval	CCA
3/24/23 (T)	5/17/23 (T)	6/30/23 (T)	6/30/24 (T)

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**Kirsten Helton from District 9 provided the following report:**

- **The District 9 Public Relations Officer - SR 58 Truck Climbing Lanes** - The Environmental team is getting ready to circulate the Draft Environmental document at the beginning of March. We will be advertising the NOI in the Bakersfield Californian, the Tehachapi News, and the Mojave Desert News with the dates. Please encourage your constituents to share with Caltrans their thoughts.
- Also related to the SR 58 TCL project, District 9 staff met with FHWA yesterday to debrief with USDOT on its unsuccessful RURAL Grant program application for full funding of Segment #2 of the project. We took extensive notes and are planning on sharing lessons-learned with the KernCOG team. While we did walk away with several notes for improvement, the bottom line is that the program was significantly over-subscribed and the success rate was described to us as

being around 15% of the total applications submitted, so it's simply a very competitive environment for that program.

- Last note on the SR 58 TCL is that our Funding Specialist, Catharine Carr (who used to be the Eastern Kern Regional Planning Liaison), has developed a proposed draft funding strategy for completing all segments of the project. This proposed draft funding strategy includes all remaining phases for all segments of the project and is based on an assessment of funding program match & the project's anticipated competitiveness for those programs. It also includes relevant notes related to factors such as project readiness that are linked to the programs required award timeframes.

### **Clean California**

- **Local Grant Application Cycle 2 Call for Projects** - opened 2/14. Applications are due 4/28.
- **The Rosamond Xeriscape Clean California Project** – opened for bids 1/19, Miller Construction was awarded the project.
- **Clean CA Community Days** - This statewide 10-day event kicks off Friday, March 17, with a big splash of activities occurring on Saturday, March 25. The goal is to work together to clean up our communities and spread the word about taking pride in keeping California clean. One such activity will be a Tire Amnesty day in Mojave, Tehachapi, Boron and Ridgecrest on 3/25. We welcome participation in existing events or creating your own. For more information you can e-mail [mark.heckman@dot.ca.gov](mailto:mark.heckman@dot.ca.gov)

### **Maintenance**

- **Maintenance work continues** – on the sewer pumps at the Boron rest area.

### **PIDS**

- **Rosamond Rehab 2** – PID is in progress. Public outreach is anticipated in late March/April, it will be a storyboard format. PID anticipated to be final June 2023.
- **Freeman Gulch Safety Improvement** PID is complete.

### **Status for Projects Within Kern County**

- **Cummings Valley Left Turn Lane Project** – On State Route 202 between 0.2 miles west of Cummings Valley Road and Banducci Road near the city of Tehachapi, crews are widening the highway and constructing a left turn lane at the eastern intersection with Cummings Valley Road. Work was halted due to inclement weather and saturated soils. Construction will begin again as soon as weather permits.
- **Freeman 3 CAPM** – Bids were received 12/15/2022. Contracts were awarded 2/9/23.
- **Tehachapi Utility Work** – On the westbound lanes of State Route 202 (Tucker Road) between West Tehachapi Boulevard and West Valley Boulevard, utility crews will be accessing manholes for underground work Monday through Friday from 8:00 am to 4:00 pm.
- **Mojave Pavement Project** - The Draft Environmental Document is scheduled to be signed and finalized 3/31/2023. The public comment period for the project could be 4/3 – 5/3. A public meeting about the project could take place in the middle of April.

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

1. Report on January 25-26, 2023
  - a. STIP amendment deleted funding from construction phase of Hageman Road Flyover and program \$24,093,000 to construct the Centennial Corridor eastbound 58 to northbound 99 Loop Connector.
  - b. Friant-Kern Canal Multi-Use Path - \$4,306,000 Allocation
2. Next CTC Meeting March 22 & 23, 2023 in Los Angeles

3. April 12-14 – Kern COG Federal Certification Site Visit
4. Meetings:
  - a. SR 99 and SR 58 missing connectors
  - b. SR 204 and Union Avenue
  - c. 7<sup>th</sup> Standard/SR 43
  - d. SR 33 Safety Improvements
  - e. SR 46 Monthly Status Meeting
  - f. Truck Climbing Lanes on SR 58

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

None.

**X. ADJOURNMENT-** The meeting was adjourned 7:06 p.m. The next scheduled meeting will be held March 16, 2023.

Respectfully Submitted

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

ATTEST:

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

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



## IV. C. TPPC

March 16, 2023

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. C.  
CMAQ FUNDING REVISION REQUEST

### DESCRIPTION:

Kern COG staff has a request for a revision to a Congestion Mitigation Air Quality (CMAQ) Program project. Kern COG staff has reviewed options for the CMAQ funding available. The Transportation Technical Advisory Committee has reviewed this item.

### DISCUSSION:

At the February 1<sup>st</sup> Transportation Technical Advisory Committee meeting, agencies presented their Project Delivery Letters for this fiscal year. One of the presentations included the status of the City of Taft Congestion Mitigation Air Quality (CMAQ) Program transit project. The City of Taft tried to advance the project through the FTA Section 5311 process last year to allow for a CMAQ Federal Transit Administration (FTA) transfer; however, the grant was lost during the grant approval process. In August 2022, the City of Taft was informed that they would have to wait for this year's FTA Section 5311 process. The City of Taft was waiting for the FTA Section 5311 process to start the delivery of their CMAQ project. On February 8, 2023, Kern COG was informed that there would not be a FTA Section 5311 process this year.

Original programming in the Federal Transportation Improvement Program (FTIP) for the City of Taft CMAQ project is shown below:

KER220503 CMAQ Taft: 550 Supply Rd; purchase six replacement electric vans; install charging infrastructure and solar microgrid	FY 22/23	\$362,973 CMAQ	\$47,027 State	\$410,000 total
	FY 23/24	\$3,586,836 CMAQ	\$464,713 State/Local	\$4,051,549 total

On February 16, 2023, the City of Taft staff met with Kern COG staff to discuss the options for delivery of the CMAQ project. On March 1, 2023, Kern COG staff requested Transportation Technical Advisory Committee direction on which option to forward to the Transportation Planning Policy Committee.

**Option 1:** Select Taft to receive \$2,956,140 in CMAQ funding for only the infrastructure component.

- This option would require an amendment to the FTIP for Taft to submit the request for authorization through Caltrans Local Assistance this year for the preliminary engineering phase and next year for the construction phase.
- The emissions reductions submitted for CMAQ were based on the vehicles that will use the infrastructure. City of Taft will not be allowed to re-submit the vehicles for CMAQ funding because that would be double counting the emissions reductions.
- This action leaves a balance of \$133,459 CMAQ unprogrammed for this fiscal year and \$860,210 for next fiscal year.

KER220503 CMAQ Option 1 Taft: 550 Supply Rd; install charging infrastructure and solar microgrid	FY 22/23	\$229,514 CMAQ	\$29,736 State	\$259,250 total
	FY 23/24	\$2,726,626 CMAQ	\$353,264 State/Local	\$3,079,890 total

**Option 2:** Select Taft to receive \$1,379,254 in CMAQ funding for only the vehicle purchase component.

- This option would require an amendment to the FTIP for Taft to submit the project as part of next year's FTA Section 5311 process.
- If the City of Taft waits until next year for the FTA Section 5311 process, the funding for this fiscal year will be lost. In addition, the Caltrans Department of Mass Transportation will not accept an infrastructure project, the infrastructure component should be processed through Caltrans Local Assistance. Kern COG was informed that the FTA Section 5311 process only applies to transit operating assistance and purchase of revenue vehicles.
- The emissions reductions submitted for CMAQ were based on the vehicles. City of Taft will not be allowed to re-submit the infrastructure for CMAQ funding because that would be double counting the emissions reductions.
- This action leaves a balance of \$362,973 CMAQ unprogrammed for this fiscal year and \$2,207,582 for next fiscal year.

KER220503 CMAQ Option 2 Taft: purchase six replacement electric vans	FY 22/23	\$0 CMAQ	\$0 State	\$0 total
	FY 23/24	\$1,379,254 CMAQ	\$178,698 State/Local	\$1,557,952 total

**Option 3:** Do nothing. If the Kern COG Board approves this option, Kern COG could wait for projects in FY 23/24 to request advancement to FY 22/23 on a case-by-case basis. Kern COG could potentially lose the funding for this fiscal year since Kern COG staff is not aware of any CMAQ projects that are ready to be advanced.



Kern COG staff recommends Option 1 to:

- Allow the City of Taft to split the infrastructure component from the vehicle component of their CMAQ project.
- Allow the City of Taft to proceed with delivery of the infrastructure component using the emission reductions reported for the project.
- Allow for the concurrent FTIP amendment to continue as is with the removal of the vehicle component.

The City of Taft recommends Option 1.

The Transportation Technical Advisory Committee recommends Option 1.

**ACTION:** Approve Option 1 - Select Taft to receive \$2,956,140 in CMAQ funding for only the infrastructure component. ROLL CALL VOTE

March 16, 2023

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco,  
Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. D.  
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) - DRAFT  
TIMELINE AND FUND ESTIMATE

**DESCRIPTION:**

Kern COG staff developed a draft timeline and fund estimate to facilitate programming new Regional Surface Transportation Program (RSTP) projects. The Transportation Technical Advisory Committee has reviewed this item.

**DISCUSSION:**

**Background**

RSTP, established in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), remains in the federal transportation legislation for use at the local level. RSTP funding may be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects to assist the region in reducing mobile emissions and help meet federal air quality standards. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity. Kern COG's *Chapter 4 RSTP Policy and Procedure*, as adopted by Kern COG's Board of Directors on November 15, 2012, will be used throughout this programming cycle. The guidance is enclosed.

**Timeline**

After approval by the Transportation Planning Policy Committee on March 16, 2023, the draft timeline will be used for the upcoming RSTP call for projects cycle. Significant dates and tasks for the upcoming RSTP call for projects are shown in the following schedule:

**DRAFT RSTP Call for Projects Timeline**

Date	Task
March 2023	Approve Timeline and Fund Estimate
Late March 2023	Advertise Call for Projects
Mid July 2023	Candidate Projects Due
September 2023	Develop Program of Projects
January 2024	Present Draft Program of Projects to TTAC and TPPC
February 2024	Approve Final Program of Projects and introduction into FTIP

### Fund Estimate

Part of the development of the 2025 Federal Transportation Improvement Program (FTIP) is project list review. While there are projects in federal fiscal year 22/23 and 23/24, Kern COG staff recommends moving forward with programming projects for federal fiscal year 24/25 and 25/26. In the event that apportionment levels do not meet planning levels, projects could be moved to future years. Please note that the Regional Traffic Count Program is not part of the estimated RSTP funding levels fair share estimate. This project was approved as part of a Memorandum of Understanding between City of Bakersfield, County of Kern, Caltrans, and Kern COG.

### ESTIMATED RSTP FUNDING LEVELS

<b><u>2024-25</u></b>	<b><u>2025-26</u></b>	<b><u>TOTAL</u></b>
<b>\$12,236,000</b>	<b>\$12,230,000</b>	<b>\$24,466,000</b>

The proposed fair share programming by agency for the 2023 RSTP Call for Projects cycle is shown in the table below (in thousands):

<b>Table 1: RSTP Fair Share Estimate</b>					
Federal Fiscal Years			24-25	25-26	
Available to Program			\$12,236	\$12,230	
Agency	Population	%			Total
Arvin	19,639	2.16%	\$264	\$264	\$528
Bakersfield	408,865	44.94%	\$5,499	\$5,496	\$10,995
California City	14,952	1.64%	\$201	\$201	\$402
Delano	51,258	5.63%	\$689	\$689	\$1,378
Maricopa	1,018	0.11%	\$14	\$14	\$28
McFarland	13,902	1.53%	\$187	\$187	\$374
Ridgecrest	28,061	3.08%	\$377	\$377	\$754
Shafter	20,486	2.25%	\$276	\$275	\$551
Taft	7,011	0.77%	\$95	\$95	\$190
Tehachapi	12,375	1.36%	\$166	\$166	\$332
Wasco	26,689	2.93%	\$359	\$359	\$718
County of Kern	305,557	33.58%	\$4,109	\$4,107	\$8,216
<b>Totals</b>	<b>909,813</b>	<b>100.00%</b>	<b>\$12,236</b>	<b>\$12,230</b>	<b>\$24,466</b>

Note: percentages are rounded to the nearest hundredth

Source: Population figures from California State Department of Finance 5/2/22

### Recommendation

Kern COG staff recommends approval of the timeline and fund estimate as shown in Table 1.

The Transportation Technical Advisory Committee recommends approval.

**ACTION:** Approve the RSTP Timeline and Fund Estimate. ROLL CALL VOTE

Attachment: "Regional Surface Transportation Program Policy and Procedure"

# Chapter 4

## Regional Surface Transportation Program (RSTP)

<b>Background .....</b>	<b>4-1</b>
<b>Development Timeline.....</b>	<b>4-2</b>
<i>Figure 4-A: RSTP Milestones for Project Submittal &amp; Approval.....</i>	<i>4-2</i>
<b>Programming Guidance .....</b>	<b>4-3</b>
<b>Screening Criteria.....</b>	<b>4-3</b>
<b>Project Eligibility.....</b>	<b>4-4</b>

### Background

The Regional Surface Transportation Program (RSTP) was established by the Intermodal Surface Transportation Act of 1991 (1991 ISTEA, Public Law 102-240) and was continued by the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) under 23 U.S.C. 149. SAFETEA-LU was scheduled to expire on September 30, 2009, but was extended through September 30, 2012. On July 6, 2012, “Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)” was signed into law and continues RSTP and all previous eligible activities including road rehabilitation. MAP-21 provides funding over a two-year period starting October 1, 2012 (FY12-13) and ending September 30, 2014 (FY 13-14).

The RSTP program can be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects that will assist the region in reducing mobile emissions and help meet federal air quality standards. RSTP funds are reimbursable federal aid funds, subject to all the requirements of Title 23, United States code. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

Developing policies, procedures and criteria to program RSTP projects provides a consistent framework to develop projects for inclusion in the Federal Transportation Improvement Program. The federal-aid process involved in implementing transportation projects requires

substantial effort from the project lead agency in submitting required information for federal-aid reimbursement as projects are executed.

- The policies, procedures and criteria should be used to develop a regionally balanced program of projects while building consensus among member agencies throughout the process.
- Building consensus at the Transportation Technical Advisory Committee (TTAC) level is necessary before presenting a final list of proposed projects to the Transportation Planning Policy Committee (TPPC) and Kern Council of Governments (KCOG) Board for their approval.
- Approval by the TPPC is the final determination that consensus is achieved for the program of projects.

## Development Timeline

After funding allocations for RSTP are determined by Caltrans, KCOG shall initiate a “Call for Projects” to develop new projects for inclusion into the Federal Transportation Improvement Program (FTIP), either by amendment into a current FTIP or included as part of the development of a new FTIP. TTAC meets monthly to review transportation items and recommend actions to the TPPC. Figure 4-A below provides a list of events leading up to the programming of new RSTP projects in the FTIP. The schedule reflects a ten-month time span from the call for projects to inclusion in the FTIP.

**Figure 4-A: RSTP Milestones for Project Submittal & Approval**

RSTP Milestones	
<b>Month 1, Year 1</b>	RSTP Allocation estimates received from Caltrans;
<b>Month 2, Year 2</b>	Issue a call for projects (4 months);
<b>Month 7, Year 2</b>	Project submittal deadline;
<b>Month 8, Year 2</b>	Evaluate and rank applicable projects; Develop draft program of projects
<b>Month 9, Year 2</b>	Draft program of projects is reviewed by TTAC;
<b>Month 9, Year 2</b>	Draft program of projects is reviewed by TPPC;
<b>Month 10, Year 2</b>	Request recommendation of approval by TTAC of Final List of Projects;
<b>Month 10, Year 2</b>	Hold public hearing and request TPPC approval on Final List of Projects.
<i>Note: Additional cycles may be implemented at the discretion of KCOG staff that follows the time frame as defined above. Even year = Year 1; Odd year = Year 2</i>	

## Programming Guidance

The following policy guidance shall direct the programming of available RSTP funding:

- RSTP funding shall be used for eligible RSTP projects submitted by each member agency.
- Estimated RSTP funds shall be distributed based on project eligibility, and current population percentages.
- The RSTP program is not a grant or formula-driven program. Population percentages shall be used as a fair-share guidance, to assemble a program of projects for inclusion into the FTIP.
- Agencies must demonstrate the ability to process projects in a timely manner, so that funding is not lost to the Kern region due to delays or mismanagement.
- KCOG shall retain the right to redirect program funding to other agencies so as not to lose funding to the Kern region.
- A regional RSTP project may be nominated by the KCOG Board for review by the TTAC / TPPC for possible inclusion into the FTIP.

## Screening Criteria

Proposed RSTP projects must meet all of the following screening requirements, where applicable. If a proposal meets all of the applicable criteria, it is eligible for prioritization; if not, it cannot be considered for funding.

- ☐ Project must be included in a local agency-adopted resolution supporting the project.
- ☐ Project is eligible for RSTP funding as set forth in 23 USC 133(b), as amended.
- ☐ Project applicant is either a public agency, i.e. city, county, Caltrans, transit operator, transit authority, or a nonprofit agency or group with the sponsorship of a public agency.
- ☐ Successful project applicants or their sponsors must have executed a master agreement with Caltrans in order to be authorized to expend funds for reimbursement under this program. Agencies without a master agreement will either need to obtain one or the sponsorship of an agency that does have one.
- ☐ Road projects must have a functional classification of urban collector, or major rural collectors or higher.
- ☐ The project must comply with the Americans with Disabilities Act (ADA) requirements.
- ☐ The project must be consistent with the currently approved Regional Transportation Plan.

- ☐ The applicant or their sponsor must have financial capacity to complete, operate and maintain the project.
- ☐ Funds required from other sources must be reasonably expected to be available within the time frame needed to carry out the project.

### **Project Eligibility**

RSTP funds may be used on federal-aid roads classified above the level of a local road in urban areas or above a minor collector in rural areas. Listed below are eligible projects:

- ☐ Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges;
- ☐ Capital costs for transit projects and publicly owned intracity or intercity bus terminals and facilities;
- ☐ Car pool projects, fringe and corridor parking facilities and programs; and bicycle transportation and pedestrian walkways;
- ☐ Highway and transit safety improvements and programs, hazardous elimination, projects to mitigate hazards caused by wildfire, and railway-highway grade crossings;
- ☐ Highway and transit research and development, and technology transfer programs;
- ☐ Capital and operating costs for traffic monitoring, management, and control facilities and programs;
- ☐ Surface transportation planning programs;
- ☐ Transportation enhancement (TE) projects;
- ☐ Transportation control measures (TCMs);
- ☐ Participation in wetlands mitigation efforts.



## IV. E. TPPC

March 16, 2023

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco,  
Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. E.  
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – DRAFT  
TIMELINE AND FUNDING TARGETS

### DESCRIPTION:

Kern COG staff developed a draft timeline and funding targets to facilitate programming new Congestion Mitigation and Air Quality (CMAQ) projects. The Transportation Technical Advisory Committee has reviewed this item.

### DISCUSSION:

#### **Background**

CMAQ, established in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), remains in the federal transportation legislation for use at the regional level. CMAQ funding can be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects that will assist the region in reducing mobile emissions and help meet federal air quality standards. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity. Kern COG's *Chapter 5 CMAQ Policy and Procedure*, as last updated and approved by Kern COG's Board of Directors on November 17, 2016, will be used throughout this programming cycle. The guidance is enclosed.

#### **Timeline**

After approval by the Transportation Planning Policy Committee on March 16, 2023 the draft timeline will be used for the upcoming CMAQ call for projects cycle. Significant dates and tasks for the upcoming CMAQ call for projects are shown in the schedule on the following page.



### DRAFT CMAQ Call for Projects Timeline

Date	Task
March 2023	Approve Timeline and Fund Estimate
Late March 2023	Advertise Call for Projects
Mid July 2023	Candidate Projects Due
September 2023	Develop Program of Projects
October 2023	TTAC subcommittee (peer) review of applications and initial rankings
November 2023	Update Program of Projects as needed
January 2024	Present Draft Program of Projects to TTAC and TPPC
February 2024	Approve Final Program of Projects and introduction into FTIP

### Funding Targets

Part of the development of the 2025 Federal Transportation Improvement Program (FTIP) is project list review. While there are projects in fiscal year 22/23 and 23/24, Kern COG staff recommends moving forward with programming projects for federal fiscal year 24/25 and 25/26. In the event that apportionment levels do not meet planning levels, projects could be moved to future years.

This year's call for projects cycle will also include Carbon Reduction Program (CRP) funding. CRP is a new funding program under the latest federal transportation legislation. Caltrans notified Kern COG of CRP funding available to the Kern region. Staff recommends moving forward with programming the CRP funding following the *CMAQ Policy and Procedure* project selection process. At the March 1, 2023 Transportation Technical Advisory Committee meeting, it was announced that the state had developed a Carbon Reduction Strategy with three pillars: 1. Rail and Transit, 2. Bike and Pedestrian, 3. BEV. BEV still needs to be clarified as Battery Electric Vehicle or possibly ZEV or Zero Emission Vehicle. This information is expected to be posted to the Caltrans Carbon Reduction Program website. All pillars are eligible activities under the *CMAQ Policy and Procedure*. As more CRP information is made available, Kern COG staff will provide updates.

### ESTIMATED CMAQ (including CRP) FUNDING LEVELS

2023-24 (CRP)	2024-25 (CMAQ and CRP)	2025-26 (CMAQ)	TOTAL
\$1,554,000	\$13,209,000	\$11,650,000	\$26,413,000

These funding levels are considered estimates to be used for planning and programming purposes only. Actual Obligation Authority is determined year by year and the planning estimates do not carry over into the next year. In addition, the *CMAQ Policy and Procedure* is *subject to change per FHWA Guidance*. Table 1 reflects proposed category percentages for this CMAQ call for projects cycle. These targets will dictate how the Program of Projects is developed and funded. Adjustments can be made, by Board action, should actual projects submittals not conform to these target values. The percentages are provided as a point of beginning for purposes of discussion and final action. Categories may be revised based on new information regarding commitments to the State Implementation Plan and other innovative projects that have not been considered in the past.

<b>Table 1 – Proposed Category Percentages and Funding Targets</b>		
<b>CMAQ Policy Categories</b>	<b>%</b>	<b>AMOUNT</b>
<b>Category 1: Public Transit Projects</b> Eligible projects shall include but are not limited to transit stock and transit amenity improvements. A 3-year fleet conversion plan shall be required for alternative refueling infrastructure. Projects shall be distributed across: small urban areas; regional transit; and metropolitan transit.	<b>20%</b>	<b>\$5,282,600</b>
<b>Category 2: Alternative Fuel &amp; Infrastructure Projects</b> Eligible projects may include advanced clean engine technology for non-transit vehicles and refueling infrastructure. Refueling infrastructure projects shall require a 3-year fleet conversion plan outlining how the refueling project will either expand, replace or transition vehicle technology within the agency and identified committed partners, and how they will serve those vehicles during operational peak-periods and non-peak periods. The fleet conversion plan must be specific to the project location and surrounding need.	<b>15%</b>	<b>\$3,961,950</b>
<b>Category 3: Transportation System Management Projects</b> Eligible projects: Transportation System Management (TSM) projects shall include traffic signal interconnect projects, operational improvements and Traffic Operation Center projects in the metropolitan Bakersfield area.	<b>20%</b>	<b>\$5,282,600</b>
<b>Category 4: Discretionary Projects</b> Eligible projects: The Discretionary Projects Category may include projects such as dust mitigation reductions, non-motorized projects, safety / traffic flow projects, freight/goods movement projects, (Active) Transportation Demand Management, or TSM projects outside of the Metropolitan Bakersfield area that can demonstrate an air quality benefit to the non-attainment area.	<b>45%</b>	<b>\$11,885,850</b>
<b>TOTAL</b>	<b>100%</b>	<b>\$26,413,000</b>

### **Recommendation**

Kern COG staff recommends approval of the timeline and the proposal presented in Table 1.

The Transportation Technical Advisory Committee recommends approval.

