AGENDA KERN COUNCIL OF GOVERNMENTS TRANSPORTATION PLANNING POLICY COMMITTEE THURSDAY, OCTOBER 19, 2023 6:30 P.M.

PRIMARY MEETING LOCATION

SECONDARY MEETING LOCATION TELECONFERENCING AVAILABLE

Kern Council of Governments Board Room 1401 19th Street, Suite 300 Bakersfield, CA 93301 Ridgecrest City Hall Conference Room B 100 W. California Avenue Ridgecrest, CA 93555

TPPC/Kern COG Board

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- 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.

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- 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 August 17, 2023. ROLL CALL VOTE.
 - **B. RESPONSE TO PUBLIC COMMENTS**
 - C. TRIENNIAL PERFORMANCE AUDIT FOR FY 2018-2020 (Enriquez)

<u>Comment:</u> On March 16, 2023, Kern Council of Governments entered into a contract with Moore & Associates to carry out a triennial performance audit of its activities and those of each transit operator to whom it allocates funds under the Transportation Development Act. The consultant has presented its findings and recommendations in individual audits for Kern COG and each transit operator, which have been reviewed by Kern COG staff and the pertinent transit operator's personnel.

Action:

- 1. Receive and file the TDA triennial performance audit;
- 2. Direct staff to address the recommendations; and
- 3. Direct staff to assist member agencies in their efforts to implement recommendations for their respective agencies.

ROLL CALL VOTE.

D. FY 2022-23 TDA STREETS & ROADS CLAIM – CITY OF DELANO (Banuelos)

<u>Comment:</u> According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems and streets and roads. The City ooof Delano has submitted a TDA claim which totals \$620,346. The Transportation Technical Advisory Committee has reviewed this item and unanimously recommended the adoption of this claim at its October 4, 2023 meeting.

<u>Action:</u> Adopt Resolution No. 23-22 TDA Streets & Roads claim for FY 2022-23 for City of Delano for \$620,346. ROLL CALL VOTE.

E. FY 2023-24 FTA SECTION 5310 PROGRAM OF PROJECTS (Enriquez)

<u>Comment:</u> Non-profit agencies providing transportation services are eligible to apply for funding from the Federal Transit Administration (FTA) through the Section 5310 program. Applications for fifteen (15) separate projects were received from three (3) agencies for a total of \$1,607,000.

<u>Action:</u> Recommend that the fifteen (15) FTA Section 5310 projects are consistent with the Regional Transportation Plan and the Coordinated Human Services Transportation Plan and authorize the Chair and Executive Director to sign the Regional Transportation Planning Agency Certification. ROLL CALL VOTE.

F. FUND TRANSFER AGREEMENT - AGREEMENT NO. PPM24-6087(078) (Pacheco)

<u>Consent:</u> The California Department of Transportation (Caltrans) has approved \$300,000 in its fiscal year 2023-24 budget and is part of the state approved 2022 State Transportation Improvement Program to fund Kern COG's Planning, Programming and Monitoring (PPM) activity.

<u>Action:</u> Approve Fund Transfer Agreement No. PPM24-6087(078) and authorize Chair to sign Agreement and Resolution No. 23-23. ROLL CALL VOTE.

G. FIRST LOOK: LONG RANGE TRANSPORTATION PLAN PROJECT LISTING (Ball)

<u>Comment:</u> Development Improvement Program (CIP), a 20+ year transportation project listing https://www.kerncog.org/category/docs/rtp/ for the long-range transportation plan. This item has been reviewed by the Transportation Technical Advisory Committee (TTAC) and will be brought back next month with a summary of requested revisions.

<u>Action:</u> Provide comments on the Draft 2026 Capital Improvement Program to Kern COG by October 20, 2023. ROLL CALL VOTE.

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

<u>Comment:</u> Per the Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview," Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP) projects in the current fiscal year need to be submitted for funding authorization by January 31st. The Transportation Technical Advisory Committee has reviewed this item.