**ACTION:** Approve the CMAQ Timeline and Funding Targets. ROLL CALL VOTE

Attachment: “Congestion Mitigation and Air Quality Program Policy and Procedure”

# Chapter 5

## Congestion Mitigation and Air Quality Program (CMAQ)

<b>Background</b> .....	<b>5-1</b>
<b>Development Timeline</b> .....	<b>5-2</b>
Figure 5-A: CMAQ Milestones for Project Submittal & Approvals....	5-3
<b>Programming Guidance</b> .....	<b>5-4</b>
Figure 5-B: CMAQ Programming Categories.....	5-4
<b>Screening Criteria</b> .....	<b>5-5</b>
<b>Project Eligibility</b> .....	<b>5-6</b>
<b>Non-Eligible Projects</b> .....	<b>5-13</b>
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## Background

The Congestion Mitigation and Air Quality (CMAQ) program was established by the Intermodal Surface Transportation Act of 1991 (1991 ISTEA, Public Law 102-240) and was continued by the Transportation Equity Act for the 21st Century (TEA-21, Public Law 105-178) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) under 23 U.S.C. 149. SAFETEA-LU was scheduled to expire on September 30, 2009, but was extended through September 30, 2012. On July 6, 2012, the “Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)” was signed into law and continues the CMAQ program to fund projects likely to reduce air pollution. MAP-21 provided funding over a two-year period starting October 1, 2012 (FY12-13) and ending September 30, 2014 (FY 13-14) followed by continuing resolutions. The CMAQ program is continued with the enactment of Fixing America’s Surface Transportation Act, or “FAST Act” which was signed into law on December 4, 2015. It is a 5-year transportation bill.

CMAQ funding can be used to maintain and improve the existing transportation system, expand the system to reduce congestion, and to establish programs and projects that will assist the region in reducing mobile emissions and help meet federal air quality standards. CMAQ funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States code. Eligible costs for funds under these programs include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

The purpose of developing this policy guidance, procedures and criteria to program CMAQ projects is to provide a consistent project development framework. It is used to develop a regionally balanced program of projects while building consensus among member agencies and the public throughout the planning process. Once locally approved, CMAQ projects must then be included in the Federal Transportation Improvement Program (FTIP) prior to reimbursement of federal funding. The federal-aid process to build transportation projects requires substantial effort from the lead agency to submit paperwork required to process a project once it's identified in the FTIP. Therefore, projects should be developed and incorporated into the FTIP in a timely manner so as to allow sufficient time to deliver them.

### Development Timeline

After funding allocations for CMAQ are determined by Caltrans, KCOG shall initiate a call for projects to develop projects for inclusion into the FTIP, either by amendment into a current FTIP or included as part of the development of a new FTIP. The Transportation Technical Advisory Committee (TTAC) meets monthly to review transportation items and recommend actions to the Transportation Planning Policy Committee (TPPC). Detailed below and in Figure 5-A on the next page is a list of events leading up to the programming of new CMAQ projects in the FTIP. The schedule reflects a 12-month time span from the call for projects to inclusion in the FTIP.

- KCOG shall first issue a “Call for Projects” announcement to the member agencies at the Transportation Technical Advisory Committee (TTAC) meeting and the Transportation Planning Policy Committee (TPPC) meeting. An application form and instructions giving specific information regarding what type of projects are eligible and application process information are distributed. Eligible applicants are organizations that have the ability to accept and account for federal funding. There is a date established as to when the applications must be returned to KCOG.
- KCOG staff shall first evaluate applications for consistency and accuracy. KCOG shall create a subcommittee of TTAC volunteers to review and comment on submitted applications. The subcommittee shall be given the opportunity to ask questions of KCOG staff and project sponsors during the meeting for clarification and to discuss the merits of each application. TTAC members shall be invited to participate in a peer review assessment after initial review by KCOG staff to ensure consistent review of submitted CMAQ applications.

- The initial assignment of points and ranking of projects shall occur after all questions by KCOG staff, TTAC members, the Board or the public are sufficiently addressed by the applicant in order for the ranking to have significant value.
- During the application review period, KCOG staff will ensure that calculations for emissions benefits and cost benefits are reviewed to ensure consistency and accuracy.
- KCOG staff shall prepare a staff report detailing the findings of the subcommittee and suggesting the recommended course of action to the TTAC. Upon recommendation of the TTAC, the projects proposed for funding are forwarded to the TPPC. Upon the approval of the TPPC the matter is then referred to state and federal agencies for approval. This action financially constrains new projects to available regional funding levels, and allows KCOG to program a list of financially constrained projects in transportation improvement program documents.
- Eligibility of projects is subject to state and federal review.
- After the federal and state approval of the amended FTIP, the lead agencies may request authorization to proceed with design for the project if applicable (design is an eligible expense). Caltrans must review the draft design of the project; and a final plan is developed incorporating the comments and suggestions resulting from the review.
- After the final design plan is approved by Caltrans, the lead agency may then request authorization to proceed for project construction. After the authorization is received, the lead agency may then proceed with construction. In most cases, the project is “cost reimbursable”, meaning that the lead agency must initially finance the project (i.e. buy supplies, pay contractors) and then submit the expenses to Caltrans for reimbursement, upon approval of expenditures.
- When the project is completed, a Notice of Completion is filed with Caltrans. The project is field checked by staff and instructions to issue final payment are issued.
- These policies and procedures may be revised, updated, or otherwise modified at the discretion of the KCOG Board of Directors and through state and federal guidance.

Because CMAQ funds are federal funds, project sponsors must follow federal funding guidelines and environmental (NEPA) processes.

Figure 5-A: CMAQ Milestones for Project Submittal &amp; Approval

CMAQ Milestones	
<b>Month 1, Year 1</b>	CMAQ Allocation estimates received from Caltrans;
<b>Month 2, Year 1</b>	KCOG: reveals the CMAQ apportionment amount(s) available for programming new projects; establishes percentage funding targets for the CMAQ programming categories; and requests approval of the call for projects timeline through the regular committee process.
<b>Month 2, Year 1</b>	Issue a call for projects (4 months);
<b>Month 7, Year 1</b>	Project submittal deadline;
<b>Month 8, Year 2</b>	Evaluate and rank applicable projects; Develop draft program of projects
<b>Month 9 &amp; 10, Year 2</b>	TTAC Subcommittee shall review and comment on applications and initial rankings;
<b>Month 11, Year 2</b>	Draft program of projects is reviewed by TTAC;
<b>Month 11, Year 2</b>	Draft program of projects is reviewed by TPPC;
<b>Month 12, Year 2</b>	Request recommendation of approval by TTAC of Final List of Projects;
<b>Month 12, Year 2</b>	Request TPPC approval on Final List of Projects.
<i>Note: Additional cycles may be implemented at the discretion of Kern COG staff that follows the time frame as defined above. Even year = Year 1; Odd year = Year 2</i>	

## Programming Guidance

The following guidance shall direct the programming of available CMAQ funding over the course of the FAST Act. The four categories listed in Figure 5-B provide guidance on project categories that will be identified for funding. Reasonably Available Control Measures (RACM) and Best Available Control Measures (BACM) projects are eligible under any category. Projects will compete within each category separately as recommended by KCOG staff and approved by the KCOG Board of Directors.

For all categories, lead agencies must demonstrate the ability to process projects in a timely manner so that funding is not lost to the Kern region due to delays or mismanagement. Air quality benefits of all projects or activities shall be quantified and documented before CMAQ funding is approved. Caltrans submits an annual report to FHWA covering all CMAQ obligations for the fiscal year ending the previous September 30. This report documents how CMAQ funds were spent and what the air quality benefits are expected to be.

Figure 5-B: CMAQ Programming Categories

CMAQ Programming Categories	
<b>Category 1: Public Transit Projects</b>	Eligible projects shall include but are not limited to transit stock and transit amenity improvements. A 3-year fleet conversion plan shall be required for alternative refueling infrastructure. Projects shall be distributed across: small urban areas; regional transit; and metropolitan transit.
<b>Category 2: Alternative Fuel &amp; Infrastructure Projects</b>	Eligible projects may include advanced clean engine technology for non-transit vehicles and refueling infrastructure. Refueling infrastructure projects shall require a 3-year fleet conversion plan outlining how the refueling project will either expand, replace or transition vehicle technology within the agency and identified committed partners, and how they will serve those vehicles during operational peak-periods and non-peak periods. The fleet conversion plan must be specific to the project location and surrounding need.
<b>Category 3: Transportation System Management Projects</b>	Eligible projects: Transportation System Management (TSM) projects shall include traffic signal interconnect projects, operational improvements and Traffic Operation Center projects in the metropolitan Bakersfield area.
<b>Category 4: Discretionary Projects</b>	Eligible projects: The Discretionary Projects Category may include projects such as dust mitigation reductions, non-motorized projects, safety / traffic flow projects, freight/goods movement projects, (Active) Transportation Demand Management, or TSM projects outside of the Metropolitan Bakersfield area that can demonstrate an air quality benefit to the non-attainment area.

## Screening Criteria

Proposed CMAQ projects must meet all of the following screening requirements, where applicable. If a proposal meets all of the applicable criteria, it is eligible for prioritization; if not, it cannot be considered for funding.

- ☐ Project must be included in a local agency-adopted resolution stating financial support for the project.
- ☐ Project is eligible for CMAQ funding as defined by the latest federal transportation authorization bill and federal CMAQ Guidelines.
- ☐ Project applicant is either a public agency, i.e. city, county, special district, Caltrans, transit operator, transit authority, or a non-profit agency or group with the sponsorship of a public agency.
- ☐ Successful project applicants or their sponsors must have executed a master agreement with Caltrans in order to be authorized to expend funds for reimbursement under this program. Agencies without a master agreement will either need to obtain one or the sponsorship of an agency that does have one.
- ☐ Road projects must have a functional classification of urban collector, or major rural collectors or higher.

- ☐ CMAQ projects must demonstrate a tangible benefit to air quality. CMAQ funded projects are required to quantify or qualify their benefit as part of annual reporting requirements.
- ☐ The project must comply with the Americans with Disabilities Act (ADA) requirements.
- ☐ The project must be consistent with the currently approved Regional Transportation Plan.
- ☐ The applicant or their sponsor must have financial capacity to complete, operate and maintain the project.
- ☐ Funds required from other sources must reasonably expected to be available on the time frame needed to carry out the project.

### Project Eligibility

The purpose of the CMAQ program is to fund transportation projects or programs that will improve safety, reduce congestion, and contribute to attainment of national ambient air quality standards with a focus on ozone, PM<sub>10</sub>, and their precursors, and precursors of carbon dioxide (CO<sub>2</sub>): PM<sub>2.5</sub>; volatile organic compounds (VOC); nitrogen oxides (NO<sub>x</sub>); and Carbon Monoxide. The CMAQ Program Eligibility Listing has been refined to provide local governments with greater flexibility in choosing the types of projects that will provide the "greatest air quality benefits" for their regions in order to meet national goals and standard.

A state or MPO may obligate CMAQ funds apportioned to it only for a transportation project or program:

- If the DOT in consultation with the EPA determines that the project or program is likely to contribute to the attainment of a national ambient air quality standard; or
- If the project or program is included in a State Implementation Plan (SIP) that has been approved pursuant to the Clean Air Act and the project will have air quality benefits; or
- The project or program is likely to contribute to the attainment of a national ambient air quality standard, whether through reductions in vehicle miles traveled, fuel consumption, or through other factors.

#### ☐ ***Transportation Activities***

Transportation activities from approved state SIPs for air quality should be given highest priority for CMAQ funding. The priority of CMAQ funded projects in the FTIP will be based on their air quality benefits.

#### ☐ ***Transportation Control Measures***

The fundable TCMs below are included in Section 108(f)(1) of the Clean Air Act and meet the transportation conformity rule's definition of a TCM (included in approved SIP):



- Programs for improved public transit;
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by passenger buses or high occupancy vehicles;
- Employer-based transportation management plans, including incentives;
- Trip-reduction ordinances;
- Traffic flow improvement programs that achieve emission reductions;
- Fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service;
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
- Programs for the provision of all forms of high-occupancy, shared-ride services;
- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- Programs to control extended idling of vehicles;
- Programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;
- Employer-sponsored programs to permit flexible work schedules;
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- Programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest; and
- Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

### ☐ ***Bicycle & Pedestrian Facilities & Programs***

Construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and State bicycle/pedestrian coordinator positions for promoting and facilitating the increased use of non-motorized modes of transportation. This includes public education, promotional, and safety programs for using such facilities.

### ☐ ***Management and Monitoring Systems***

Developing and establishing management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems, where it can be demonstrated that they are likely to contribute to the attainment of a National Ambient Air Quality Standard.

### □ ***Traffic Management / Congestion Relief Strategies***

Capital and operating costs for traffic monitoring, management, and control facilities and programs, where it can be demonstrated that they are likely to contribute to the attainment of a National Ambient Air Quality Standard. In addition to traffic signal modernization projects destined to improve traffic flow within a corridor or throughout an area, CMAQ funding can also be utilized to support Intelligent Transportation Infrastructure (ITI) Traffic Management and Traveler Information Systems that may include: Regional Multi modal Traveler Information Centers; Traffic Signal Control Systems; Freeway Management Systems; Traffic Management Systems; Incident Management Programs; and Electronic fare Payment/Toll collection Systems. CMAQ program funds may not replace existing local and State Funds used for operating cost, but are intended to augment and reinforce new efforts. Operating costs are eligible only for a period of 2 years from inception. Operating costs for these services are eligible under RSTP.

### □ ***Transit Projects***

Improved public transit is an eligible TCM. Transit improvements fall under three broad types of action: system/service expansion, operational improvements, and demand/market strategies. Emission reductions vary widely depending on project specifics as well as the existence of policies and actions that promote transit use, such as transit-supportive land use controls and single-occupant auto disincentives.

- **Transit facilities** - In general, capital costs of system/service expansion are eligible. Examples include new rail systems and extensions, new roadways or reserved lanes on existing roads for exclusive bus/HOV use, and capital costs of initiating commuter rail or ferry service. Enhancements such as new stations, new vehicles/equipment, terminals, transit malls, Intermodal transfer facilities, and track and signalization improvements are also eligible. If it is a reconstruction or rehabilitation project of an existing facility, it is not eligible. Park and ride facilities related to transit systems are eligible.
- **Transit vehicles and equipment** - One-for-one vehicle replacements of the existing bus or rail fleet are eligible because other new vehicles are generally more reliable, less polluting, and make transit a more attractive option. New buses are significantly cleaner than old with respect to PM10; thus justification is strong for using CMAQ funds for replacements in PM10 non-attainment areas like Kern County.
- **Transit associated development** - This includes various types of retail and other services located in or very close to transit facilities. They offer convenience for the transit patron but are not required for the functioning of the system. In general, transit-associated development is not eligible under the CMAQ Program. Child-care centers located adjacent to a major transit stop have been proposed in the past as beneficial to air quality. The type of use could now be funded as an experimental pilot project. Such type of uses could possibly help support mandated “Welfare to Work” Programs.

- **Transit Operations** - In limited cases, operating costs for new transit service are eligible. The main criterion is that it must be for new service, which supports a discrete, new project or program having documented air quality benefits. The funds cannot be used to replace existing funding sources or to further subsidize existing operations. Operating costs are eligible only for a 3-year start-up period. Examples of eligible costs include shuttle service feeding a station; circulator service within an activity center; fixed-route service linking activity center new transit service to a major employer in support of an employer trip reduction program; new bus service in a community that presently lacks adequate transit service; or new transit service initiated on a HOV facility. Service demonstrations will usually involve buses or vans since the service should be relatively low-cost and easily terminated if sufficient ridership is not achieved. In addition to operating assistance for new transit service, the CMAQ Guidance also allows partial short-term subsidies of transit/paratransit fares as a means of encouraging transit use. Proposals such as reduced fare programs during periods of elevated ozone levels (such as a spare the air day) and discounted transit passes targeted at specific groups or locations may now be eligible if these conditions are met.

### □ ***Planning and Project Development Activities***

Project planning or other development activities that lead directly to construction of facilities or new services and programs with air quality benefits. Such as preliminary engineering or major investment studies for transportation /air quality projects, are eligible. This includes studies for the preparation of environmental or NEPA documents and related transportation/air quality project development activities. Project development studies include planning directly related to an event that air quality monitoring is necessary to determine the air quality impacts of a proposed project, which is eligible for CMAQ funding, the costs of that monitoring are also eligible. General planning activities, such as economic or demographic studies, that do not directly propose or support a transportation/air quality project are too far removed from project development to ensure any emission reductions and are not eligible for funding. Regional or area-wide air quality monitoring is not eligible because such projects do not themselves yield air quality improvements nor do they lead directly to projects that would yield air quality benefits.

### □ ***Alternative Fuels***

In general, the conversion of individual, conventionally powered vehicles to alternative fuels is not eligible under CMAQ. However, the conversion or replacement of centrally fueled fleets to alternative fuels is eligible. The establishment of on-site fueling facilities and other infrastructure needed to fill alternative fueled vehicles are also eligible expenses. Although, if private filling stations are reasonably accessible and convenient, then CMAQ funds may not be used. Interference with private enterprise is to be avoided and services should not be needlessly duplicated.

### ☐ ***Telecommuting***

The CMAQ Program allows for the establishment of telecommuting programs. Planning, technical and feasibility studies, training, coordination, and promotion are eligible activities under CMAQ. Physical establishment of telecommuting centers, computer and office equipment purchases and related activities are not eligible. Such activities are not typically transportation projects and funding them would not meet current federal requirements.

### ☐ ***Travel Demand Management***

Travel demand management encompasses a diverse set of activities ranging from traditional car pool and vanpool programs to more innovative parking management and road pricing measures. Eligible activities include: market research and planning in support of TDM implementation; capital expenses required to implement TDM measures; operating assistance to administer and manage TDM programs for up to 3 years; as well as marketing and public education efforts to support and bolster TDM measures.

### ☐ ***Intermodal Freight***

CMAQ funds may be used for improved intermodal freight facilities where air quality benefits can be shown. Capital improvements as well as operating assistance meeting the conditions of this guidance are eligible. In that many intermodal freight facilities included private sector businesses, several of the proposals that have been funded nation-wide have been under public-private partnerships.

### ☐ ***Public/Private Initiatives***

SAFETEA-LU provides greater access to CMAQ funds for projects that cooperatively implemented by public/private partnerships and/or non-profit entities. Proposed projects no longer have to be under the primary control of the cooperating public agency as under ISTEA; although, it is still the responsibility of the public agency to oversee and protect the investment of the Federal funds used by the partnership. Eligible activities include the following: ownership or operation of land, facilities or other physical management or operational duties associated with a project; and any other form of privately owned vehicles and fleets using alternative fuels to the incremental vehicle cost over a conventionally-fueled vehicle. Activities that are the mandated responsibility of the private sector under the Clean Air Act, such as vapor recovery systems at gas stations, are not eligible for CMAQ funding. Implementation of employer trip reduction programs is also a private responsibility, but general program assistance to employers to help them plan and promote these programs is eligible.

### ☐ ***PM-10 Activities***

Projects and programs that reduce transportation generated PM10 emissions are eligible for CMAQ funding. Specifically projects qualifying as “control strategies” identified in the Air

District's PM10 Attainment Plan including the following: paving shoulders, shoulder stabilization, paving or stabilizing unpaved roads, and curbing.

### ☐ ***Outreach Activities***

Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to Single Occupancy Vehicle (SOV) travel, and technical assistance to employers or other outreach activities for Employee Commute Option program implementation are eligible for CMAQ funding. The previous policy limiting CMAQ funding for only a two-year period has been eliminated. Now, outreach activities may be funded under the CMAQ program for an indefinite period. Outreach activities may be employed for a wide variety of transportation services. They may equally affect new and existing transit, shared ride, traffic management and control, bicycle and pedestrian, and other transportation services.

### ☐ ***Rideshare Programs***

Rideshare services consist of carpool and vanpool programs; important activities may include computer matching of individuals seeking to vanpool and employer outreach to establish rideshare programs. New or expanded rideshare programs, such as new locations for matching services, upgrades for computer matching software, etc. continue to be eligible and may be funded for an indefinite period of time. Vanpool programs are different from carpooling programs. Implementation of a vanpool operation entails purchasing vehicles and providing a transportation service. Proposals for vanpool activities must be for new or expanded service, subject to the 3-year limitation on operation costs.

### ☐ ***Establishing/Contracting with TMA's***

Transportation Management Associations (TMA's) are comprised of private individuals or firms who organize to address the transportation issues in their immediate locale. Such Associations are currently eligible for CMAQ funding. Eligible expenses for reimbursement are associated start-up costs for up to 3 years. CMAQ requires that the TMA's must be sponsored by a public agency, and the State is responsible for insuring that funds are appropriately used to meeting CMAQ program objectives. The TMA's may play a role in brokering transportation services to private employers--such as: coordinating rideshare programs, provided shuttle services, and developing parking management programs, etc. Applications of these programs must specify program goals and deliverables.

### ☐ ***Inspection/Maintenance Activities***

Emission Inspection/Maintenance (I/M) programs are eligible activities under CMAQ. I/M program funds can be provided for publicly owner I/M facilities-or at privately owned stations where a "public-private partnership" is created. Start-up costs and three years of operating expenses are eligible for CMAQ funds. The establishment of "portable" I/M programs is also

eligible under the CMAQ program, provided that they are public services, contribute to emission reductions and do not conflict with statutory I/M requirements.

### ☐ **Experimental Pilot Projects/Innovative Financing**

States and local areas have long experimented with various types of transportation services, and different means of employing them in an effort to better meet the travel needs of their constituents. These “experimental” projects may not meet the precise eligibility criteria for Federal and State funding programs, but they may show promise in meeting the intended public purpose of those programs in an innovative way. The CMAQ provisions of TEA-21 allow experimentation provided that the project or program can reasonably be defined as a “transportation” project and that emission reductions can reasonably be expected “though reductions in vehicle miles traveled, fuel consumption, or through other factors.”

### ☐ ***Fare/Fee Subsidy Program***

The CMAQ Program allows funding for partial user fare or fee subsidies in order to encourage greater use of alternative travel modes (e.g. carpool, vanpool, transit, bicycling and walking). CMAQ funds can be used to subsidize fares or fees if the reduced fare/fee is offered as a component of a comprehensive, targeted program to reduce SOV use. Other components of such a program would include public information and marketing of non-SOV alternatives, parking management measures, and better coordination of existing transportation services. The intent of federal policy on this is to focus on situations where alternative transportation modes are viable, but nonetheless, heavy reliance on single-occupant vehicles exists, such as at major employment or activity centers. Examples of fare-fee subsidy programs include the following: 1) discount transit fare through a cooperative arrangement between a transit operator and a major employer; 2) subsidize empty seats during the formation of a new vanpool; 3) reduce fees for shuttle services within a defined area, such as a flat-fare taxi program; or 4) provide financial incentives for carpooling, bicycling and walking in conjunction with a demand management program. An underlying tenet of this provision is to support experimentation but always with the goal of identifying projects that are viable without the short-term funding assistance provided by the CMAQ program. Thus, the subsidy must be used in conjunction with reasonable fares or fees to allow the greatest change of holding on the “trial” users. While the fare/fee subsidy program itself is not limited in time, specific groups or locals targeted under the program must be rotated and the subsidized fare/fee must be limited to any one entity or location.

### ☐ ***Other Eligible Activities***

Innovative activities based on promising technologies and feasible approaches to improve air quality will also be considered for funding. This includes such ventures as new efforts to identify and prove the emissions of gross emitters, vanpooling programs, planning and development of parking management program, and preferential treatment for high-occupancy vehicles.

The eligible activities listed above are subject to federal interpretation and the latest CMAQ Guidance.

### Non-Eligible Projects

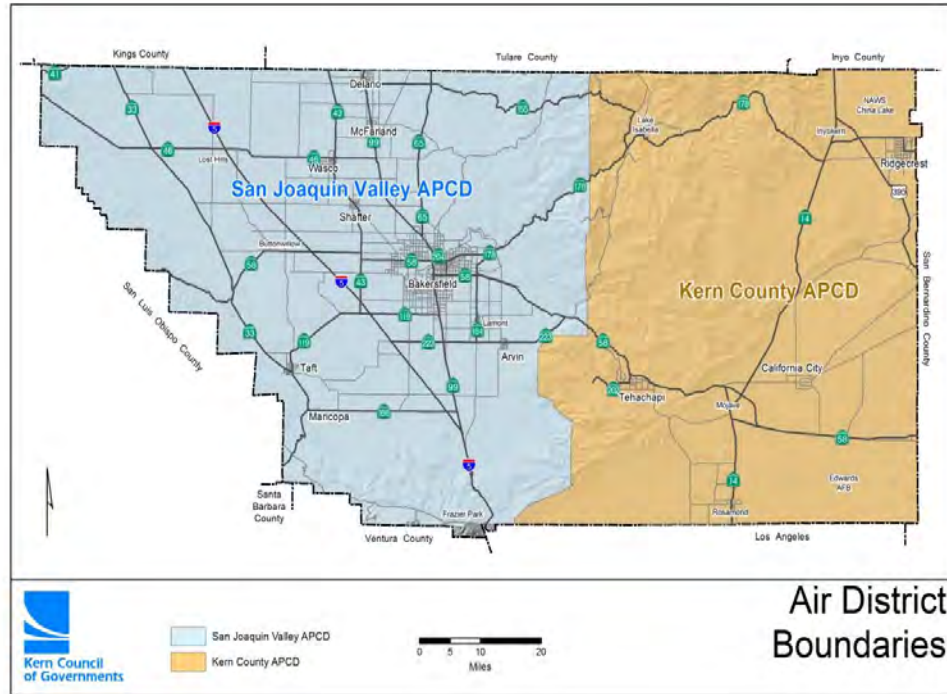
- General planning activities, even for conformity of implementation plan revisions, are not eligible for CMAQ funding.
- Routine maintenance projects are ineligible. Routine maintenance and rehabilitation on existing facilities maintains the existing levels of highway and transit service and, therefore, maintains existing ambient air quality levels rather than improving them.
- Funding for a project that will result in the construction of new capacity available to single-occupant vehicles unless the project consists of a high-occupancy vehicle facility available to single-occupant vehicles only at other than peak travel times.
- Planning activities/modal enhancements required for conformity findings.
- Preparation of Transportation Improvement Programs and plan development.
- Air quality monitoring systems.
- The use of funds for non-governmental partnerships on projects required under the Clean Air Act, the Energy Policy Act, or other federal laws.

### Ranking Criteria and Point System

CMAQ projects must first meet federal requirements, such as be on an eligible route, be an eligible type of project and, finally, meet air quality standards. CMAQ funds can be used for transit capital improvements, for high occupancy vehicle lanes, and to alleviate PM<sub>10</sub>. CMAQ funds may not be used for highway maintenance, transit-operating expenses or for capacity increasing lanes available to single occupancy vehicles. Having met the above standards, the KCOG criteria for selecting CMAQ projects are listed in Figure 5-F (page 5-15) and Figure 5-G (page 5-16). Please note the criteria will not apply to all project types. For example, the safety criteria will not apply to most transit projects because the scoring is based on road safety data. This difference in total possible points between project types is resolved by having projects compete separately within Programming Categories presented in Figure B on page 5-4.

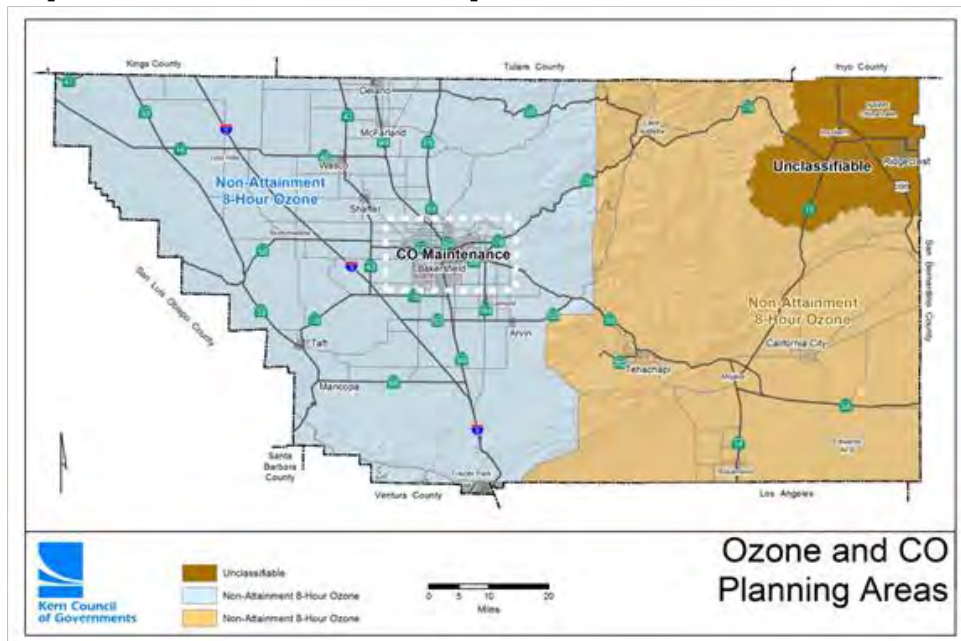
The air quality maps in Figures 5-C, 5-D, and 5-E on the next two pages are included to guide applicants in determining project eligibility, and to identify the air district for each project for scoring purposes.

**Figure 5-C: Air Pollution Control Districts in the Kern Region**



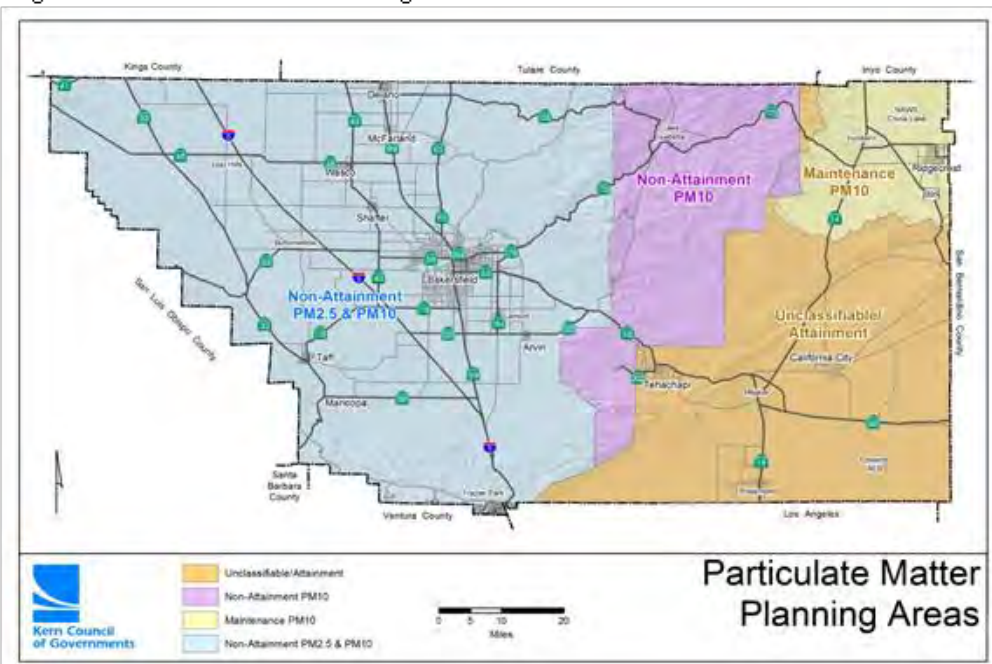
**Figure 5-D: Ozone/Carbon Monoxide Planning Areas**

Figure 2 – Ozone/Carbon Monoxide Planning Areas





5-15



**Figure 5-F: Ranking Criteria and Point System Summary**

Screening Criteria	YES / NO
Does the proposed project meet all of the CMAQ screening criteria listed on Page 5-5 of the KCOG Project Delivery Policies and Procedures manual?	<i>The project is not eligible if the answer is no.</i>
General Criteria	100
VMT Reduction*	15
Emissions Reduction*	25
BACM/RACM?*	5
Livability and Safety*	15
Congestion (LOS)*	25
Cost-Effectiveness	15
<b>Max 100 Points</b>	

Note: Projects compete separately within each of the four categories based on project type.

\*KCOG SCS framework-related metrics.

#### LEVERAGING OF LOCAL MATCH



KCOG staff shall note whether a project has included local match which exceeds the statutory requirement of 11.47% in most cases. Projects which indicate a 50% match or higher and less than 75% shall be considered only in the case of a tie-breaker situation during the financial constraint process in which two like projects also have the same number of points. Projects that demonstrate a local match of 75% or higher shall be awarded an extra 5 points for their project and will compete as normal. Again, if the project that is awarded the extra points ties with another project that does not have the extra match the project with the extra match will be selected. KCOG staff shall apply this option at their discretion during the financial constraint process.

**Figure 5-G: CMAQ Performance Measures and Ranking Criteria Detail**

General Criteria	
<b><u>VMT Reduction</u></b>	
Estimate the reduction in vehicle miles traveled (VMT) using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <a href="http://www.arb.ca.gov/planning/tsaq/eval/eval.htm">http://www.arb.ca.gov/planning/tsaq/eval/eval.htm</a> , or the updated version.	
Note: projects are ranked relative to all other projects competing for funds.	
Ranking Criteria (projects are ranked relative to all other projects competing for funds)	Points
Top 1/3 <sup>rd</sup> (68% - 100%) of projects with the highest VMT reduction	15
Middle 1/3 <sup>rd</sup> (34% - 67%) of projects with mid-range VMT reduction	12
Bottom 1/3 <sup>rd</sup> (1% - 33%) of projects with the lowest VMT reduction	8
No reduction	0

### **Emissions Reduction**

Estimate the reduction in emissions using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>, or the updated version. Kern COG staff shall be consulted prior the application deadline to determine is an alternative analysis program or formula should be used outside the Air Resources Board air quality emission calculation tools. Otherwise all applications are expected to use the appropriate ARB calculator / formulas. Note: projects are ranked relative to all other projects competing for funds.

Emissions Reduction Ranking Criteria <sup>1</sup>				
Pollutant (kg/yr)	San Joaquin Valley Air Basin <sup>2</sup>	Kern River Valley Air Basin <sup>3</sup>	Mojave Air Basin <sup>4</sup>	Indian Wells Valley Air Basin <sup>5</sup>
<b>PM<sub>10</sub></b>	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2
<b>VOC</b> 	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	
<b>NO<sub>x</sub></b> 	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	
<b>PM<sub>2.5</sub></b>	Any reduction = 3			
<b>CO</b>	Any reduction = 2 <sup>6</sup>			
	Max Points = 25	Max Points = 20	Max Points = 20	Max Points = 8

<sup>1</sup> Note: Project eligibility is ultimately determined by FHWA through Caltrans Local Assistance when the project sponsor submits the Request for Authorization (E-76) to Caltrans to obligate the CMAQ funds. When CMAQ guidelines under MAP-21 are available, the KCOG CMAQ project selection process will be reviewed and updated as required.

<sup>2</sup> Classified non-attainment for four pollutants (PM<sub>10</sub>, Ozone, PM<sub>2.5</sub> & CO).

<sup>3</sup> Classified non-attainment for two pollutants (PM<sub>10</sub>, Ozone).

<sup>4</sup> Classified non-attainment for one pollutant (Ozone).

<sup>5</sup> Classified maintenance for one pollutant (PM<sub>10</sub>).

<sup>6</sup> Only applies to projects within the Bakersfield Metropolitan Area.

### **Livability and Safety**

Livability - Describe whether and how the project provides the four listed Livability benefits; provide no more than a half page response for each benefit: (1) Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers; (2) Will improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets; (3) Will improve travel between residential areas and commercial centers and jobs; (4) Will improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups.

## Chapter 5: Congestion Mitigation & Air Quality Program (CMAQ)

Safety - Provide: (a) Existing and After project accident & fatality rates (accidents/millions of vehicle miles (MVM); fatalities/MVM) for the road segment within the project limits using three years of accident data, and (b) the statewide average accident and fatality rate for a similar facility (from Caltrans TASAS database or local agency accident database). Instructions for obtaining project accident and fatality rates are available on pages B-21 and B-22 of Appendix B. Answer the following two questions (5) and (6) based on the calculated values for accident rates and fatality rates as described above in items (a) and (b).

(5) Is the existing Accident Rate higher than the average rate for a similar facility, and does the project reduce the Accident Rate to the average rate or lower? Yes or No

(6) Is the existing Fatality Rate higher than the average rate for a similar facility, and does the project reduce the Fatality Rate to the average rate or lower? Yes or No

Ranking Criteria	Points
Project provides five of the six listed Livability or Safety benefits	15
Project provides three of the six listed Livability or Safety benefits	10
Project provides two of the six listed Livability or Safety benefits	5
Project provides one of the six listed Livability or Safety benefits	1

### **Congestion Relief**

Provide peak period Level of Service (LOS) for intersection(s) and/or road segments within the project limits for existing conditions (Before LOS) and estimated LOS after project completion (After LOS). If applicable, provide Bikeway and/or Pedestrian LOS. If LOS varies within the project limits, provide a weighted average. LOS should be calculated using methods consistent with the Highway Capacity Manual available at <http://www.trb.org/Main/Blurbs/164718.aspx>. Ranking criteria is summarized in the tables below.

#### **Highways**

(where bicycles and pedestrians are prohibited)

Points are awarded to projects based on the change in LOS before and after project completion using the table below.

		After LOS Hwy					
		A	B	C	D	E	F
Before LOS Hwy	A	0	0	0	0	0	0
	B	5	0	0	0	0	0
	C	10	5	0	0	0	0
	D	15	10	5	0	0	0
	E	20	15	10	5	0	0
	F	25	20	15	10	5	0

Max Points = 25

**OR**

(Next page)

### Highways & Bicycle Lanes

(when bicycles are allowed on the highway but pedestrians are prohibited)

Points are awarded to projects based on the change in LOS before and after project completion using the two tables below for highway and bikeway facilities.

		After LOS Hwy					
Before LOS Hwy		A	B	C	D	E	F
	A	0	0	0	0	0	0
	B	4	0	0	0	0	0
	C	8	4	0	0	0	0
	D	12	8	4	0	0	0
	E	16	12	8	4	0	0
	F	20	16	12	8	4	0

Plus Bikeway LOS:

		After LOS Bikeway					
Before LOS Bikeway		A	B	C	D	E	F
	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

Max Points Highway LOS (20 Points) + Bikeway LOS (5 Points) = 25

OR

(Next page)

**Highways, Bicycle Lanes and Pedestrian Facilities**  
(when bicycles and pedestrians are allowed on the highway)

Points are awarded to projects based on the change in LOS before and after project completion using the three tables below for highway, bikeway and pedestrian facilities respectively.

		After LOS Hwy					
Before LOS Hwy		A	B	C	D	E	F
	A	0	0	0	0	0	0
	B	3	0	0	0	0	0
	C	6	3	0	0	0	0
	D	9	6	3	0	0	0
	E	12	9	6	3	0	0
	F	15	12	9	6	3	0

Plus Bikeway LOS:

		After LOS Bikeway					
Before LOS Bikeway		A	B	C	D	E	F
	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

Plus Pedestrian LOS:

		After LOS Pedestrian					
Before LOS Pedestrian		A	B	C	D	E	F
	A	0	0	0	0	0	0
	B	1	0	0	0	0	0
	C	2	1	0	0	0	0
	D	3	2	1	0	0	0
	E	4	3	2	1	0	0
	F	5	4	3	2	1	0

**Max Points Highway LOS (15 Points) + Bikeway LOS (5 Points) + Pedestrian LOS (5 Points) = 25**

**Cost-Effectiveness**

Calculate cost-effectiveness using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>, or the updated version.

Ranking Criteria	Points
Project does not exceed the Cost-Effectiveness Threshold	15
Project exceeds the Cost-Effectiveness Threshold by not more than 50%	10
Project exceeds the Cost-Effectiveness Threshold by not more than 100%	5

**RACM/BACM**

Is the project identified as a RACM/BACM?

Ranking Criteria	Points
Yes	5
No	0

## **CMAQ: LOCAL COST- EFFECTIVENESS POLICY**

The following three pages present the local cost-effectiveness policy adopted by Kern COG in September 2007.

### **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 reduction 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 COG will use the Caltrans estimate to develop the available CMAQ funds over the four-year period. Kern COG commits to dedicate at least 20% (or 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 were 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 COG 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 Improvements 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 use 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 COG 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 COG.

### **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 COG 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 COG 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 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 (NO<sub>x</sub>), 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).

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



## IV. F. TPPC

March 16, 2023

TO: Transportation Planning Policy Committee

From: Ahron Hakimi, Executive Director

By: Irene Enriquez  
Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. F.  
FY 2022-23 KERN REGION ESTIMATED LOW CARBON TRANSIT OPERATIONS  
PROGRAM (LCTOP) CALL FOR PROJECTS

### DESCRIPTION:

Annual Caltrans funding is available for transit expansion projects that reduce greenhouse gas emissions for a very limited time. The region is estimated to receive a total of \$2,369,913. This item has been reviewed by the Transportation Technical Advisory Committee.

### DISCUSSION:

On March 1, 2023, Kern COG staff received an apportionment estimate from the State Controllers Office (SCO) for the Kern Region for LCTOP funding. Caltrans will administer the LCTOP funding program in two accounts: 99313 (Regional funds to be distributed by the adoption of a Kern COG program of projects (POP)); and 99314 (Member Agency direct allocation only) totaling **\$2,369,913**. The hard deadline to submit LCTOP allocation requests to Caltrans is **Monday, May 1, 2023**

### **Expenditures Eligible for funding for both 99313 & 99314**

Funding for the program shall be expended to provide transit operating or capital assistance that meet all of the following criteria:

1. Expenditures supporting new expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
2. The recipient transit agency demonstrates that each expenditure directly enhances or expands transit service to increase mode share.
3. The recipient transit agency demonstrates that each expenditure reduces greenhouse gas emissions.

### **Example of Eligible Projects**

Expand transit services:

1. Implement bus rapid transit (for new routes or expansion of existing routes).

Kern Council of Governments

1401 19<sup>th</sup> Streets, Suite 300 Bakersfield CA 93301 661-635-2900 Facsimile 661-324-8215 TTY 661-832-7433 [www.kerncog.org](http://www.kerncog.org)

2. Increase service (extend transit routes, increase the frequency of service, and extend service hours).
3. Free or reduced-fare transit passes/vouchers.
4. Increase capacity on routes nearing capacity (add more buses, or rail cars to existing routes).
5. Purchase zero-emission or hybrid vehicles and equipment (e.g. buses, railcars, auxiliary electrical power units).
6. Expanded intermodal transit facilities.
7. Install new transit stops/stations that connect to bike/pedestrian paths.
8. Upgrade transit vehicles to support active transportation and encourage ridership (e.g., bicycle racks on buses; bicycle storage on rail cars).

Since the SCO has not finalized the apportionment of these monies for use in the fiscal year 2023-24, Kern COG staff suggests the following project timeline:

Due to the delayed release of the apportionment totals, Caltrans has provided a new due date for Allocation Request package submittals. This will allow agencies time to provide a complete and accurate Allocation Request package with an approved Board Resolution. The Allocation Request packages are now due on **Monday, May 1st at 5:00pm to [lctopcomments@dot.ca.gov](mailto:lctopcomments@dot.ca.gov) with a cc to the LCTOP Liaison. Please note that the later submittal date will push out the date that checks are received by agencies.** Kern COG staff encourages its member agencies to submit your Allocation Request Package as soon as you have the documents completed any time prior to the deadline to help mitigate the impacts to project start. LCTOP staff will take into account these delays and their impacts to late project start dates when reviewing Project Activity Reports.

**All FY 2022-23 LCTOP project titles are due to Kern COG staff no later than Friday, April 7, 2023.**

Should you have any questions or require additional information, please contact Irene Enriquez, Regional Planner at **(661) 635-2918** or E-mail at [ienriquez@kerncog.org](mailto:ienriquez@kerncog.org).

**ACTION:**

Information. Member agencies provide LCTOP Regional Proposed Project (939313) Titles to Kern COG no later than **Friday April 7, 2023**. Provide applications to Caltrans by **May 1, 2023**.

Attachment: FY 2022-23 SCO LCTOP Apportionment schedule



**MALIA M. COHEN**  
**California State Controller**

March 1, 2023

County Auditors  
Transportation Planning Agencies  
County Transportation Commissions  
San Diego Metropolitan Transit System

**SUBJECT: Low Carbon Transit Operations Program**

Pursuant to Health and Safety Code section 39719(b)(1)(B), the State Controller's Office shall allocate five percent of the annual proceeds from the Greenhouse Gas Reduction Fund to the Low Carbon Transit Operations Program. The allocation is made according to the requirements of the Low Carbon Transit Operations Program and pursuant to the distribution formula in sections 99312(b) or (c), 99313, and 99314 of the Public Utilities Code. Enclosed is a schedule that provides the amounts available for the Fiscal Year 2022-23 Low Carbon Transit Operations Program.

Please contact Ou Saelee by telephone at (916) 322-4622 or by email at [Osaelee@sco.ca.gov](mailto:Osaelee@sco.ca.gov) with any questions or for additional information.

Sincerely,

MELMA DIZON  
Manager  
Local Apportionments Section

Enclosures

**STATE CONTROLLER'S OFFICE**  
**LOW CARBON TRANSIT OPERATIONS PROGRAM**  
**ELIGIBLE ALLOCATION FISCAL YEAR 2022-23 SUMMARY**

Regional Entity	PUC 99313 Fiscal Year 2022-23 Eligible Allocation	PUC 99314 Fiscal Year 2022-23 Eligible Allocation	Total Fiscal Year 2022-23 Eligible Allocation
	<b>A</b>	<b>B</b>	<b>C= (A + B)</b>
Metropolitan Transportation Commission	\$ 18,688,737	\$ 51,540,787	\$ 70,229,524
Sacramento Area Council of Governments	4,858,195	1,666,967	6,525,162
San Diego Association of Governments	2,327,190	572,951	2,900,141
San Diego Metropolitan Transit System	5,741,904	2,358,945	8,100,849
Tahoe Regional Planning Agency	264,873	15,199	280,072
Alpine County Transportation Commission	2,946	216	3,162
Amador County Transportation Commission	98,914	3,446	102,360
Butte County Association of Governments	494,871	27,421	522,292
Calaveras County Local Transportation Commission	110,578	1,341	111,919
Colusa County Local Transportation Commission	53,528	2,379	55,907
Del Norte County Local Transportation Commission	66,810	3,454	70,264
El Dorado County Local Transportation Commission	426,741	29,218	455,959
Fresno County Council of Governments	2,482,293	449,765	2,932,058
Glenn County Local Transportation Commission	70,570	2,011	72,581
Humboldt County Association of Governments	331,786	55,325	387,111
Imperial County Transportation Commission	440,185	41,928	482,113
Inyo County Local Transportation Commission	46,584	0	46,584
Kern Council of Governments	2,233,247	136,666	2,369,913
Kings County Association of Governments	373,159	14,951	388,110
Lake County/City Council of Governments	165,459	8,423	173,882
Lassen County Local Transportation Commission	74,311	3,155	77,466
Los Angeles County Metropolitan Transportation Authority	24,205,580	31,861,375	56,066,955
Madera County Local Transportation Commission	386,348	12,859	399,207
Mariposa County Local Transportation Commission	41,839	1,233	43,072
Mendocino Council of Governments	220,914	16,171	237,085
Merced County Association of Governments	697,942	33,501	731,443
Modoc County Local Transportation Commission	21,331	1,818	23,149
Mono County Local Transportation Commission	32,840	47,688	80,528
Transportation Agency for Monterey County	1,064,609	331,584	1,396,193
Nevada County Local Transportation Commission	248,511	11,687	260,198
Orange County Transportation Authority	7,762,117	2,782,569	10,544,686
Placer County Transportation Planning Agency	779,907	111,574	891,481
Plumas County Local Transportation Commission	46,495	7,210	53,705
Riverside County Transportation Commission	5,978,294	979,130	6,957,424
Council of San Benito County Governments	160,726	2,556	163,282
San Bernardino County Transportation Authority	5,369,891	1,135,527	6,505,418
San Joaquin Council of Governments	1,925,155	435,767	2,360,922
San Luis Obispo Area Council of Governments	689,064	47,366	736,430
Santa Barbara County Association of Governments	1,092,709	275,664	1,368,373
Santa Cruz County Transportation Commission	654,314	589,049	1,243,363
Shasta Regional Transportation Agency	443,135	22,928	466,063
Sierra County Local Transportation Commission	7,926	300	8,226
Siskiyou County Local Transportation Commission	107,586	4,581	112,167
Stanislaus Council of Governments	1,348,731	76,625	1,425,356
Tehama County Transportation Commission	159,678	3,286	162,964
Trinity County Transportation Commission	39,330	1,287	40,617
Tulare County Association of Governments	1,165,980	123,406	1,289,386
Tuolumne County Transportation Council	135,719	3,432	139,151
Ventura County Transportation Commission	2,046,301	331,131	2,377,432
State Totals	\$ 96,185,853	\$ 96,185,852	\$ 192,371,705

**STATE CONTROLLER'S OFFICE  
LOW CARBON TRANSIT OPERATIONS PROGRAM  
FISCAL YEAR 2022-23 PUC 99314 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Eligible Allocation
Altamont Corridor Express*		
Alameda County Congestion Management Agency	\$ NA	\$ 75,230
Santa Clara Valley Transportation Authority	NA	43,402
San Joaquin Regional Rail Commission	NA	243,052
Regional Entity Totals	0	361,684
Metropolitan Transportation Commission		
Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco**	2,032,465,904	34,318,686
Central Contra Costa Transit Authority	12,684,408	214,179
City of Dixon	123,850	2,091
Eastern Contra Costa Transit Authority	6,132,724	103,553
City of Fairfield	2,250,751	38,004
Golden Gate Bridge Highway and Transportation District	138,827,667	2,344,139
Livermore-Amador Valley Transit Authority	6,084,421	102,737
Marin County Transit District	23,726,064	400,620
Napa Valley Transportation Authority	1,722,522	29,085
Peninsula Corridor Joint Powers Board	144,681,126	2,442,976
City of Petaluma	739,065	12,479
City of Rio Vista	39,373	665
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	39,452,081	666,158
San Mateo County Transit District	145,105,738	2,450,146
Santa Clara Valley Transportation Authority	439,800,215	7,426,137
City of Santa Rosa	2,483,478	41,934
Solano County Transit (SOLTRANS)	5,290,076	89,324
County of Sonoma	3,459,517	58,415
Sonoma-Marin Area Rail Transit District	29,993,581	506,449
City of Union City	1,879,467	31,735
City of Vacaville	402,817	6,802
Western Contra Costa Transit Authority	8,044,931	135,841
Regional Entity Subtotals	3,045,389,776	51,422,155
Alameda County Congestion Management Agency - Corresponding to ACE*	NA	75,230
Santa Clara Valley Transportation Authority - Corresponding to ACE*	NA	43,402
Regional Entity Totals	3,045,389,776	51,540,787
Sacramento Area Council of Governments		
City of Davis (Unitrans)	2,957,630	49,940
County of Sacramento	1,189,071	20,078
Sacramento Regional Transit System	88,543,261	1,495,075
Yolo County Transportation District	4,689,895	79,190
Yuba Sutter Transit Authority	1,343,449	22,684
Regional Entity Totals	98,723,306	1,666,967
San Diego Association of Governments		
North County Transit District	33,932,036	572,951

\* The estimated available amounts to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

\*\* The estimated available amounts for Alameda-Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, and the City of San Francisco are combined.



**STATE CONTROLLER'S OFFICE  
LOW CARBON TRANSIT OPERATIONS PROGRAM  
FISCAL YEAR 2022-23 PUC 99314 ALLOCATION DETAIL**

<u>Regional Entity and Operator(s)</u>	<u>Revenue Basis</u>	<u>Fiscal Year 2022-23 Eligible Allocation</u>
San Diego Metropolitan Transit System		
San Diego Metropolitan Transit System	33,958,141	573,391
San Diego Transit Corporation	62,951,421	1,062,950
San Diego Trolley, Inc.	<u>42,794,978</u>	<u>722,604</u>
Regional Entity Totals	139,704,540	2,358,945
Southern California Regional Rail Authority***		
Los Angeles County Metropolitan Transportation Authority	NA	2,004,568
Orange County Transportation Authority	NA	880,298
Riverside County Transportation Commission	NA	447,948
San Bernardino County Transportation Authority	NA	452,348
Ventura County Transportation Commission	<u>NA</u>	<u>214,375</u>
Regional Entity Totals	0	3,999,537
Tahoe Regional Planning Agency		
Tahoe Transportation District	900,147	15,199
Alpine County Transportation Commission		
County of Alpine	12,816	216
Amador County Transportation Commission		
Amador Transit	204,076	3,446
Butte County Association of Governments		
Butte Regional Transit	1,601,714	27,046
City of Gridley - Specialized Service	<u>22,232</u>	<u>375</u>
Regional Entity Totals	1,623,946	27,421
Calaveras County Local Transportation Commission		
Calaveras Transit Agency	79,417	1,341
Colusa County Local Transportation Commission		
County of Colusa	140,877	2,379
Del Norte County Local Transportation Commission		
Redwood Coast Transit Authority	204,530	3,454
El Dorado County Local Transportation Commission		
El Dorado County Transit Authority	1,730,379	29,218

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\*\*\* The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE  
LOW CARBON TRANSIT OPERATIONS PROGRAM  
FISCAL YEAR 2022-23 PUC 99314 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Eligible Allocation
Fresno County Council of Governments		
City of Clovis	1,770,328	29,892
City of Fresno	22,991,076	388,210
Fresno County Rural Transit Agency	<u>1,875,194</u>	<u>31,663</u>
Regional Entity Totals	26,636,598	449,765
Glenn County Local Transportation Commission		
County of Glenn Transit Service	119,071	2,011
Humboldt County Association of Governments		
City of Arcata	213,054	3,597
Humboldt Transit Authority	<u>3,063,481</u>	<u>51,728</u>
Regional Entity Totals	3,276,535	55,325
Imperial County Transportation Commission		
Imperial County Transportation Commission (ICTC)	2,462,028	41,572
Quechan Indian Tribe	<u>21,107</u>	<u>356</u>
Regional Entity Totals	2,483,135	41,928
Inyo County Local Transportation Commission	None	None
Kern Council of Governments		
City of Arvin	62,152	1,049
City of California City	25,760	435
City of Delano	279,451	4,719
Golden Empire Transit District	5,882,508	99,327
County of Kern	1,194,767	20,174
City of McFarland	12,106	204
City of Ridgecrest	159,250	2,689
City of Shafter	57,568	972
City of Taft	360,169	6,082
City of Tehachapi	28,252	477
City of Wasco	<u>31,839</u>	<u>538</u>
Regional Entity Totals	8,093,822	136,666
Kings County Association of Governments		
City of Corcoran	122,620	2,070
Kings County Area Public Transit Agency	<u>762,823</u>	<u>12,881</u>
Regional Entity Totals	885,443	14,951
Lake County/City Council of Governments		
Lake Transit Authority	498,852	8,423
Lassen County Local Transportation Commission		
Lassen Transit Service Agency	186,872	3,155
Los Angeles County Metropolitan Transportation Authority		
Antelope Valley Transit Authority	20,326,872	343,224
City of Arcadia	1,607,131	27,137
City of Burbank	3,769,842	63,655
City of Claremont	456,234	7,704
City of Commerce	4,235,696	71,521
City of Culver City	15,278,536	257,982
Foothill Transit	67,815,955	1,145,089
City of Gardena	13,772,242	232,548
City of Glendale	8,225,171	138,884
City of La Mirada	874,670	14,769

**STATE CONTROLLER'S OFFICE  
LOW CARBON TRANSIT OPERATIONS PROGRAM  
FISCAL YEAR 2022-23 PUC 99314 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Eligible Allocation
Long Beach Public Transportation Company	60,542,189	1,022,270
City of Los Angeles	98,801,791	1,668,293
County of Los Angeles	6,316,927	106,663
Los Angeles County Metropolitan Transportation Authority	1,332,273,335	22,495,758
City of Montebello	20,096,742	339,338
City of Norwalk	9,188,277	155,146
City of Pasadena	7,704,457	130,092
City of Redondo Beach	2,905,619	49,062
City of Santa Clarita	26,010,198	439,189
City of Santa Monica	47,544,183	802,795
Southern California Regional Rail Authority***	236,865,779	NA
City of Torrance	20,472,763	345,688
Regional Entity Subtotals	2,005,084,609	29,856,807
Los Angeles County Metropolitan Transportation Authority - Corresponding to SCRRA**:	NA	2,004,568
Regional Entity Totals	2,005,084,609	31,861,375
Madera County Local Transportation Commission		
City of Chowchilla	524,476	8,856
City of Madera	169,785	2,867
County of Madera	67,286	1,136
Regional Entity Totals	761,547	12,859
Mariposa County Local Transportation Commission		
County of Mariposa	73,004	1,233
Mendocino Council of Governments		
Mendocino Transit Authority	957,692	16,171
Merced County Association of Governments		
Transit Joint Powers Authority of Merced County	1,025,125	17,310
Yosemite Area Regional Transportation System (YARTS)	958,913	16,191
Regional Entity Totals	1,984,038	33,501
Modoc County Local Transportation Commission		
Modoc Transportation Agency	107,653	1,818
Mono County Local Transportation Commission		
Eastern Sierra Transit Authority	2,824,223	47,688
Transportation Agency for Monterey County		
Monterey-Salinas Transit	19,637,486	331,584

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\*\*\* The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE  
LOW CARBON TRANSIT OPERATIONS PROGRAM  
FISCAL YEAR 2022-23 PUC 99314 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Eligible Allocation
Nevada County Local Transportation Commission		
County of Nevada	369,077	6,232
City of Truckee	323,083	5,455
Regional Entity Totals	692,160	11,687
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	32,255
Orange County Transportation Authority	110,748,483	1,870,016
Regional Entity Subtotals	112,658,754	1,902,271
Orange County Transportation Authority - Corresponding to SCRRA***	NA	880,298
Regional Entity Totals	112,658,754	2,782,569
Placer County Transportation Planning Agency		
City of Auburn	21,830	369
County of Placer	5,410,141	91,351
City of Roseville	1,175,827	19,854
Regional Entity Totals	6,607,798	111,574
Plumas County Local Transportation Commission		
County of Plumas	346,829	5,856
County Service Area 12 - Specialized Service	80,198	1,354
Regional Entity Totals	427,027	7,210
Riverside County Transportation Commission		
City of Banning	208,349	3,518
City of Beaumont	318,557	5,379
City of Corona	426,555	7,202
Palo Verde Valley Transit Agency	175,762	2,968
City of Riverside - Specialized Service	493,635	8,335
Riverside Transit Agency	18,329,390	309,497
Sunline Transit Agency	11,506,078	194,283
Regional Entity Subtotals	31,458,326	531,182
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	447,948
Regional Entity Totals	31,458,326	979,130
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	2,556
San Bernardino County Transportation Authority		
Morongo Basin Transit Authority	1,027,787	17,354
Mountain Area Regional Transit Authority	564,732	9,536
City of Needles	58,190	983
Omnitrans	34,279,207	578,812
Victor Valley Transit Authority	4,530,204	76,494
Regional Entity Subtotals	40,460,120	683,179
San Bernardino County Transportation Authority - Corresponding to SCRRA***	NA	452,348
Regional Entity Totals	40,460,120	1,135,527

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\*\*\* The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE  
LOW CARBON TRANSIT OPERATIONS PROGRAM  
FISCAL YEAR 2022-23 PUC 99314 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Eligible Allocation
San Joaquin Council of Governments		
Altamont Corridor Express (ACE)*	21,420,132	NA
City of Escalon	51,911	877
City of Lodi	887,825	14,991
City of Manteca	77,826	1,314
City of Ripon	44,345	749
San Joaquin Regional Transit District	10,156,807	171,500
City of Tracy	194,489	3,284
Regional Entity Subtotals	32,833,335	192,715
San Joaquin Regional Rail Commission - Corresponding to ACE*	NA	243,052
Regional Entity Totals	32,833,335	435,767
San Luis Obispo Area Council of Governments		
City of Arroyo Grande - Specialized Service	0	0
City of Atascadero	37,783	638
City of Morro Bay	42,401	716
City of Pismo Beach - Specialized Service	0	0
City of San Luis Obispo Transit	821,105	13,865
San Luis Obispo Regional Transit Authority	1,903,882	32,147
Regional Entity Totals	2,805,171	47,366
Santa Barbara County Association of Governments (SBCAG)		
City of Guadalupe	69,525	1,174
City of Lompoc	136,501	2,305
County of Santa Barbara	0	0
Santa Barbara County Association of Governments (SBCAG)	1,620,453	27,362
Santa Barbara Metropolitan Transit District	13,488,703	227,760
City of Santa Maria	906,214	15,302
City of Solvang	104,313	1,761
Regional Entity Totals	16,325,709	275,664
Santa Cruz County Transportation Commission		
Santa Cruz Metropolitan Transit District	34,885,448	589,049
Shasta Regional Transportation Agency		
Redding Area Bus Authority	1,357,867	22,928
Sierra County Local Transportation Commission		
County of Sierra - Specialized Service	17,768	300
Siskiyou County Local Transportation Commission		
County of Siskiyou	271,330	4,581

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\* The estimated available amounts to the member agencies of Altamont Corridor Express are included with their corresponding transportation planning agency.

**STATE CONTROLLER'S OFFICE  
LOW CARBON TRANSIT OPERATIONS PROGRAM  
FISCAL YEAR 2022-23 PUC 99314 ALLOCATION DETAIL**

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2022-23 Eligible Allocation
Stanislaus Council of Governments		
Stanislaus Regional Transit Authority	4,244,345	71,666
City of Turlock	293,666	4,959
Regional Entity Totals	4,538,011	76,625
Tehama County Transportation Commission		
County of Tehama	194,589	3,286
Trinity County Transportation Commission		
County of Trinity	76,212	1,287
Tulare County Association of Governments		
City of Dinuba	276,368	4,667
City of Porterville	846,792	14,298
City of Tulare	589,094	9,947
County of Tulare	1,191,032	20,111
City of Visalia	4,391,535	74,152
City of Woodlake	13,667	231
Regional Entity Totals	7,308,488	123,406
Tuolumne County Transportation Council		
Tuolumne County Transit Agency	203,234	3,432
Ventura County Transportation Commission		
City of Camarillo	751,079	12,682
Gold Coast Transit District	4,272,461	72,142
City of Moorpark	299,991	5,065
City of Simi Valley	1,167,392	19,712
City of Thousand Oaks	423,749	7,155
Regional Entity Subtotals	6,914,672	116,756
Ventura County Transportation Commission - Corresponding to SCRRA***	NA	214,375
Regional Entity Totals	6,914,672	331,131
STATE TOTALS	<u>\$ 5,696,443,829</u>	<u>\$ 96,185,852</u>

\*\*\* The estimated available amounts to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

March 16, 2023

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco,  
Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. G.  
2024 Regional Transportation Improvement Program

**DESCRIPTION:**

Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission in December of the same odd-numbered year for their later approval early the following year. The Transportation Technical Advisory Committee has reviewed this item.

**DISCUSSION:**

At their January 25– 26, 2023 meeting, the California Transportation Commission (CTC) initiated the 2024 Regional Transportation Improvement Program (2024 RTIP) process to develop a statewide 2024 State Transportation Improvement Program (2024 STIP) for projects of regional significance. The general order of this process is 1) CTC develops a statewide 5-Year regional share fund estimate; 2) CTC updates 2024 STIP guidelines; 3) regions submit RTIP's; and 4) the CTC consolidates RTIP's and approves the 2024 STIP.

**This month** – The Transportation Technical Advisory Committee was made aware of the workshop schedule as indicated in Attachment C. The amount of proposed funding capacity for the program may determine TTAC members interest in how many workshops they will recommend to Kern COG staff.

2024 Regional Transportation Improvement Program Schedule		
January 2023	CTC	Adopt 2024 STIP Fund Estimate Schedule <i>Done</i>
March 22-23, 2023	CTC	Present Fund Estimate Assumptions to Commissioners
April 26, 2023	KCOG	Regional Workshop
May 17-18, 2023	CTC	Adopt Fund Estimate Assumptions
June 21, 2023	KCOG	Regional Workshop
June 28-29, 2023	CTC	Present Draft Fund Estimate
August 16-17, 2023	CTC	Adopt Statewide Fund Estimate and Guidelines
August 23, 2023	KCOG	Regional Workshop
September 6, 2023	KCOG	Circulate Adm. Draft 2024 RTIP (TTAC)
September 13, 2023	KCOG	Regional Workshop - Tentative
October 4, 2023	KCOG	Circulate Draft 2024 RTIP (TTAC)
November 16, 2023	KCOG	Regional Adoption of 2024 RTIP CIP (TPPC)
December 15, 2023	KCOG	Submittal deadline of 2024 RTIP to the CTC
February, 2024	CTC	Conduct Southern/Northern California Public Hearing
March, 2024	CTC	CTC will circulate staff recommendation for 2024 STIP
April, 2024	CTC	Approve final 2024 STIP

The process for the region is to 1) establish new programming capacity defined by the state's fund estimate; 2) assess current regional project needs including cost estimate updates; 3) develop a proposed program of projects; and 4) regionally adopt the 2024 RTIP in November 2023, for submission to the CTC by December 15, 2023.

**Current 2022 STIP as Adopted** - Kern COG projects in the current 2022 STIP include highway capacity projects on State Routes 46, 58 and 99. The new SR 58 Truck Climbing Lane project was added to the 2022 STIP using CRRSAA / COVID funding. The Truck Climbing Lanes project on State Route 58 east of Bakersfield is considered a partnership project with Caltrans, with the intent of receiving SHOPP funding in future cycles for the construction phase. SR 46 widening work was advanced in the 2022 STIP to include construction funding for Segments 4B and 4C. These last 2 segments, once constructed, will complete the delivery of the last Phase 4, 5-mile segment. Phases 1, 2, and 3 are constructed. The Hageman Flyover project was programmed for construction in the 2022 RTIP. But the project has experienced delays. A STIP amendment was subsequently submitted by Kern COG to move funding from the Hageman Flyover to a new freeway to freeway connector project at the SR 58 and 99 freeway interchange. The STIP amendment was approved at the January 25-26, 2023 CTC meeting.

2022 STIP KERN REGION PROJECT STATUS	
SR 46 Widen Segment 4B	This project is currently under construction and scheduled for completion in 2023. This project will not move forward into the 2024 RTIP
SR 46 Widen Segment 4C	Received construction authorizations in 22-23 and scheduled to begin work in 2023. This project received full STIP and TCEP allocations. This project will not move forward into the 2024 RTIP.
SR 58 Centennial Mainline	Under construction at 81% completed & expected to be completed later this year. Final AB 3090 (STIP) payment was allocated in 2022.
SR 99/204 Hageman Flyover	The Hageman project was not likely to advance to construction as programmed in the 2022 STIP. Kern COG subsequently requested a 2022 STIP Amendment. The amendment was approved at the January 25-26, 2023 CTC meeting to remove STIP funds from Hageman and move to new STIP project to construct a new freeway to freeway connector from eastbound SR 58 from new alignment west of SR 99 to northbound 99.
SR 58 Climbing Lanes	In the environmental review phase using CRRSAA/COVID funding.
NEW - SR 58/99 Connector	New project added to the 2022 STIP. This project was approved at the January 25-26, 2023, CTC meeting, as a STIP amendment and will fund the construction phase for the new connector. The City of Bakersfield is the lead for this work.

These projects are part of the 2022 State Transportation Improvement Program, and their funding activity is tracked by the CTC, every two years, through an updated document called Report of STIP Balances County and Interregional Shares, or the Orange Book. Attachment A of this report includes the 2022 Orange Book page for the Kern Region. The CTC will provide an update for the 2024 RTIP cycle sometime in the months ahead.

**Update of Kern COG Project Delivery Policies and Procedures** – In 2019, the Kern COG Board adopted the latest version of the Kern COG Project Delivery Policies and Procedures document which included updates to Chapters 1, 2 and 3. Chapter 3 focuses on the Regional Transportation Improvement Program process. The update included changes that provided consistency with STIP guidelines and other discretionary transportation programs.

Action: Information.

Enclosures: Attachment A: CTC 2022 Summary of STIP County Shares (Orange Book)  
 Attachment B: Current Listings of State Highway Maintenance Project Investments  
 Attachment C: Save the Dates Memo for upcoming 2024 RTIP Workshops



## 2022 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Shares (See Separate Listing)

Total County Share, June 30, 2021 (from 2021 Report)	86,641
Adjustment for 2019-20 and 2020-21 lapses	0
Less 2020-21 Allocations and closed projects	(46,091)
Less Projects Lapsed, July 1, 2021-June 30, 2022	0
2022 STIP Fund Estimate Formula Distribution	22,452
Total County Share, June 30, 2022	63,002

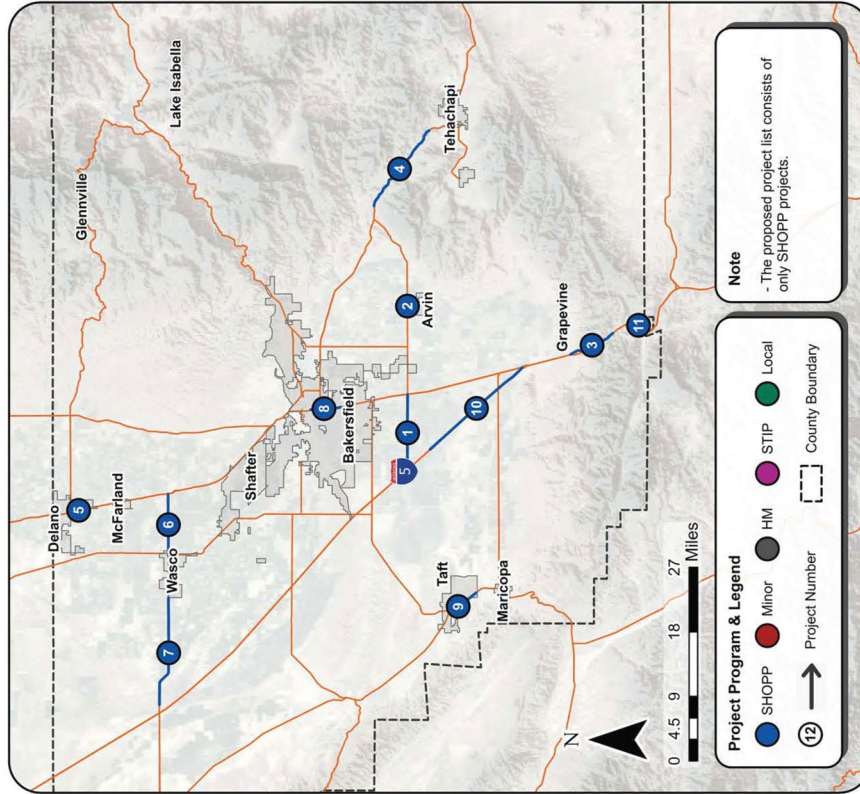
## Kern

Kern																			03/2022	
Total County Share, June 30, 2022.																				
Kern																				
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	22-23	23-24	24-25	25-26	26-27	R/W	Project Totals by Component					
Highway Projects:																				
Kern COG																				
			6L03	Planning, programming, and monitoring			300	300	0	0	0	0	0	0	0	300	0	0		
	Bakersfield	cash	3705B	AB 3090 Reimbursement (Westside Pkwy-Ph1)(18S-07)			18,963	0	18,963	0	0	0	0	0	0	18,963	0	0		
	Calltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)			1,960	1,960	0	0	0	0	0	0	0	0	1,960	0		
	Calltrans	46	3386E	Widen 4 lns. Browns Material Rd, CA Aqueduct, Sep 4C			13,936	5,450	8,545	0	0	0	0	0	2,750	4,445	0	2,100		
Bakersfield	loc	3525	Hageman Rd Ext fr Knudsen Dr across Rt 99 to Rt 204			25,593	0	0	0	0	25,593	0	0	0	25,593	0	0	0		
Kern COG			6L03	Planning, programming, and monitoring			2,191	0	300	300	591	500	500	0	2,191	0	0	0		
			Subtotal, Highway Projects				63,002	7,710	27,808	300	591	26,093	500	2,750	51,492	0	4,060	600		
			Total Programmed or Voted since July 1, 2021				63,002													
COVID Projects																				
Bakersfield	loc	3525	Hageman Rd Ext fr Knudsen Dr across Rt 99 to Rt 204 (20S-26)			Oct-21	2,686	0	2,686	0	0	0	0	2,686	0	0	0	0		
Calltrans	58	2664	Truck Climbing Lane, e/b, PM 76.3-79.8(20S-26)				2,272	2,272	0	0	0	0	0	0	0	2,272	0	0		
			Total Programmed or Voted since July 1, 2021				4,958	2,272	2,686	0	0	0	0	2,686	0	2,272	0	0		
Balance of STIP County Share, Kern																				
			Total County Share, June 30, 2022				63,002													
			Total Programmed or Voted Since July 1, 2021				63,002													
			Unprogrammed Share Balance				0													
			Share Balance Advanced or Overdrawn				0													
COVID Programming																				
			Target				6,414													
			Total Programmed or Voted Since July 1, 2021				4,958													
			2021-22 Lapsed Projects				0													
			Less 2020-21 Allocations				0													
			Under (Over) Target				1,456													



**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE  
PROPOSED PROJECT LIST (YEARS 6-7)**

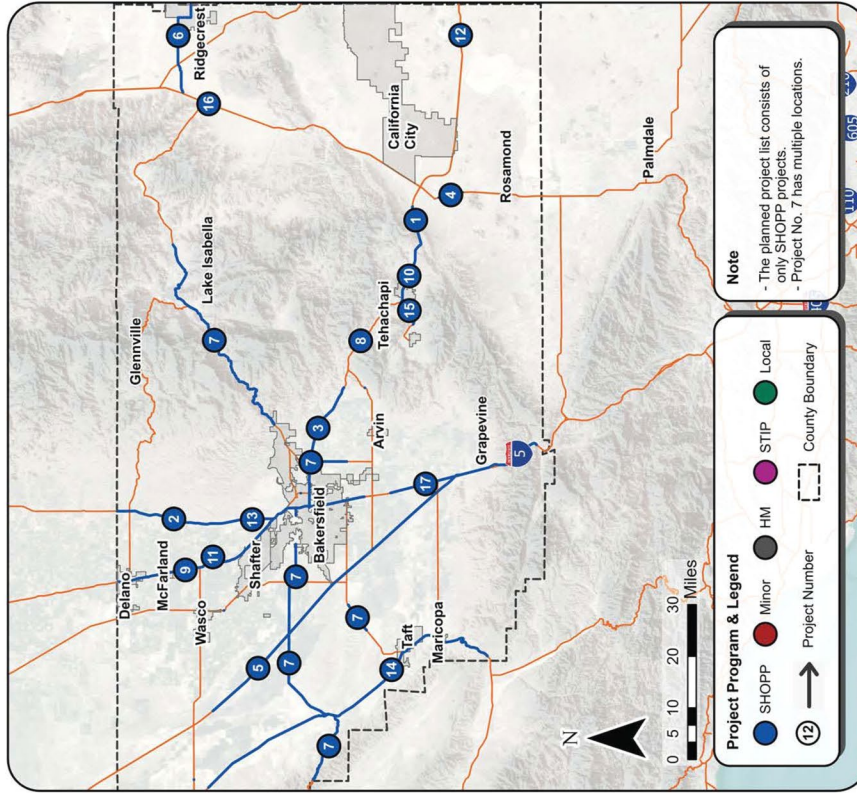
No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction Cost (\$K)	Year
1	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	Proposed	\$9,877	2024/25
2	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
3	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25
4	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
5	1A810	6	99	54.6 / 54.61	Delano Facility. Reconstruct Building	ENV	\$3,486	2025/26
6	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
7	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
8	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
9	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
10	0W930	6	5	15.9R / 30.0	KER I5 CAPM / Remove .35' HMA and Place .25' HMA and 0.10' RHMA.	ENV	\$35,406	2025/26
11	0X570	6	5	.73 / 1.08	Tejon SRRA Water & Wastewater Upgrades / Upgrade Water and Wastewater Systems	ENV	\$10,170	2025/26





# KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE PLANNED PROJECT LIST (YEARS 8-10)

No	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction
							Cost (\$K) Year
1	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	Future	\$39,823 2026/27
2	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351 2026/27
3	0X450	6	58	R64.9 / R64.91	Arvin KER-58 Wm Upgrade / Improve Weigh Facility	Future	\$3,051 2026/27
4	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	Future	\$47,558 2026/27
5	19586	6	5	52.80 / 62.6	Rehab	Future	\$76,423 2027/28
6	38330	9	178	88.6 / 104.6	Ridgecrest/Inyokern Pavement / Restore Pavement, Fix Drainage and ADA	Future	\$72,355 2027/28
7	22144	6	58	3.03 / 72.67	In Kern County at various locations. Drainage improvements	Future	\$14,196 2027/28
8	22129	9	58	81 / 81.1	In Kern county at CVEF on Route 58 eastbound	Future	\$1,260 2028/29
9	1A660	6	99	R43.9R / 49.4	CAPM	Future	\$9,522 2028/29
10	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208 2028/29
11	22167	6	99	R43.6R / R43.61R	50 0011R Spot prep and paint steel members	Future	\$2,115 2028/29
12	21986	9	58	R138.75 / R139.0	In Kern County at Boron SRRA. Rehab wastewater treatment.	Future	\$2,994 2028/29
13	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058 2028/29
14	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991 2028/29
15	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58.	Future	\$9,387 2028/29
16	21985	9	14	56.3 / 56.4	In Kern County at Freeman Gulch Bridge (No. 50-0014)	Future	\$2,463 2028/29
17	19556	6	99	0.00 / 10.50	CAPM SB only	Future	\$13,724 2028/29



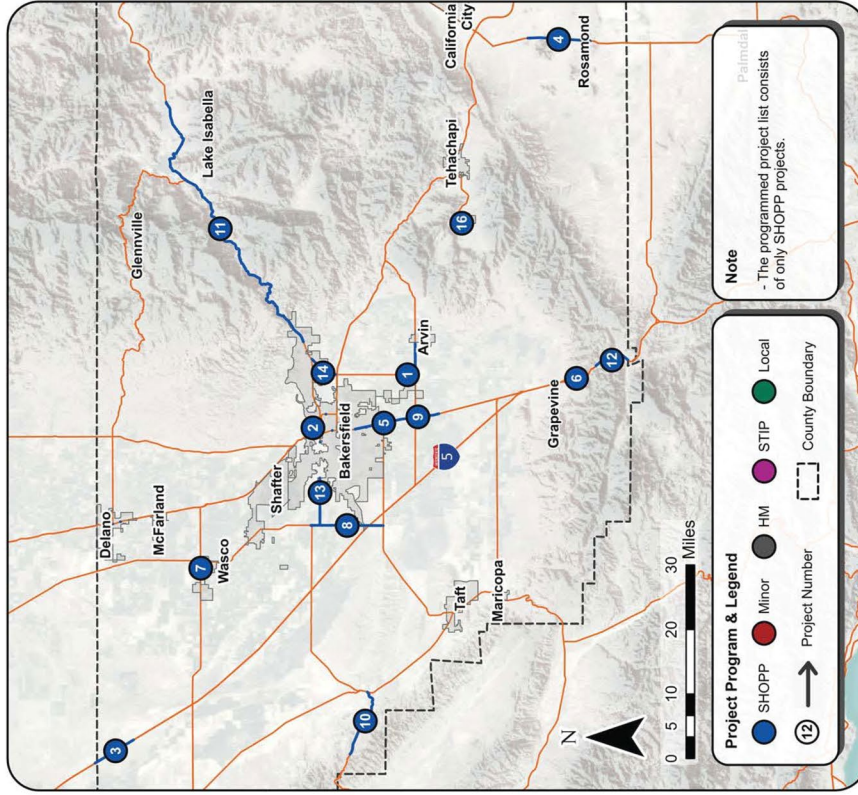


# Attachment B: Current Listings of State Highway Maintenance Project Investments



## KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE PROGRAMMED PROJECT LIST (YEARS 1-5) - PART I

No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
1	0V280	6	184	L0.9 / L1.1	Kern 184/Sunset Roundabout / Intersection Improvements	CON	\$9,050	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U470	6	5	82 / 87	Lost Hills Rehab / Pavement Rehabilitation (2R)	CON	\$29,330	2019/20
4	36740	9	14	R4.7 / R12.6	Rosamond-Mojave Rehab / 2R	CON	\$73,615	2019/20
5	0U240	6	99	VAR / VAR	Various locations in Kern and Kings Counties	CON	\$10,802	2019/20
6	0W160	6	5	5.97 / 9.78	Grapavine Culvert Repair / Upgrade Drainage Systems	CON	\$14,214	2019/20
7	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
8	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
9	0Q920	6	99	10.4 / 21.2	Union Ave to White Lane 2R Rehab / Pavement Rehabilitation and Improve Vertical Clearance	CON	\$66,740	2019/20
10	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
11	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
12	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21
13	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	ENV	\$12,400	2020/21
14	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
15	0X770	6	43	25.2 / 25.4	Wasco SR43/46 Intersection Improvements / Intersection Improvements	ENV	\$10,100	2021/22
16	36750	9	202	0.25 / 0.25	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22



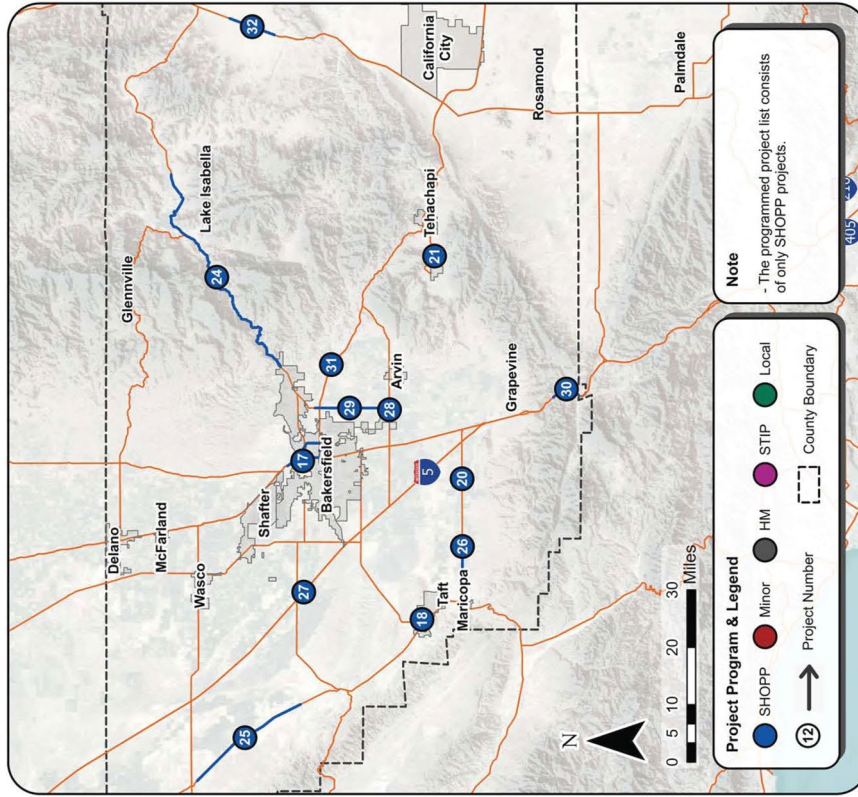
# Attachment B: Current Listings of State Highway Maintenance Project Investments



## KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE PROGRAMMED PROJECT LIST (YEARS 1-5) - PART II



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction Cost (\$K)	Year
<b>PROGRAMMED PROJECT LIST (YEARS 1-5)</b>								
17	00281	6	99	23.6 / R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22
18	0X760	6	119	0.14 / 0.54	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22
19	0T000	6	58	R53.2 / R55.6	KER 58 ADA / Upgrade Curb Ramps	DES / ROW	\$4,620	2021/22
20	0S050	6	166	17.3 / 17.7	Calif Aqueduct Bridge Rehab / Bridge Rehabilitation/Seismic Retrofit	ENV	\$44,045	2021/22
21	36720	9	202	R4.89 / R4.89	Cummings Valley Rd Int / Construct Left Turn Lane	DES / ROW	\$5,044	2021/22
22	0W150	6	204	0.00 / 6.752	SR 204 within City of Bakersfield and TUL SR 65 in Exeter at various locations	DES	\$10,728	2021/22
23	0W990	6	204	2.805 / 2.805	Union Avenue High Intensity Activated Crosswalk / Install Hybrid Pedestrian Beacon (Hawk)	DES / ROW	\$4,275	2021/22
24	0X080	6	178	8.0 / 50.0	Kern Canyon Culvert Rehab / Repair and Replace Culverts	DES / ROW	\$13,000	2021/22
25	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
26	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
27	1A690	6	5	47.55 / 52.15	Buttontwillow Median Barrier / Construct Median Barrier	ENV	\$5,720	2022/23
28	0R190	6	223	15.7 / 16.3	Arvin SR 223/184 Roundabout / Intersection Improvement	DES / ROW	\$3,700	2022/23
29	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
30	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
31	0X160	6	58	64.40 / 67.30	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/23
32	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23

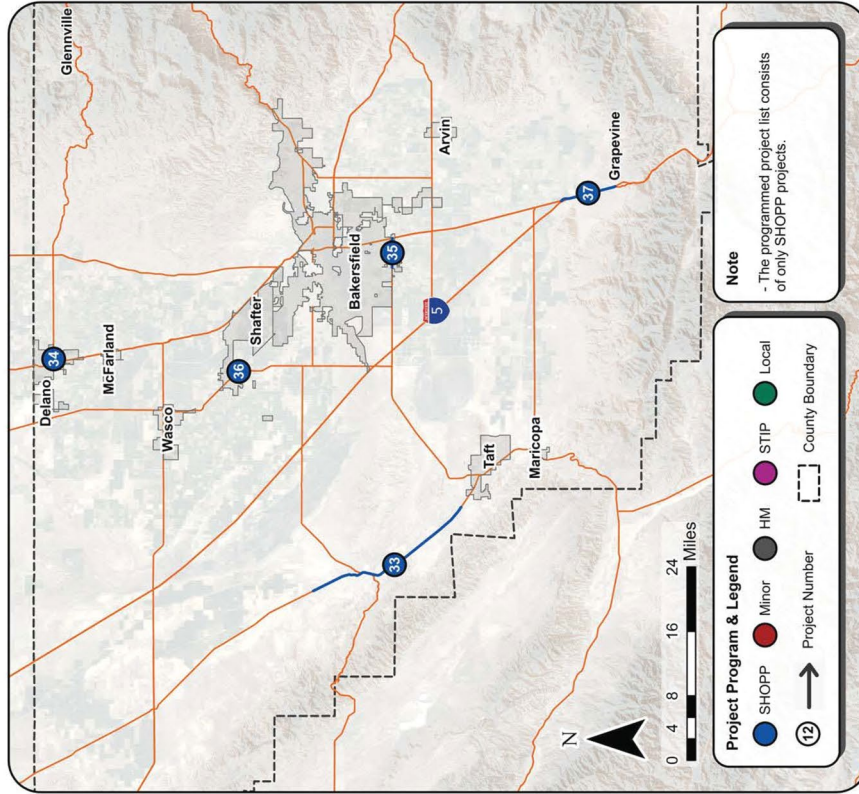






KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE  
PROGRAMMED PROJECT LIST (YEARS 1-5) - PART III

No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction	
							Cost (\$K)	Year
33	0X240	6	33	21.8 / 39.8	KER 33 Culvert Rehab / Repair & Replace Culverts.	ENV	\$11,430	2023/24
34	0W610	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
35	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
36	1A470	6	43	15.8 / 15.8	Santa Fe Roundabout / Construct Roundabout	ENV	\$13,617	2023/24
37	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24

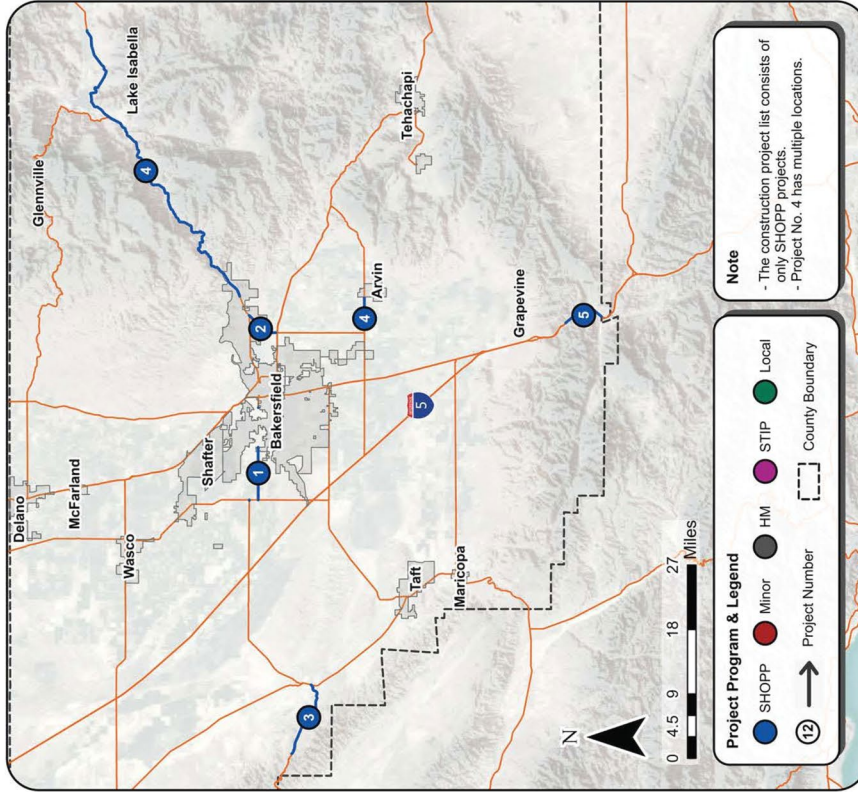




KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE  
CONSTRUCTION READY PROJECT LIST



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction Cost (\$K)	Year
1	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	CON	\$12,400	2020/21
2	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES	\$12,140	2020/21
3	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES	\$15,970	2020/21
4	0X520	6	178	VAR / VAR	Weedpatch to Lake Isabella Rumble Strips / Construct Centerline and Shoulder Rumble Strips	CON	\$6,513	2020/21
5	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21



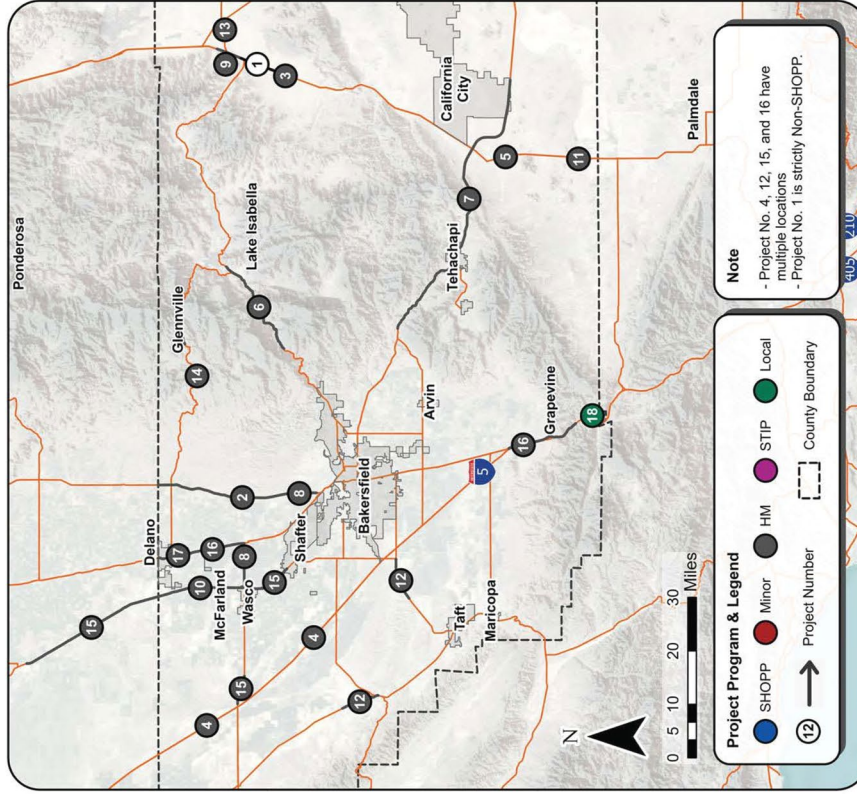




# KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE NON-SHOPP PROGRAM PROJECT LIST - PART I

No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction Cost (\$K)	Year
<b>NON-SHOPP PROJECT LIST</b>								
1	45712	6	14	53/58.3	Freeman Gulch Widening-Segment 2 / Convert Existing 2-Lane to 4-Lane Expressway	DES / ROW	\$85,530	2022/23
2	1B080	6	65	1.0 / 25.169	Striping / 6 inch Stripe	CON	\$2,570	2020/21
3	38570	9	14	52.8 / 58.3	Pavement Preservation / AR Chip Seal - SB1	CON	\$916	2020/21
4	1A930	6	5	77.0 / 82.6	Rigid Roadbeds / PCC Slab Replacement	CON	\$1,075	2020/21
5	38590	9	14	R12.3 / R15.3	Pavement Preservation / Digouts	CON	\$1,761	2020/21
6	0Y110	6	178	24.6 / R44.191	Pavement Preservation / PME Medium Chip Seal	CON	\$2,525	2020/21
7	38580	9	58	77.252 / R125.3	Pavement Preservation / Digouts	CON	\$1,100	2020/21
8	1A950	6	46	51.2 / 57.785	Pavement Preservation / Remove and Replace RHMA Type G	CON	\$4,300	2020/21
9	38800	9	14	58.3 / 62.2	Slopes/Vegetation / Slope Repair	CON	\$40	2020/21
10	1A890	6	43	25.2 / 38.807	Pavement Preservation / RHMA Type G with Digouts	CON	\$5,425	2020/21
11	38660	9	14	R3.0 / R3.0	Landscaping / Irrigation Repair	CON	\$32	2020/21
12	1B000	6	33	34.2 / 40.0	Pavement Preservation / PME Medium Chip Seal	CON	\$2,425	2020/21
13	38130	9	178	91.88 / 91.88	Maintenance Facilities / Pave portion of yard	CON	\$215	2020/21
14	1B020	6	155	35.5 / 37.5	Pavement Preservation / 0.15 HMA Type a w/ Digouts	CON	\$2,650	2020/21
15	1A990	6	43	17.3 / R24.0	Pavement Preservation / PME Med Chip Seal	CON	\$3,400	2020/21
16	1A900	6	5	4.4 / R15.8R	Rigid Roadbeds / PCC Slab Replacement	CON	\$2,950	2020/21
17	1C002	6	99	54.5 / 54.5	Maintenance Facilities / Slurry Seal Delano MF	CON	\$224	2020/21
18	0Y550	6	5	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$402	2023/24

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Non-SHOPP Program Project List - Part I

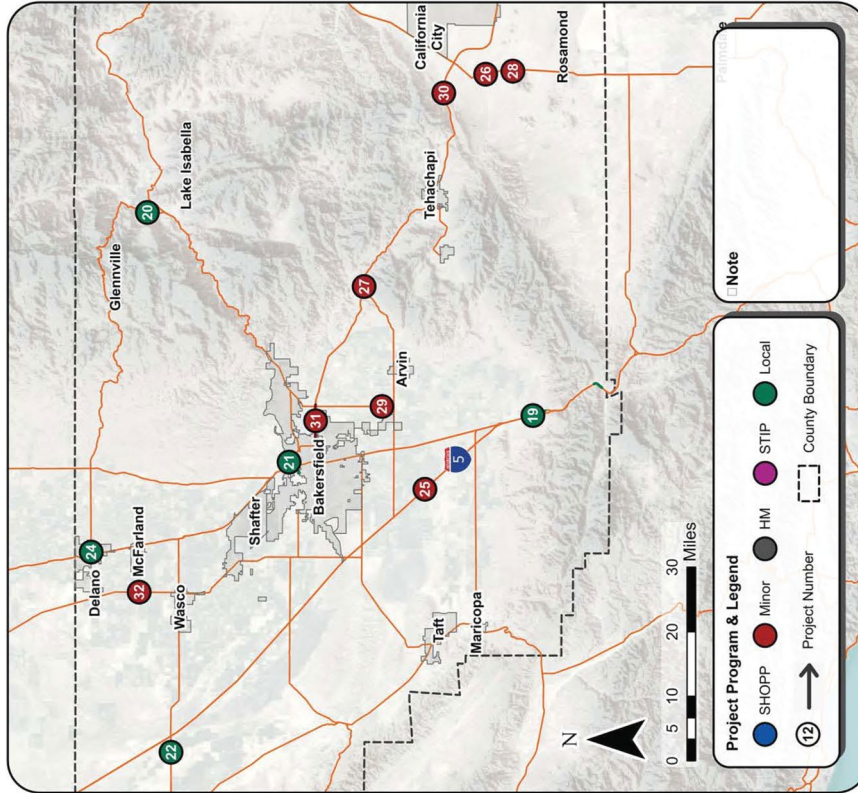


# Attachment B: Current Listings of State Highway Maintenance Project Investments



## KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE NON-SHOPP PROGRAM PROJECT LIST - PART II

No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction Cost (\$K)	Year
NON-SHOPP PROJECT LIST								
19	0R100	6	5	9.5/12	Grapevine Interchange / Relocate Interchange	ENV	\$1,200	2025/26
20	0V770	6	155	68.2/R68.6	Usace Lake Isabella Oversight Projects / Realign Roadway	CON	\$419	Future
21	48450	6	204	5.9/6.8	Hageman Flyover / Extension and Connection to RTE 204	DES / ROW	\$5,658	2021/22
22	1A220	6	46	30.5/30.5	Lost Hills Pedestrian OC / Construct Pedestrian Overcrossing	DES	\$1,300	2020/21
23	48451	6	99	27.3/27.3	Hageman Flyover - Pedestrian Overcrossing / Pedestrian Overcrossing	DES	\$0	2021/22
24	1A500	6	155	0.47/0.47	SR-155/Lexington Intersection Improvement / Intersection Improvement	ENV	\$498	2021/22
25	0T030	6	5	28.17 / 28.17	Mobility - TMS / In Kern, Kings and Fresno Counties, on Route 5 at various locations. Install Vehicle Detection Systems (VDS).	CON	\$3,762	2020/21
26	37710	9	14	R15.5 / R15.5	Mojave Special Crews Building Remodel / Remodel Maintenance Station	CON	\$2,273	2020/21
27	1A330	6	58	76.1 / 76.6	KER 58 Eastern Kern Lane Replacement / Remove and Replace #2 Lane	ENV	\$1,900	2021/22
28	37730	9	14	L16.6 / L16.6	Mojave HMS Phase III / Construct Phase Three of Maintenance Station	CON	\$2,273	2020/21
29	0V290	6	184	1.5 / 1.5	Safety Improvements / In Kern County, in Lamont at Hall Road. Modify traffic signal.	DES	\$327	2021/22
30	38180	9	58	R107.0 / R107.0	Ca 58 CMS Maintenance Pull Out / Construct Pull Out	CON	\$382	2020/21
31	0Y940	6	58	R55.47 / R59.67	Pavement / In Kern County, in Bakersfield on Route 58 at various ramps/locations. Remove and replace pavement.	DES	\$400	2021/22
32	0N590	6	43	30.4 / 30.4	Safety - Collision Reduction / In Kern County, at Sherwood Avenue. Extend culvert.	DES	\$250	2021/22





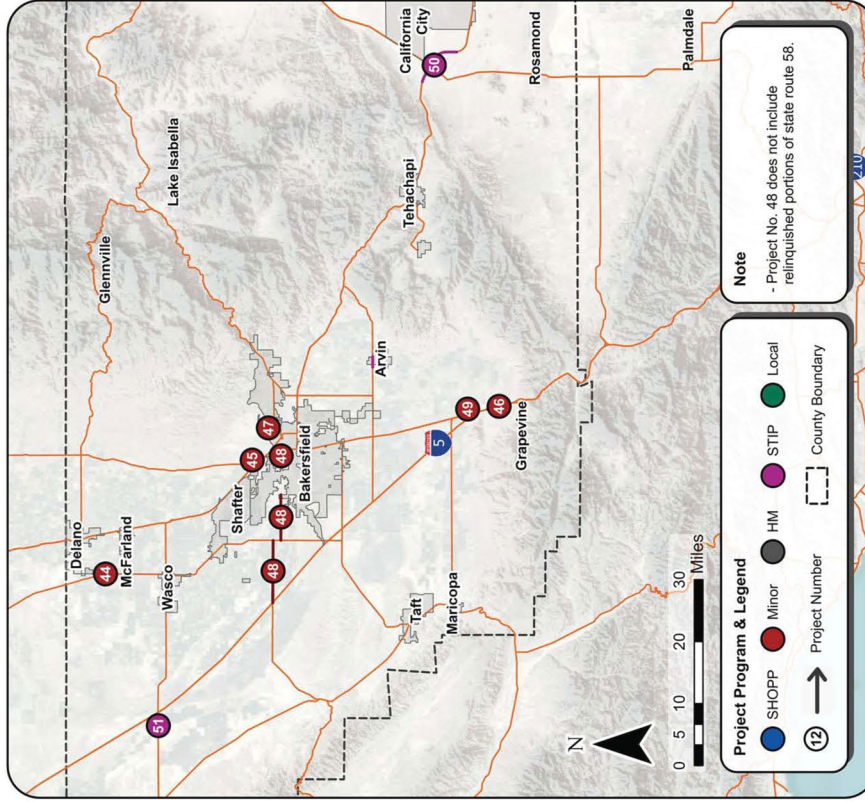




# KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE NON-SHOPP PROGRAM PROJECT LIST - PART IV



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction Cost (\$K)	Year
<b>NON-SHOPP PROJECT LIST</b>								
44	0Y340	6	43	33.2 / 33.5	Safety Improvements / In Kern County, at Pond Road. Install flashing beacon.	DES	\$173	2020/21
45	1A550	6	99	26.7 / 26.7	Bridge - Health / In Kern County, on Route 99 at the Calloway Canal Bridge and on Route 119 at the Weed Creek and Broad Creek Bridges. Repair bridges.	DES	\$555	2021/22
46	1C030	6	5	11.7 / 12.39	Mobility - WIM Scales & CVEFs / In Kern County from the Grapevine Commercial Vehicle Enforcement Facility to 2.6 miles south of the Route 99 junction. Replace weigh station message sign.	DES	\$500	2021/22
47	0Y780	6	99	26.502 / 26.502	Facilities / In Bakersfield, at the old California Highway Patrol (CHP) facility at 4040 Buck Owens Boulevard. Acquire facility to maintain Transportation Management Center (TMC) functions.	DES	\$106	2021/22
48	1B150	6	58	31.6 / 51.8	Kern Freeway Signs / Upgrade and Install Freeway Signs	CON	\$460	2020/21
49	1C330	6	5	13.54 / 13.8	Pavement / In Kern County at the NB off ramp to Wheeler Ridge. Remove and Replace HMA	DES	\$325	2021/22
50	44255	6	46	29.7/31.9	Route 46 Conv/Exwy Segment 4B / 2-Lane Conventional Highway to 4-Lane Expressway Segment 4B	CON	\$40,503	2020/21
51	24340	6	58	173.3/189.9	Mojave Bypass Closeout / Bypass	Closeout	\$87,010	Future

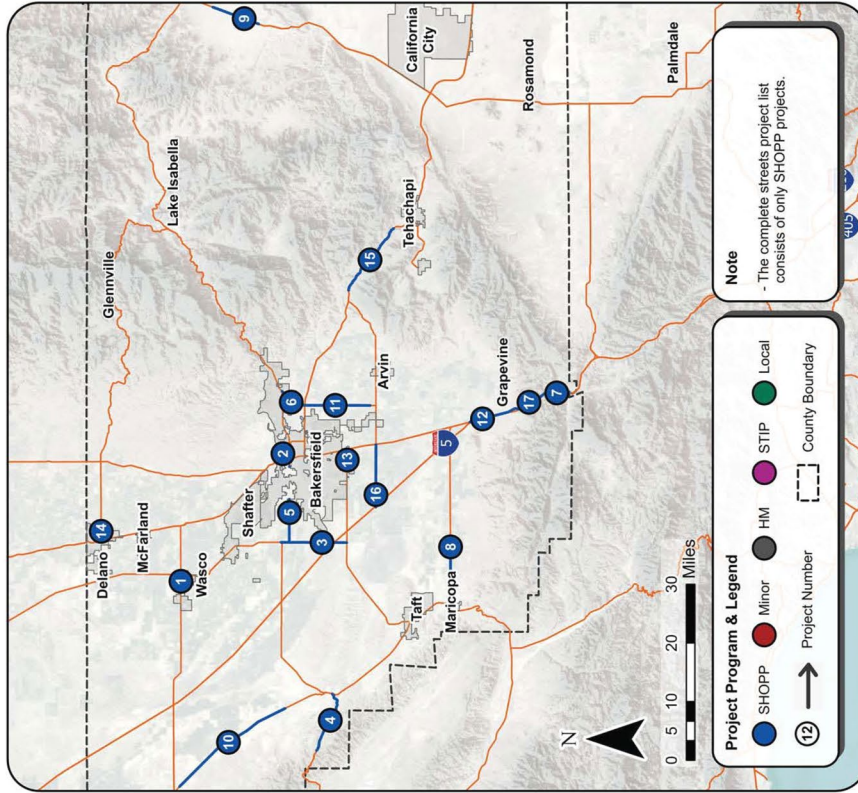




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE  
COMPLETE STREETS PROJECT LIST - PART I**



No.	Project	Dist	RTE	Post Miles	Project Title / Description	Phase	Construction Cost (\$K)	Year
<b>COMPLETE STREETS PROJECT LIST</b>								
1	0U480	6	46	49 / 50.9	Wasco Route 46 CAPM / Pavement Preservation (CAPM)	Closeout	\$7,610	2019/20
2	0U490	6	204	5.1 / 6.7	Golden Empire CAPM / Pavement Preservation (CAPM)	Closeout	\$5,105	2019/20
3	0U100	6	43	0 / 9.3	Enos Lane CAPM & ADA Curb Ramps / Pavement Preservation (CAPM)	CON	\$14,339	2019/20
4	0X350	6	58	6.00 / 15.40	Reward CAPM / Pavement Preservation (CAPM)	DES / ROW	\$15,970	2020/21
5	0U110	6	58	39.9 / 46	West Rosedale CAPM / Pavement Preservation (CAPM)	Closeout	\$12,400	2020/21
6	0U430	6	184	8.3 / 12.13	Morning Drive 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$12,140	2020/21
7	0X330	6	5	0.0 / 4.40	Fort Tejon 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$31,350	2022/23
8	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/23
9	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/23
10	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/23
11	0U290	6	184	0.8 / 8.3	Weedpatch Hwy 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$33,055	2022/23
12	0U500	6	5	10.20 / 15.90	Wheeler Ridge CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,350	2023/24
13	0V610	6	119	28.3 / 31.28	Pumpkin Center 3R Rehab / Roadway Rehabilitation (3R)	DES / ROW	\$57,300	2023/24
14	0W810	6	155	0.00 / 1.50	Delano SR-155 Rehab (3R) / Roadway Rehabilitation (3R)	ENV	\$16,740	2023/24
15	37920	9	58	77.252 / 88.34	Keene Pavement / Pavement Repair CAPM/Rehab	ENV	\$165,515	2024/25
16	1C060	6	223	1.85 / 10.5	Kern 223 Rehab / Remove and Replace HMA (Full Depth Recycle)	ENV	\$9,877	2024/25
17	0W920	6	5	4.4 / 10.20	Grapevine Rehab / Pavement Rehabilitation (2R)	ENV	\$95,658	2024/25



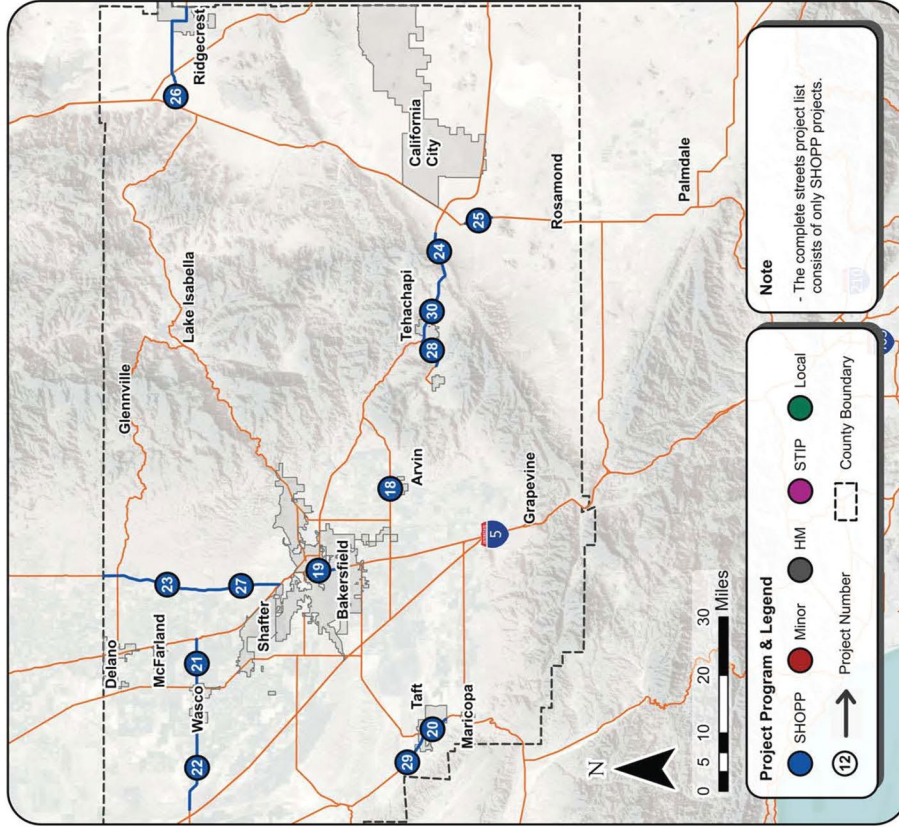




**KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE**  
**COMPLETE STREETS PROJECT LIST - PART II**



No.	Project	Dist	RT	Post Miles	Project Title / Description	Phase	Construction Cost (\$K)	Year
<b>COMPLETE STREETS PROJECT LIST</b>								
18	0Y150	6	223	R20.1 / 21.3	Arvin CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$5,029	2024/25
19	0X370	6	99	21.15 / 24.60	Bakersfield 99 Rehab II (South) / Roadway Rehabilitation (3R)	ENV	\$68,290	2025/26
20	0W830	6	33	14.40 / 17.90	South Taft Rehab / Roadway Rehabilitation (3R)	ENV	\$26,704	2025/26
21	1A760	6	46	50.80 / 57.78	East Wasco CAPM / Rehabilitate Pavement	ENV	\$20,211	2025/26
22	1A680	6	46	33.50 / 46.00	Semitropic CAPM / Overlay RHMA, Upgrade Guardrail and Dikes	ENV	\$20,994	2025/26
23	19565	6	65	6.90 / 25.16	CAPM	Future	\$16,351	2026/27
24	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	ENV	\$39,623	2026/27
25	37520	9	14	R12.6 / 16.7	Mojave Pavement / Rehab/CAPM Pavement and Upgrade ADA	ENV	\$47,558	2026/27
26	38330	9	178	88.6 / 104.6	Ridgecrest/Inyo Kern Pavement / Restore Pavement, Fix Drainage and ADA	ENV	\$72,355	2027/28
27	19581	6	65	R0.0 / 6.9	CAPM	Future	\$13,058	2028/29
28	20430	9	202	R5.0 / 12.093	In Kern County in and near Tehachapi from the beginning of the route to route 58	Future	\$9,387	2028/29
29	19564	6	33	17.9 / 24.0	CAPM	Future	\$7,991	2028/29
30	37510	9	58	R90.5 / R100.0	In Kern county at Tehachapi from Exit 148 to 0.04 miles south of Cache Creek Overflow #2 bridge.	Future	\$41,208	2028/29



## Attachment C: Save the Dates Memo for upcoming 2024 RTIP Workshops



March 1, 2023

TO: Regional Project Delivery Partners

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

Raquel Pacheco,  
Regional Planner

SUBJECT: **SAVE THE DATE - 2024 RTIP KCOG WORKSHOPS**

Please make a note of the dates and time listed below for the Kern COG 2024 RTIP Workshops. Reminder e-mail messages, workshop flyers, and agenda packages will be sent out as each date approaches. Dates will be included in updated TTAC and Board agenda reports.

- Wednesday **April 26, 2023** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **June 21, 2023** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **August 23, 2023** – 10:00 AM to 11:00 AM – teleconference
- Wednesday **September 13, 2023** – 10:00 AM to 11:00 AM – teleconference (tentative)

Topics for presentations and discussions may include but are not limited to the following items:

### **April Workshop**

- STIP 101, latest guidelines and KCOG policy
- Current funding needs of projects in the STIP and those that were delayed
- Status of partnership projects in Eastern Kern MOU with Inyo, Mono & Caltrans
- Discussion on need for future call for projects

### **June Workshop**

- Update on funding needs of projects in the STIP and those that were delayed
- Advancing newer projects of interest and partnership
- Options for administrative draft 2024 RTIP Capital Improvement Program

### **August Workshop**

- Review and discuss proposed administrative draft 2024 RTIP Capital Improvement Program

### **September Workshop (tentative)**

- Review and discuss proposed administrative draft 2024 RTIP Capital Improvement Program

**Kern Council of Governments**

1401 19<sup>th</sup> Street, Suite 300, Bakersfield, California 93301 (661) 861-2191 Facsimile (661) 324-8215 TTY (661) 832-7433 [www.kerncog.org](http://www.kerncog.org)



## IV. H. TPPC

March 16, 2023

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,  
Executive Director

By: Robert M. Snoddy,  
Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. H.  
Cycle 6 Active Transportation Program – MPO Project List

**DESCRIPTION:** The California Transportation Commission (CTC) closed the statewide Cycle 6 Active Transportation Program (ATP) Call for Projects on June 16, 2022. Kern COG agencies submitted a total of 19 applications. This item has been reviewed by the Transportation Technical Advisory Committee.

**DISCUSSION:** The CTC adopted the 2022 ATP Cycle 6 Fund Estimate and program Guidelines at their March 16-17, 2022, meeting. With the adoption of the Guidelines, the Cycle 6 Active Transportation Program call for projects was subsequently initiated. The CTC adopted their selected statewide applications at the December 7-8, 2022, meeting. One Kern region project was included in the statewide project adoption, which is the County of Kern Norris Pedestrian and Railroad Safety project totaling \$9.8 million. All remaining Kern COG applications were considered for funding with the MPO share of the Cycle 6 ATP funding. At the February 16, 2023, the Kern Council of Governments Transportation Planning and Policy Committee adopted the MPO project list found on Page 3, making use of all available Cycle 6 ATP MPO funding. **Following the regional approval of the ATP Cycle 6 MPO list at the February 16, 2023 Kern COG Board meeting, staff has since prepared and submitted to the CTC, the final package of information as prescribed by the CTC, for its official list of MPO projects.**

### CTC 2023 Cycle 6 Active Transportation Program Timeline

Benchmark Activity	Date
E Project Application Deadline & postmark date	June 15, 2022
CTC staff recommendation for statewide applications	October 21, 2022
CTC adoption of statewide selected applications	December 7-8, 2022
Deadline for MPO draft project recommendations	February 20, 2023
Deadline for MPO final project recommendations	April 21, 2023
CTC recommendations for MPO components are posted	May 12, 2023
Commission adopts MPO selected projects	June 2023

**Background:** At the August 18, 2022, California Transportation Commission (CTC) meeting, the Commission adopted a revised Fund Estimate for the Active Transportation Program (ATP) Cycle 6, which is now adopted. The approved revised Fund Estimate for the statewide ATP budget is now **\$1.7 billion** due to an infusion of funding from the recently approved 2022-23 state budget. The Kern COG guaranteed regional share of that statewide has been increased to **\$16.798 million**.

**Kern COG Policy Background** - CTC ATP Guidelines and Fund Estimate establish the project selection process and ATP programming capacity for the state and MPO share. When ATP first began, the Kern Council of Governments adopted its ATP project delivery policy that defers to the original state application review and ranking for all original state submitted applications. Kern COG does not do a separate ATP Call for Projects to use the MPO share and therefore does not adopt its own modified guidelines or conduct a separate MPO call for projects. Instead, Kern COG considers the remaining applications for MPO share funding following the ranking order as best as possible already established by the state-ranked applications not selected by the state.

**Submitted applications from Kern agencies** - The ATP Cycle 6 statewide call for projects resulted in 19 Kern region submitted applications for a value of **\$69 million**. They are listed on page 3. This table has been updated to include the ranking values for each application. The County of Kern project that ranked 91 is highlighted in yellow. This project has been approved by the state. The regionally approved MPO projects are highlighted in blue. This selection is based on Kern COG policy and has been financially constrained to the CTC adopted ATP Cycle 6 Fund Estimate. Kern COG's revised share is estimated at \$16,798,000 over a 4-year programming cycle from 2023-24 through 2026-27. The MPO project list includes a contingency list comprised of the partially funded Bakersfield project and then the Tehachapi project.

Action: Information.



**ATTACHMENT A**  
**KERN REGION LIST OF SUBMITTED & RECEIVED CYCLE 6 ATP APPLICATIONS**  
**YELLOW HIGHLIGHT - APPROVED STATE FUNDED PROJECT**  
**BLUE HIGHLIGHT - FINAL MPO FUNDED PROJECT**  
**BOLD - CONTINGENCY**

State Ranking	Implementing Agency	Project Name	Total	Other	ATP	ENV	DESIGN	ROW	CONS	Received
29	Bakersfield, City of	School Flashing Yellow Beacons	\$ 803,000	\$ -	\$ 803,000	\$ -	\$ 143,000	\$ -	\$ 660,000	06/15/22
35	Bakersfield, City of	California Avenue (Marela Way to Planz Rd)	\$ 5,461,000	\$ -	\$ 5,461,000	\$ -	\$ 975,000	\$ -	\$ 4,486,000	06/15/22
39	Bakersfield, City of	California Avenue (Oleander Ave to R St)	\$ 1,980,000	\$ -	\$ 1,980,000	\$ -	\$ 353,000	\$ -	\$ 1,627,000	06/15/22
40	Bakersfield, City of	Kern River North of 24th Street	\$ 2,758,000	\$ -	\$ 2,758,000	\$ 295,000	\$ 197,000	\$ -	\$ 2,266,000	06/15/22
48	Bakersfield, City of	Bakersfield Bicycle Facilities	\$ 263,000	\$ -	\$ 263,000	\$ -	\$ -	\$ -	\$ 263,000	06/15/22
50	Bakersfield, City of	Monterey St (Alta Vista Dr to Brown St)	\$ 4,789,000	\$ -	\$ 4,789,000	\$ -	\$ 855,000	\$ -	\$ 3,934,000	06/15/22
55	Kern County - D6	Niles Street Safety Project	\$ 1,785,000	\$ 260,000	\$ 1,525,000	\$ 10,000	\$ 250,000	\$ -	\$ 1,525,000	06/15/22
56	Caltrans	City of Arvin HAWK- Arvin's "Walk on Walnut Crosswalk Beacon"	\$ 1,398,000	\$ 200,000	\$ 1,198,000	\$ 120,000	\$ 80,000	\$ 137,000	\$ 1,061,000	06/15/22
57	Bakersfield, City of	Arvin-Edison Canal Multi-Use Path	\$ 9,940,000	\$ -	\$ 9,940,000	\$ 710,000	\$ 1,065,000	\$ -	\$ 8,165,000	06/15/22
60	Tehachapi, City of	Northside Neighborhood Complete Sidewalk & Bicycle Lane Project	\$ 3,494,000	\$ -	\$ 3,494,000	\$ 25,000	\$ 370,000	\$ 39,000	\$ 3,060,000	06/14/22
66	Bakersfield, City of	H Street Corridor (SR-204 to Hwy 58)	\$ 8,454,000	\$ 5,300,106	\$ 3,154,000	\$ -	\$ 1,509,000	\$ -	\$ 6,945,000	06/15/22
70	Taft, City of	10th St & San Emidio St - Intersection Safety Improvements	\$ 455,000	\$ -	\$ 455,000	\$ 5,000	\$ 42,000	\$ -	\$ 408,000	06/15/22
71	Delano, City of	ATP-6 SRTS Sidewalk Gap and Crosswalk Improvement Project	\$ 703,000	\$ -	\$ 703,000	\$ -	\$ 75,000	\$ -	\$ 628,000	06/13/22
72.5	Wasco, City of	Central Avenue Class I & Class II Bicycle Trails	\$ 660,000	\$ -	\$ 660,000	\$ 5,000	\$ 71,000	\$ -	\$ 584,000	06/15/22
78	Kern County - D6	Safe Route To School (SRTS) ADA Crosswalk Safety	\$ 2,342,000	\$ 582,000	\$ 1,760,000	\$ 10,000	\$ 344,000	\$ -	\$ 1,988,000	06/15/22
80.5	Kern County - D6	Kern River Parkway Multi-use Path Safety & Connectivity Project	\$ 8,035,000	\$ 1,235,000	\$ 6,800,000	\$ 100,000	\$ 1,150,000	\$ -	\$ 6,785,000	06/15/22
84	Kern County - D6	Mt Vernon SRTS Safety Project	\$ 3,248,000	\$ 384,000	\$ 2,864,000	\$ 10,000	\$ 374,000	\$ -	\$ 2,864,000	06/15/22
87	Tehachapi, City of	Valley Boulevard and Mill Street Gap Closure Project	\$ 3,266,000	\$ -	\$ 3,266,000	\$ 65,000	\$ 315,000	\$ 200,000	\$ 2,686,000	06/15/22
91	Kern County - D6	Norris Pedestrian and Railroad Safety Project	\$ 9,793,000	\$ 1,011,000	\$ 8,782,000	\$ 10,000	\$ 1,059,000	\$ 2,600,000	\$ 6,124,000	06/15/22
<b>TOTALS FOR ALL APPLICATIONS</b>			<b>\$ 69,521,000</b>	<b>\$ 3,672,000</b>	<b>\$ 65,849,000</b>	<b>\$ 1,365,000</b>	<b>\$ 9,227,000</b>	<b>\$ 2,976,000</b>	<b>\$ 55,953,000</b>	
<b>ATP PROJECT FUNDED BY THE STATE</b>			<b>\$ 9,793,000</b>	<b>\$ 1,011,000</b>	<b>\$ 8,782,000</b>					
<b>PROJECTS RECOMMENDED FOR MPO SHARE FUNDING</b>			<b>\$ 18,972,000</b>	<b>\$ 2,201,000</b>	<b>\$ 16,798,000</b>					
<b>ESTIMATED AVAILABLE ATP CYCLE 6 MPO SHARE</b>					<b>\$ 16,798,000</b>					

Note 1: The H Street Corridor project was reduced to \$3,260,000 for ATP funding. The City of Bakersfield would be required to use local funds for the balance.

Note 2: The Mt. Vernon Safe Routes to School Safety Project was withdrawn after their announcement at the January 4, 2023 ITAC meeting.

Note 3: The contingency list would include 1) adding additional funding to the construction phase of the Bakersfield project; then 2) funding the Tehachapi project either partially or fully.



## IV. I. TPPC

March 16, 2023

TO: TRANSPORTATION PLANNING AND POLICY COMMITTEE

FROM: Ahron Hakimi  
Executive Director

By: Linda Urata  
Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. I.  
Kern Medium- and Heavy-Duty Zero Emission Vehicle Infrastructure Blueprint

### DESCRIPTION:

Kern COG was awarded a grant from the California Energy Commission (CEC) to develop a Kern Medium- and Heavy-Duty Zero Emission Vehicle Infrastructure Blueprint. A draft document is posted to the Kern COG website. Kern COG invites comments to be submitted by April 9, 2019. This item will be presented to the TTAC on April 5, 2023.

### DISCUSSION:

Kern Council of Governments in partnership with Gladstein, Neandross & Associates (GNA) and key stakeholders are working to develop a Blueprint that will identify major gaps in infrastructure for zero emission trucks and buses, community needs, available technology solutions, and ultimately a set of high impact 'shovel ready' infrastructure projects necessary for progress toward zero emission goods movement transportation in and through Kern County.

The California Energy Commission's (CEC's) Clean Transportation Program awarded Kern Council of Governments \$199,929 in April 2021 through the CEC solicitation GFO-20-601. "The primary purpose of the grant is to fund planning "blueprints" that will identify actions and milestones needed for implementation of medium- and heavy-duty (MD|HD) zero-emission vehicles (ZEVs) and the related electric charging and/or hydrogen refueling infrastructure to accelerate the deployment of MD|HD ZEVs and ZEV infrastructure with a holistic and futuristic view of transportation planning."

The project approach is designed to accelerate the region's clean transportation goals. GNA identified five high priority, transformational projects throughout Kern County that can stimulate additional outside investment, whether privately sourced or through public grant funding. The sites are: The City of Arvin Public Works, Frito-Lay on SR 58, Tejon Ranch Commerce Center, WattEV, and Wonderful Industrial Park.

The Blueprint recommends specific actions that regional stakeholders should take to meet project goals as well as a proposed EVI implementation schedule. You will find the document on the Kern COG website, <https://kerncog.org>. Comments are due by April 5, 2023.

Kern COG staff will present a final version of the Kern EVCS Blueprint during the regularly scheduled TTAC and RPAC meetings on April 5, 2023, and the Kern COG **Transportation Planning and Policy Committee** meeting on April 20, 2023.

ACTION: Information.



## California Energy Commission Fuels and Transportation Division

### ARV-21-012-01 Kern MD|HD Zero Emission Vehicle Infrastructure Blueprint

#### Kern Medium- and Heavy-Duty (MD/HD) Zero-Emission Vehicle Infrastructure Blueprint Fact Sheet

##### The Blueprint

The Kern region is challenged by poor air quality, with emissions from transportation contributing the majority of ozone and particulate matter emissions. Replacing diesel and gasoline fueled vehicles on the road with zero-emission vehicles (ZEVs) will reduce pollution from transportation emissions. Many of the state and regional funding programs designed to reduce transportation emissions and improve air quality by incentivizing ZEVs are undersubscribed due to a lack of essential infrastructure buildout. To support the build-out of necessary infrastructure, Kern Council of Governments in partnership with Gladstein, Neandross & Associates (GNA), developing a Blueprint for medium and heavy duty zero emission truck infrastructure in Kern County.

##### Project Innovation and Advantages

The objectives of this project are to support the deployment of successful MD/HD ZEV infrastructure projects through regional ZEV infrastructure planning. This planning will identify high-impact projects for prioritization, show how resources can be focused on these initiatives, and identify other needed actions, such as workforce development to enable the deployment of zero-emission trucks. Through working with local stakeholder groups and industry interests the Blueprint will evaluate an equitable and actionable pathway toward zero-emission transportation technologies. The Blueprint plan will include analysis of the technologies being deployed, and an effective strategy for planning infrastructure to support the transition to zero-emission commercial vehicles in the county.

##### Anticipated Benefits to California

The Blueprint will engage community members, private, and public stakeholders to community needs, identify major gaps in infrastructure for zero-emission trucks and buses, available technology solutions, and ultimately a set of high-impact 'shovel-ready' infrastructure projects necessary for progress. The Blueprint will help maximize MD/HD ZEV deployment leading to the achievement of transportation related criteria emissions and greenhouse gas reduction goals in and through Kern County. Fostering zero-emission infrastructure in this critical transportation network will extend these benefits throughout California. The Blueprint will also serve as an example and template for other counties across the state to achieve similar energy and emission reduction goals.



CEC Amount: \$199,929  
Co-funded Amount: \$0

Project Location:  
Kern County





## Specific Benefits

- **Business Opportunities**  
New vehicle technologies will require additional support services, fuel and energy production, and zero-emission fueling infrastructure will be required in numerous and varied locations throughout the county.
- **Job Creation**  
Jobs will be created in the construction and development of the additional fueling and charging infrastructure, and support personnel hired to maintain the industry will comprise a large employment sector in addition to the local training and education that will need to be implemented in the region.
- **Greenhouse Gas Emissions and Climate Pollutant Reduction**  
Zero-emission transportation in the commercial sector is the most direct strategy for reducing emission in Eastern Kern County and the San Joaquin Valley airsheds. Furthermore, the availability of zero-emission fueling infrastructure will allow long distance goods movement vehicles that traverse the region to be able to charge and fuel in Kern County, thereby bringing the benefits to surrounding regions.
- **Petroleum Displacement**  
Every vehicle mile traveled by zero emission MD/HD vehicles that use the infrastructure planned in this Blueprint will directly reduce the region's and the state's petroleum consumption.
- **Impact to Low Income and Disadvantaged Communities**  
Low Income and Disadvantaged Communities will benefit from the air quality improvements from displaced petroleum consumption. Lower-cost electric fuels will become more readily available for the county. Finally, the jobs created from the new a burgeoning industry will provide economic opportunity for Kern County.
- **Localized Health Impact**  
The existing poor air quality in Kern County will benefit directly from cleaner vehicles operating in, around, and through the region, and Low Income and Disadvantaged Communities that are most prone to poor air quality will benefit from the plans made through this zero emission MD/HD infrastructure Blueprint

## Contacts

Recipient: Kern Council of Governments

Contact: Linda Urata, Regional Planner

Phone: (661) 635-2904

Email: [L.Urata@kerncog.org](mailto:L.Urata@kerncog.org)

Kern COG Project Team: Rob Ball, Linda Urata, Ben Raymond

Project Partner: Gladstein, Neandross & Associates

Contact: Mark Conolly, Program Manager

Phone: (310) 402-3711

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GNA Project Team: Christian Hosler, Catherine Smith, Jazlyn Guerrero, Rachel Clevers, Mark Conolly



## IV. J. TPPC

March 16, 2023

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,  
Executive Director

By: Rob Ball,  
Deputy Director/Planning Director

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item IV. J.  
UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM  
PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP

### DESCRIPTION:

The Regional Transportation Plan (RTP) is required to be updated every 4-years and contains a long range 24-year transportation expenditure portfolio fulfilling numerous policies and regulations including but not limited to public involvement, social equity, air quality conformity, congestion management, and Senate Bill (SB) 375 per capita greenhouse gas (GHG) reduction targets.

### DISCUSSION:

This discussion provides update on the activity related to the RTP and the SB 375 Sustainable Communities Strategy (SCS). The report is updated regularly with the most recent developments listed first.

February 17, 2023 – Kern COG submitted responses to the California Air Resources Board (ARB)

January 20, 2023 – ARB responded to Kern COGs SCS technical methodology submittal from November 29, 2022 with questions. A follow-up meeting was held on January 24, 2023 to further clarify the questions.

December 16, 2022 – The 2022 RTP/Federal Transportation Improvement Program (FTIP) short range program air quality conformity was federally approved. The 2023 FTIP “CTIPS Report” and “Grouped Project Listing” weblinks are available at: <https://www.kerncog.org/2023-ftip/>.

November 29, 2022 – Kern COG submitted the technical methodology data package to the ARB.

July 21, 2022 - the Kern COG Board adopted the 2022 RTP/SCS and associated documents. The documents are available online at <https://www.kerncog.org/category/docs/rtp/>.

**Table 1 – 2018 & 2022 SB 375 Targets for the Kern Region**

Per Capita GHG Reduction Target/	2020	2035
2022 RTP/SCS demonstration (July 21, 2022) w/ required off-model adjustments (2020 is pre-COVID)	-10.9%	-15.1%
2018 RTP/SCS demonstration (August 15, 2018)	-12.5%	-12.7%
<b>Targets for 2022 RTP/SCS (set March 22, 2018 by ARB, effective October 1, 2018)</b>	<b>- 9%</b>	<b>-15%</b>

March 22, 2018 - ARB adopted new SB375 Targets for the third cycle RTP/SCS to be effective October 1, 2018. Next ARB target setting will be during the 2022-2026 window.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm>. Kern COG's April target recommendation letter is located on page B-143 of the ARB staff report at [https://www.arb.ca.gov/cc/sb375/appendix\\_b\\_mpo\\_scenario\\_and\\_data\\_submittals.pdf](https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf). Kern COG and the 8 San Joaquin Valley COG's prepared individual letters and a joint comment letter. The letters document methodological changes that make it difficult to compare the 2014 RTP results with the latest modeling refinements.

### **Preliminary Timeline 2026 RTP/SCS**

- Spring 2023 – ARB findings on 2022 SCS
- Spring 2023 – Hold Roundtable meeting(s) on update of the Public Involvement Procedure for 2026 RTP/SCS
- Spring 2023 to Spring 2026 – Annual Community Phone Surveys
- Spring 2023 – Spring 2022: RTP/SCS Public Outreach Process
- Fall 2023 – Adopt Regional Growth Forecast Update
- Fall 2023 – Stakeholder roundtable process to vet outreach and performance measures
- Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer's Market Outreach
- Fall 2024 to Spring 2025 – Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents

**ACTION:** Information.



## IV. K TPPC

March 16, 2023

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi, Executive Director

By: Ed Flickinger, Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. K.  
PROGRAM SUPPLEMENT - REGIONAL TRAFFIC COUNT PROGRAM

**DESCRIPTION:**

Pursuant to Kern COG policy, the Council shall review and approve grant-funding agreements. Caltrans has included \$79,677 Regional Surface Transportation Program funding (with \$10,323 local match) in its FY 2023/24 budget to fund the agency's Regional Traffic Count Program.

**DISCUSSION:**

A Memorandum of Understanding establishing the Kern Regional Traffic Count program was approved by the Kern COG Board in January 2004 and is currently included in the 2023 FTIP for the 2022-23 federal fiscal year and the 2023-2024 Overall Work Program Work Element 603.2. This agreement will fund Kern COG's Regional Traffic Count Program for fiscal year 2023-24. Kern COG staff is requesting the approval of the attached Program Supplement No. F046 and Kern COG Resolution 23-08.

**Background** - Traffic monitoring and pavement management are federally mandated in the recent transportation bills. In addition to traffic monitoring, traffic volume data obtained by traffic counters is used to validate the regional transportation model and used for engineering and planning purposes by local agencies. Traffic counts are used in the annual pavement management report that provides technical data on road samples throughout Kern County. This grant will provide funding for a regional traffic count program that was identified by the Kern Regional Transportation Modeling Subcommittee as necessary to improve data in the regional transportation model while reducing duplicative traffic counting efforts. Recently bike and pedestrian data collection has been added to the program, which should make our region more competitive for state resources, while ensuring that limited resources are focused on areas with the greatest need. The data collected from these contracts are available on the Kern COG website at: <https://www.kerncog.org/traffic-counts/>.

**ACTION:** Approve Program Supplement and authorize Chair to sign Program Supplement Agreement No. F046 and Resolution No. 23-08. ROLL CALL VOTE.

Attachments: Program Supplement No. F046  
Resolution 23-08

PROGRAM SUPPLEMENT NO. F046  
to  
ADMINISTERING AGENCY-STATE AGREEMENT  
FOR FEDERAL-AID PROJECTS NO 06-6087F15

Adv. Project ID  
0623000151

Date: March 01, 2023  
Location: 06-KER-0-KCOG  
Project Number: STPLNI-6087(077)  
E.A. Number:  
Locode: 6087

This Program Supplement hereby adopts and incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 05/02/2016 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. approved by the Administering Agency on (See copy attached).

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

**PROJECT LOCATION:** Throughout Kern County

**TYPE OF WORK:** Traffic Count Program

**LENGTH:** 0.0(MILES)

Estimated Cost	Federal Funds		Matching Funds	
	Y240		LOCAL	OTHER
\$90,000.00		\$79,677.00	\$10,323.00	\$0.00

**KERN COUNTY COUNCIL OF GOVERNMENTS**

By \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

Attest \_\_\_\_\_

**STATE OF CALIFORNIA**

**Department of Transportation**

By \_\_\_\_\_

**Chief, Office of Project Implementation  
Division of Local Assistance**

Date \_\_\_\_\_

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

Accounting Officer



Date 03/01/2023

\$79,677.00



## SPECIAL COVENANTS OR REMARKS

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

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

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

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

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

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

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

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

## **SPECIAL COVENANTS OR REMARKS**

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

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

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

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

## SPECIAL COVENANTS OR REMARKS

2.
  - A. ADMINISTERING AGENCY shall conform to all State statutes, regulations and procedures (including those set forth in the Local Assistance Procedures Manual and the Local Assistance Program Guidelines, hereafter collectively referred to as "LOCAL ASSISTANCE PROCEDURES") relating to the federal-aid program, all Title 23 Code of Federal Regulation (CFR) and 2 CFR Part 200 federal requirements, and all applicable federal laws, regulations, and policy and procedural or instructional memoranda, unless otherwise specifically waived as designated in the executed project-specific PROGRAM SUPPLEMENT.
  - B. Invoices shall be formatted in accordance with LOCAL ASSISTANCE PROCEDURES.
  - C. ADMINISTERING AGENCY must have at least one copy of supporting backup documentation for costs incurred and claimed for reimbursement by ADMINISTERING AGENCY. ADMINISTERING AGENCY agrees to submit supporting backup documentation with invoices if requested by State. Acceptable backup documentation includes, but is not limited to, agency's progress payment to the contractors, copies of cancelled checks showing amounts made payable to vendors and contractors, and/or a computerized summary of PROJECT costs.
  - D. Indirect Cost Allocation Plan/Indirect Cost Rate Proposals (ICAP/ICRP), Central Service Cost Allocation Plans and related documentation are to be prepared and provided to STATE (Caltrans Audits & Investigations) for review and approval prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for State and federal reimbursement. ICAPs/ICRPs must be prepared in accordance with the requirements set forth in 2 CFR, Part 200, Chapter 5 of the Local Assistance Procedural Manual, and the ICAP/ICRP approval procedures established by STATE.
  - E. STATE will withhold the greater of either two (2) percent of the total of all federal funds encumbered for each PROGRAM SUPPLEMENT or \$40,000 until ADMINISTERING AGENCY submits the Final Report of Expenditures for each completed PROGRAM SUPPLEMENT PROJECT.
  - F. Payments to ADMINISTERING AGENCY for PROJECT-related travel and subsistence (per diem) expenses of ADMINISTERING AGENCY forces and its contractors and subcontractors claimed for reimbursement or as local match credit shall not exceed rates authorized to be paid rank and file STATE employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by ADMINISTERING AGENCY are in excess of DPA rates, ADMINISTERING AGENCY is responsible for the cost difference, and any overpayments inadvertently paid by STATE shall be reimbursed to STATE by ADMINISTERING AGENCY on demand within thirty (30) days of such invoice.

## SPECIAL COVENANTS OR REMARKS

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

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

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

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

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

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

L. ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain a financial management system and records that properly accumulate and segregate reasonable, allowable, and allocable incurred PROJECT costs and matching funds by line item for the PROJECT. The financial management system

### **SPECIAL COVENANTS OR REMARKS**

of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles, enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices set to or paid by STATE.

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

N. ADMINISTERING AGENCY agrees to include all PROGRAM SUPPLEMENTS adopting the terms of this AGREEMENT in the schedule of projects to be examined in ADMINISTERING AGENCY's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with 2 CFR, Part 200.

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

P. Any subcontract entered into by ADMINISTERING AGENCY as a result of this AGREEMENT shall contain provisions B, C, F, H, I, K, and L under Section 2 of this agreement.

3. Appendix E of the Title VI Assurances (US DOT Order 1050.2A)

During the performance of this agreement, the ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractor, (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.

B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

C. Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), (prohibits discrimination on the basis of sex);

D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as

## SPECIAL COVENANTS OR REMARKS

amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;

E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);

F. Airport and Airway Improvement Act of 1982, (49 U.S.C. 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);

G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, subrecipients and contractors, whether such programs or activities are Federally funded or not);

H. Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

L. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

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

RESOLUTION NO. 23-08

In the matter of:

PROGRAM SUPPLEMENT NO. F046 FOR FEDERAL AID PROJECT NO. 06-6087F15  
TRAFFIC COUNT PROGRAM

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

WHEREAS, the MPO is required to develop, maintain and endorse the Federal Transportation Improvement Program (FTIP) with a Biannual Program of Projects for federal funding assistance; and

WHEREAS, the FTIP for the Kern region is a six-year schedule of multi modal transportation project improvements of major freeways, expressways, arterials, urban collectors, bikeways, transit, rail and aviation facilities; and

WHEREAS, the traffic count project is an approved project in the FTIP to purchase traffic counts and maintain the traffic count website for local and regional planning purposes; and

WHEREAS, Kern Council of Governments, acting as lead agency has processed the request for authorization to enable federal reimbursement of Regional Surface Transportation Program funding in federal fiscal year 2022-23 for \$79,677.00 and local dollars match for \$10,323.00.

WHEREAS, the attached Program Supplement No. F046 for Federal Aid Project No. 06-6087F15 is required to purchase the traffic counts and maintain the traffic count website;

NOW, THEREFORE, BE IT RESOLVED THAT:

Kern Council of Governments adopt Program Supplement No. F046 and authorize the Chairman and the Executive Director to sign the Resolution and Program Supplement No. F046.

AUTHORIZED AND SIGNED THIS 16<sup>th</sup> DAY OF MARCH 2023.

AYES:

NOES:

ABSTAIN:

ABSENT:

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Bob Smith, Chair  
Kern Council of Governments

ATTEST:

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Ahron Hakimi, Executive Director



V.  
TPPC

March 16, 2023

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: Transportation Planning Policy Committee Agenda Item:V.  
2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM –  
DRAFT AMENDMENT NO. 4

**DESCRIPTION:**

Amendment No. 4 includes changes to the State Highway/Regional Choice Program, Congestion Mitigation Air Quality Program, Transit Program, and Non-Motorized Program. The amendment was circulated to the Transportation Technical Advisory Committee via email March 3, 2023.

**DISCUSSION:**

Amendment No. 4 includes changes to the State Highway/Regional Choice Program, Congestion Mitigation Air Quality Program, Transit Program, and Non-Motorized Program. Amendment No. 4 is financially constrained, has been submitted through the interagency consultation process, and includes:

**STATE HIGHWAY / REGIONAL CHOICE PROGRAM**

A new component of the Centennial Corridor is being added per the 2022 State Transportation Improvement Program (STIP) Amendment approved at the January 2023 California Transportation Commission meeting. Please see record KER230101 in Attachment for details.

**CONGESTION MITIGATION AIR QUALITY PROGRAM (CMAQ)**

The City of Taft is requesting a revised description for their CMAQ transit project as part of a separate Transportation Planning Policy Committee (TPPC) staff report. If the TPPC approves the separate action, the revised CMAQ project will continue in the amendment. Please see record KER220503 in Attachment for details.

**TRANSIT PROGRAM**

The City of Arvin requested to add a new project funded with Federal Transportation Administration (FTA) Section 5339(b) as part of the 2021 FTIP Amendment No. 12. The same project is now being re-programmed as part of the 2023 FTIP. Please see record KER220803 in Attachment for details.

Golden Empire Transit District requests to add a new project funded with FTA Section 5307 Route Planning Restoration Program funding. Please see record KER230808 in Attachment for details.



### **NON-MOTORIZED PROGRAM**

Kern County requested to add a new project funded through the Consolidated Appropriations Act of 2023. Please see record KER231002 in Attachment for details.

### **Review Process**

The public review period for this amendment began March 3, 2023 and ends March 17, 2023. As allowed per Kern COG's Public Information Policies and Procedures and the FTIP Amendment Policy, no board action is required for this amendment. The Kern COG Executive Director is expected to sign the final amendment March 20, 2023. State and federal approval is required. The expected federal approval date is May 2023.

**OPEN PUBLIC HEARING    HEAR COMMENTS    CLOSE PUBLIC HEARING**

**ACTION:** Open the public hearing, take public comment, and close public hearing

Attachment: "Interagency Consultation Memo" dated March 3, 2023



March 3, 2023

To: Interagency Consultation Partners and Public  
From: Raquel Pacheco, Regional Planner  
Subject: **Availability of Draft Amendment No. 4 to the 2023 FTIP for Interagency Consultation and Public Review**

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Kern COG is proposing a formal amendment (Type #3) to its regionally approved 2023 Federal Transportation Improvement Program (FTIP). The 2023 FTIP is the programming document that identifies four years (FY 22/23, FY 23/24, FY 24/25, and FY 25/26) of federal, state, and local funding sources for projects in Kern County. Draft Amendment No. 4 revises the State Highway/Regional Choice Program, Congestion Mitigation Air Quality Program, Transit Program, and Non-Motorized. Documentation associated with this amendment is provided as indicated below.

- **Project List:** Attachment 1 includes a summary of programming changes that result from Amendment No. 4 to the 2023 FTIP. These projects and/or project phases are consistent with the 2022 Regional Transportation Plan (RTP), which was adopted July 21, 2022. The attachment also includes the CTIPS printout for the proposed project changes.
- **Updated Financial Plan:** Attachment 2 – The Financial Plan from the 2023 FTIP has been updated to include the project list as provided in Attachment 1. The appropriate grouped project list has been updated as well.
- **Conformity Requirements:** The proposed project changes have been determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127, or 93.128. Because the projects and/or project phases are exempt, no further conformity determination is required. In addition, the projects and/or project phases contained in Amendment No. 4 do not interfere with the timely implementation of any approved Transportation Control Measures (TCMs).
- **Public Involvement:** Attachment 3 includes the Draft Public Notice.

Kern COG published a notice of public hearing and opened the 14-day public comment period March 3, 2023. The public hearing is scheduled for 6:30 PM March 16, 2023. Comments may be submitted in writing no later than March 17, 2023. No Kern COG Board action is required.

The Kern COG Executive Director will consider adoption of the proposed amendment March 20, 2023. Kern COG anticipates State and Federal approval by May 2023. Amendment No. 4 documentation is available at: [www.kerncog.org/category/docs/ftip/](http://www.kerncog.org/category/docs/ftip/)

In conclusion, the 2023 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450, 40 CFR Part 93, and conforms to the applicable SIPs, and does not interfere with the timely implementation of approved TCMs. If you have questions regarding this amendment, please contact: Raquel Pacheco (661) 635-2907, [rpacheco@kerncog.org](mailto:rpacheco@kerncog.org)

## **ATTACHMENT 1**

**Caltrans Summary of Changes**

**CTIPS Printout**

## Caltrans Summary of Changes

Amendment Type:  
Amendment #:

Formal

4

Existing or New Project	MPO FTIP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/Decrease	DESCRIPTION OF CHANGE
New	KER230101	GROUPED PROJECTS FOR INTERCHANGE RECONFIGURATION	N/A	Prior Year	PE	Local	N/A	Add \$2,000,000
			N/A	FFY 25/26	CON	STIP AC	N/A	Add \$24,093,000
New	KER220803	IN ARVIN: PURCHASE OF A REPLACEMENT 35 FT ELECTRIC BUS AND A REPLACEMENT BATTERY-ELECTRIC 26 FT DIAL-A-RIDE BUS, CONSTRUCT SOLAR MICROGRID WITH BATTERY BACKUP CHARGING INFRASTRUCTURE, WORKFORCE DEVELOPMENT	N/A	FFY 22/23	CON	FTA Sec. 5339 (b)	N/A	Add \$2,922,550
			N/A	FFY 22/23	CON	LCTOP	N/A	Add \$57,775
			N/A	FFY 22/23	CON	HVIP	N/A	Add \$120,000
			N/A	FFY 22/23	CON	SB 1	N/A	Add \$132,689
			N/A	FFY 22/23	CON	Local	N/A	Add \$420,173
New	KER230808	IN BAKERSFIELD: GOLDEN EMPIRE TRANSIT ROUTE RESTORATION PROGRAM; ACQUIRE TRANSIT PLANNING AND VISUALIZATION SOFTWARE TO ASSIST GET IN COVID-19 SERVICE RECOVERY	N/A	FFY 22/23	CON	FTA Section 5307*	N/A	Add \$413,005
Existing	KER220503	TAFT: 550 SUPPLY RD; PURCHASE SIX REPLACEMENT ELECTRIC VANS; INSTALL CHARGING INFRASTRUCTURE AND SOLAR MICROGRID	FFY 22/23	FFY 22/23	PE	CMAQ	3%	Delete \$133,459; revise project description
			FFY 22/23	FFY 22/23	PE	SB 1	1%	Delete \$17,291
			FFY 23/24	FFY 23/24	CON	CMAQ	19%	Delete \$860,210
			FFY 23/24	FFY 23/24	CON	Local	3%	Delete \$128,740
			FFY 23/24	FFY 23/24	CON	SB 1	1%	Add \$17,291

## Caltrans Summary of Changes

Existing or New Project	MPO FTIP ID	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/ Decrease	DESCRIPTION OF CHANGE
New	KER231002	BAKERSFIELD (KERN COUNTY): MT VERNON AVE FROM BRUNDAGE LN TO E CALIFORNIA AVE AND POTOMAC AVE FROM BAKERSFIELD CITY LIMIT TO OSWELL ST; ROAD SAFETY IMPROVEMENTS; CONSTRUCTION OF SIDEWALKS, MEDIANS AND CROSSWALKS	N/A	FFY 22/23	PE	2023 APPN	N/A	Add \$600,000
			N/A	FFY 22/23	PE	Local	N/A	Add \$77,737
			N/A	FFY 23/24	CON	2023 APPN	N/A	Add \$3,400,000
			N/A	FFY 23/24	CON	Local	N/A	Add \$440,507

### LEGEND

2023 APPN	2023 Appropriations Earmark
CMAQ	Congestion Mitigation Air Quality Program
FTA Section 5307*	Federal Transit Administration Section 5307 - Route Planning Restoration Program
FTA Sec. 5339 (b)	Federal Transit Administration Section 5339 b (Bus and Bus Facilities Discretionary Program)
HVIP	California Heavy Duty Voucher Incentive Project
SB 1	Senate Bill 1 (State of Good Repair)
STIP AC	State Transportation Improvement Program - advance construction

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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0980	TITLE (DESCRIPTION): GROUPED PROJECTS FOR INTERCHANGE RECONFIGURATION (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 3 CATEGORIES - INTERCHANGE RECONFIGURATION PROJECTS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER230101		
COUNTY: Kern County	ROUTE:		PM:		EPA TABLE II or III EXEMPT CATEGORY Interchange reconfiguration 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	02/17/2023	RPACHECO	Amendment - New Project	4	26,093,000		

* 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									
* Fund Type: STIP Advance Construction	RW									
	CON					24,093,000				24,093,000
* Funding Agency: Kern Council of Governments	Total:					24,093,000				24,093,000

* 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	2,000,000								2,000,000
* Funding Agency: Bakersfield, City of	Total:	2,000,000								2,000,000

<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									
	RW									
	CON	2,000,000				24,093,000				26,093,000
	Total:	2,000,000				24,093,000				26,093,000

Comments:

\*\*\*\*\* Version 1 - 02/13/2023 \*\*\*\*\*

Per 1/25/23 CTC approval of STIP amendment

RTP Reference: 2022 RTP p.5-30 KER22RTP003

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: 204-0000-0968	TITLE (DESCRIPTION): REPLACEMENT BUSES (IN ARVIN: PURCHASE OF A REPLACEMENT 35 FT ELECTRIC BUS AND A REPLACEMENT BATTERY-ELECTRIC 26 FT DIAL-A-RIDE BUS, CONSTRUCT SOLAR MICROGRID WITH BATTERY BACKUP CHARGING INFRASTRUCTURE, WORKFORCE DEVELOPMENT)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER220803		EPA TABLE II or III EXEMPT CATEGORY Purchase new buses and rail cars to replace exist.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Arvin, City of  
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
2	Active	02/17/2023	RPACHECO	Amendment - New Project	4	3,653,187		
1	Official	05/23/2022	RPACHECO	Amendment - New Project	12	3,653,187		

* 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 5	PE									
	RW									
* Fund Type: Bus and Bus Facilities Discretionary Program (Bus	CON		2,922,550							2,922,550
	Total:		2,922,550							2,922,550

* 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 5	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON		57,775							57,775
	Total:		57,775							57,775

* 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 3 of 5	PE									
	RW									
* Fund Type: California Heavy Duty Voucher Incentive Project (H	CON		120,000							120,000
	Total:		120,000							120,000

* 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 4 of 5	PE									
	RW									
* Fund Type: Road Maintenance and Rehabilitation Account	CON		132,689							132,689
	Total:		132,689							132,689

* 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 5 of 5	PE									
	RW									
* Fund Type: City Funds	CON		420,173							420,173
	Total:		420,173							420,173

<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		3,653,187							3,653,187
	Total:		3,653,187							3,653,187



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

Comments:

\*\*\*\*\* Version 2 - 02/17/2023 \*\*\*\*\*

Per 2/9/23 Arvin letter: Re-program the project as part of the 2023 FTIP in FY 22/23

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

\*\*\*\*\* Version 1 - 04/26/2022 \*\*\*\*\*

Per Arvin 4/7/22 letter:

\$420,173 Local Funds total includes: \$243,973 San Joaquin Valley Air Pollution Control District Clean Vehicle Infrastructure Program (CVIP); \$10,000 Arvin General Funds; \$103,000 Arvin Transportation Development Act; \$63,200 Arvin Low Carbon Fuel Credits

RTP Reference: 2018 RTP p.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: 204-0000-0981	TITLE (DESCRIPTION): ROUTE PLANNING RESTORATION PROGRAM (IN BAKERSFIELD: GOLDEN EMPIRE TRANSIT ROUTE RESTORATION PROGRAM; ACQUIRE TRANSIT PLANNING AND VISUALIZATION SOFTWARE TO ASSIST GET IN COVID-19 SERVICE RECOVERY)	MPO Aprv:
CT PROJECT ID:			MPO ID.: KER230808		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)

<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	02/17/2023	RPACHECO	Amendment - New Project	4	413,005		

\* 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>
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\* Fund Source 1 of 1

PE

\* Fund Type: FTA5307 - Urbanized Area Formula  
Program

RW

CON

413,005

413,005

\* Funding Agency:

Total:

413,005

413,005

Comments:

\*\*\*\*\* Version 1 - 02/17/2023 \*\*\*\*\*

Per 1/24/23 Golden Empire Transit District letter  
Route Planning Restoration Program

RTP Reference: 2022 RTP p.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: 204-0000-0964	TITLE (DESCRIPTION): CHARGING (TAFT: 550 SUPPLY RD; 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 of vehicle operating equipment.

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
2	Active	02/27/2023	RPACHECO	Amendment - Cost/Scope/Sch. Change	4	3,079,890		259,250
1	Official	03/21/2022	RPACHECO	Amendment - New Project	10	4,051,549		410,000
1	Official	07/21/2022	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		229,514							229,514
	RW									
* Fund Type: Congestion Mitigation	CON			2,726,626						2,726,626
* Funding Agency:	Total:		229,514	2,726,626						2,956,140

* 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			271,260						271,260
* Funding Agency:	Total:			271,260						271,260

* 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		29,736							29,736
	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON			57,004						57,004
* Funding Agency:	Total:		29,736	57,004						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		259,250							259,250
	RW									
	CON			3,079,890						3,079,890
	Total:		259,250	3,079,890						3,339,140

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

Comments:

\*\*\*\*\* Version 2 - 02/17/2023 \*\*\*\*\*

Per 2/24/23 Taft letter: revise project description; delete \$133,549 CMAQ and \$17,291 SB 1 PE in FY 22/23; delete \$860,210 CMAQ and \$128,740 Local CON FY 23/24; add \$17,291 SB 1 FY 23/24

SB1 fund source is State of Good Repair Program

RTP Reference: 2022 RTP p.5-4

Prior Yr Status: ---

Total Project Cost: ---

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

SB1 fund source is State of Good Repair Program

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

DIST: 06	PPNO:	EA:	CTIPS ID: 204-0000-0982	TITLE (DESCRIPTION): MT VERNON (BAKERSFIELD (KERN COUNTY): MT VERNON AVE FROM BRUNDAGE TO E CALIFORNIA AVE AND POTOMAC AVE FROM BAKERSFIELD CITY LIMIT TO OSWELL ST; ROAD SAFETY IMPROVEMENTS; CONSTRUCTION OF SIDEWALKS, MEDIANS AND CROSSWALKS)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: KER231002		EPA TABLE II or III EXEMPT CATEGORY Bicycle and pedestrian facilities.
COUNTY: Kern County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Kern County  
PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/27/2023	RPACHECO	Amendment - New Project	4	3,840,507		677,737

* 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 1 of 2	PE		600,000							600,000
* Fund Type: 2023 Appropriations Earmarks	RW									
	CON			3,400,000						3,400,000
* Funding Agency:	Total:		600,000	3,400,000						4,000,000

* 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		77,737							77,737
* Fund Type: TDA	RW									
	CON			440,507						440,507
* Funding Agency:	Total:		77,737	440,507						518,244

<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		677,737							677,737
	RW									
	CON			3,840,507						3,840,507
	Total:		677,737	3,840,507						4,518,244

Comments:  
\*\*\*\*\* Version 1 - 02/17/2023 \*\*\*\*\*  
Per 2/7/23 Kern County letter  
2023 Appropriations Earmark

RTP Reference: 2022 RTP p.5-30  
Prior Yr Status: ---  
Total Project Cost: ---

## **ATTACHMENT 2**

**Updated Financial Plan**

**Updated Grouped Project Listings**

TABLE 1: REVENUE

Kern Council of Governments  
2023 Federal Transportation Improvement Program  
Amendment No. 4  
(\$'s in 1,000)

Funding Source		NOTES	4 YEAR (FTIP Period)								
			FY 2023		FY 2024		FY 2025		FY 2026		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	
LOCAL	Gas Tax (Subventions to Cities)		\$21,249	\$25,328	\$18,158	\$18,470	\$1,638	\$1,638	\$947	\$947	\$46,382
	Gas Tax (Subventions to Counties)					\$55,000			\$29,507		\$55,000
	Local Total		\$21,249	\$25,328	\$18,158	\$73,470	\$1,638	\$1,638	\$30,454	\$947	\$101,382
STATE	SHOPP		\$158,275	\$158,275	\$106,143	\$106,143	\$274,792	\$274,792	\$146,385	\$146,385	\$685,595
	STIP		\$27,808	\$27,808	\$300	\$300	\$591	\$591	\$26,093	\$24,593	\$53,292
	Active Transportation Program (ATP) <sup>1</sup>		\$11,029	\$11,029	\$2,994	\$2,994	\$2,302	\$2,302	\$5,421	\$5,421	\$21,746
	Highway Maintenance (HM) Program <sup>1</sup>										
	Highway Bridge Program (HBP) <sup>1</sup>		\$2,129	\$2,129	\$77	\$77					\$2,206
	Road Repair and Accountability Act of 2017 (SB1)		\$10,047	\$10,162	\$40	\$57					\$10,219
	Other (See Appendix 3)		\$10,000	\$10,178	\$25	\$25	\$64,700	\$64,700			\$74,903
	State Total		\$219,288	\$219,581	\$109,579	\$109,596	\$342,385	\$342,385	\$177,899	\$176,399	\$847,961
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$13,915	\$24,764	\$7,191	\$7,191					\$31,956
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$2,156	\$2,156	\$2,156	\$2,156					\$4,312
	5339 - Bus and Bus Facilities Formula Grants		\$3,403	\$3,403							\$3,403
	Other (See Appendix 4)		\$423	\$3,346							\$3,346
	Federal Transit Total		\$19,899	\$33,670	\$9,348	\$9,348					\$43,018
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$11,964	\$11,964	\$11,658	\$11,658	\$11,654	\$11,654	\$11,651	\$11,651	\$46,927
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo		\$10,055	\$10,055							\$10,055
	Highway Safety Improvement Program (HSIP)		\$744	\$744							\$744
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$13,418	\$13,418	\$12,322	\$12,322	\$12,316	\$12,316	\$12,310	\$12,310	\$50,366
	Other (see Appendix 5)		\$5,251	\$5,851		\$3,400	\$24,000	\$24,000			\$33,251
Federal Highway Total		\$41,432	\$42,032	\$23,980	\$27,380	\$47,970	\$47,970	\$23,961	\$23,961	\$141,343	
	Federal Total		\$61,330	\$75,702	\$33,328	\$36,728	\$47,970	\$47,970	\$23,961	\$23,961	\$184,361
REVENUE TOTAL			\$301,868	\$320,611	\$161,064	\$219,793	\$391,994	\$391,994	\$232,313	\$201,306	\$1,133,705

Financial Summary Notes:  
<sup>1</sup> State Programs that include both state and federal funds.  
This financial plan includes 2023 FTIP Amendment No. 3

TABLE 1: REVENUE - APPENDICES

Kern Council of Governments  
2023 Federal Transportation Improvement Program  
Amendment No. 4  
(\$'s in 1,000)

## Appendix 3 - State Other

State Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Low Carbon Transit Operations Program		\$58	\$25	\$25					\$83
Cap and Trade	\$10,000	\$10,000			\$64,700	\$64,700			\$74,700
California Heavy Duty Voucher Incentive Project		\$120							\$120
<b>State Other Total</b>	<b>\$10,000</b>	<b>\$10,178</b>	<b>\$25</b>	<b>\$25</b>	<b>\$64,700</b>	<b>\$64,700</b>			<b>\$74,903</b>

## Appendix 4 - Federal Transit Other

Federal Transit Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
FTA Section 5339 (a) Discretionary Program	\$423	\$423							\$423
FTA Section 5339 (b) Discretionary Program		\$2,923							\$2,923
<b>Federal Transit Other Total</b>	<b>\$423</b>	<b>\$3,346</b>							<b>\$3,346</b>

## Appendix 5 - Federal Highway Other

Federal Highway Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
COVID21	\$2,686	\$2,686							\$2,686
CRRSAA	\$2,565	\$2,565							\$2,565
BUILD					\$24,000	\$24,000			\$24,000
2023 APPROPRIATIONS EARMARK		\$600		\$3,400					\$4,000
<b>Federal Highway Other Total</b>	<b>\$5,251</b>	<b>\$5,851</b>		<b>\$3,400</b>	<b>\$24,000</b>	<b>\$24,000</b>			<b>\$33,251</b>



TABLE 2: PROGRAMMED

Kern Council of Governments  
2023 Federal Transportation Improvement Program  
Amendment No. 4  
(\$'s in 1,000)

FUNDING SOURCES		NOTES	4 YEAR (FTIP Period)								
			FY 2023		FY 2024		FY 2025		FY 2026		TOTAL CURRENT
			Amendment		Amendment		Amendment		Amendment		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	
			No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	
LOCAL	Local Total		\$21,249	\$25,328	\$18,158	\$73,470	\$1,638	\$1,638	\$30,454	\$947	\$101,382
STATE	SHOPP		\$158,275	\$158,275	\$106,143	\$106,143	\$274,792	\$274,792	\$146,385	\$146,385	\$685,595
	STIP		\$27,808	\$27,808	\$300	\$300	\$591	\$591	\$26,093	\$24,593	\$53,292
	Active Transportation Program <sup>1</sup>		\$11,029	\$11,029	\$2,994	\$2,994	\$2,302	\$2,302	\$5,421	\$5,421	\$21,746
	Highway Maintenance (HM) Program <sup>1</sup>										
	Highway Bridge Program (HBP) <sup>1</sup>		\$2,129	\$2,129	\$77	\$77					\$2,206
	Road Repair and Accountability Act of 2017 (SB1)		\$10,047	\$10,162	\$40	\$57					\$10,219
	Other (See Appendix B)		\$10,000	\$10,178	\$25	\$25	\$64,700	\$64,700			\$74,903
	State Total		\$219,288	\$219,581	\$109,579	\$109,596	\$342,385	\$342,385	\$177,899	\$176,399	\$847,961
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$13,915	\$24,764	\$7,191	\$7,191					\$31,956
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
	5311 - Formula Grants for Rural Areas		\$2,156	\$2,156	\$2,156	\$2,156					\$4,312
	5339 - Bus and Bus Facilities Formula Grants		\$3,403	\$3,403							\$3,403
	Other (See Appendix C)		\$423	\$3,346							\$3,346
	Federal Transit Total		\$19,899	\$33,670	\$9,348	\$9,348					\$43,018
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$11,346	\$11,213	\$11,274	\$10,413	\$10,345	\$10,345	\$1,882	\$1,882	\$33,853
	Highway Infrastructure Program (HIP)										
	High Priority Projects (HPP) and Demo		\$10,055	\$10,055							\$10,055
	Highway Safety Improvement Program (HSIP)		\$744	\$744							\$744
	Railway-Highway Crossings Program										
	Recreational Trails Program										
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$12,081	\$12,081	\$12,150	\$12,150					\$24,232
	Other (see Appendix D)		\$5,251	\$5,851		\$3,400	\$24,000	\$24,000			\$33,251
	Federal Highway Total		\$39,477	\$39,944	\$23,424	\$25,964	\$34,345	\$34,345	\$1,882	\$1,882	\$102,134
	Federal Total		\$59,376	\$73,614	\$32,772	\$35,312	\$34,345	\$34,345	\$1,882	\$1,882	\$145,152
PROGRAMMED TOTAL			\$299,913	\$318,523	\$160,508	\$218,377	\$378,368	\$378,368	\$210,234	\$179,227	\$1,094,496

## MPO Financial Summary Notes:

<sup>1</sup> State Programs that include both state and federal funds.

This financial plan includes 2023 FTIP Amendment No. 3

## TABLE 2: PROGRAMMED - APPENDICES

Kern Council of Governments  
2023 Federal Transportation Improvement Program  
Amendment No. 4  
(\$'s in 1,000)

Appendix B - State Other

State Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
LCTOP		\$58	\$25	\$25					\$83
Cap and Trade	\$10,000	\$10,000			\$64,700	\$64,700			\$74,700
California Heavy Duty Voucher Incentive Project		\$120							\$120
<b>State Other Total</b>	<b>\$10,000</b>	<b>\$10,178</b>	<b>\$25</b>	<b>\$25</b>	<b>\$64,700</b>	<b>\$64,700</b>			<b>\$74,903</b>

Appendix C - Federal Transit Other

Federal Transit Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
FTA Section 5339 (a) Discretionary Program	\$423	\$423							\$423
FTA Section 5339 (b) Discretionary Program		\$2,923							\$2,923
<b>Federal Transit Other Total</b>	<b>\$423</b>	<b>\$3,346</b>							<b>\$3,346</b>

Appendix D - Federal Highway Other

Federal Highway Other	FY 2023		FY 2024		FY 2025		FY 2026		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
COVID21	\$2,686	\$2,686							\$2,686
CRRSAA	\$2,565	\$2,565							\$2,565
RAISE					\$24,000	\$24,000			\$24,000
2023 APPROPRIATIONS EARMARK		\$600		\$3,400					\$4,000
<b>Federal Highway Other Total</b>	<b>\$5,251</b>	<b>\$5,851</b>		<b>\$3,400</b>	<b>\$24,000</b>	<b>\$24,000</b>			<b>\$33,251</b>

TABLE 3: REVENUE-PROGRAMMED

Kern Council of Governments  
2023 Federal Transportation Improvement Program  
Amendment No. 4  
(\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Period)								
		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL CURRENT
		Amendment		Amendment		Amendment		Amendment		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	
		No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	No. 2	No. 4	
LOCAL	Local Total									
STATE	SHOPP									
	STIP									
	Active Transportation Program <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	\$618	\$751	\$384	\$1,245	\$1,309	\$1,309	\$9,769	\$9,769	\$13,074
	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)	\$1,337	\$1,337	\$172	\$172	\$12,316	\$12,316	\$12,310	\$12,310	\$26,135
	Other									
	Federal Highway Total	\$1,955	\$2,088	\$556	\$1,416	\$13,625	\$13,625	\$22,079	\$22,079	\$39,209
	Federal Total	\$1,955	\$2,088	\$556	\$1,416	\$13,625	\$13,625	\$22,079	\$22,079	\$39,209
REVENUE - PROGRAM TOTAL		\$1,955	\$2,088	\$556	\$1,416	\$13,625	\$13,625	\$22,079	\$22,079	\$39,209

2023 Federal Transportation Improvement Program

# Grouped Project Listings

Kern Council of Governments

Includes:

State Highway / Regional Choice Program

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 Interchange Reconfiguration**

PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLE 3 CATEGORIES - INTERCHANGE RECONFIGURATION PROJECTS

PIN	Agency	Fed ID	Project Description	Program Year (FFY)	STIP-AC	Local	Total Project Cost
KER230101	Bakersfield		In the City of Bakersfield - from the eastbound State Route 58 freeway to existing northbound State Route 99. At the SR58/SR99 Interchange, construct a new connector starting west of State Route 99, on the south side of Route 58 with a bridge spanning over Route 99 between postmile T52.2/R 52.40, and connecting to northbound State Route 99 between postmile 23.2/23.7. (Note: PE is in FY 21/22)	Prior Year	\$0	\$2,000,000	\$26,093,000
				24/25	\$24,093,000	\$0	

## **ATTACHMENT 3**

### **Draft Kern Public Notice**

## **NOTICE OF PUBLIC HEARING**

NOTICE IS HEREBY GIVEN that Kern Council of Governments will hold a public hearing at 6:30 P.M. March 16, 2023 at Kern COG's office, 1401 19th Street, Suite 300, Bakersfield, CA 93301 regarding Draft Amendment No. 4 to the 2023 Federal Transportation Improvement Program (FTIP). The hearing is being held to receive public comments.

- The 2023 FTIP is a listing of capital improvement and operational expenditures utilizing federal and state monies for transportation projects in Kern County through 2026.
- There are revisions to the State Highway/Regional Choice Program, Congestion Mitigation Air Quality Program, Transit Program, and Non-Motorized Program.
- The Draft 2023 FTIP Amendment No. 4 contains a project list, summary of changes, financial plan, and grouped project listing.

Individuals with disabilities may call Kern COG at (661) 635-2900 with 3-working-day advance notice to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-working-day advance notice) to participate speaking any language with available professional translation services.

A 14-day public review and comment period will begin March 3, 2023 and conclude March 17, 2023. The draft document is available for review at Kern COG's office and on Kern COG's website at [www.kerncog.org/category/docs/ftip/](http://www.kerncog.org/category/docs/ftip/)

Public comments are welcomed at the hearing, or may be submitted in writing by 5 P.M. March 17, 2023 to Ahron Hakimi at the address below.

After considering the comments, the documents will be considered for approval, by Kern COG Executive Director, March 20, 2023. The documents will then be submitted to state and federal agencies for approval.

Ahron Hakimi, Executive Director  
Kern Council of Governments  
1401 19<sup>th</sup> Street, Suite 300  
Bakersfield, CA 93301  
(661) 635-2900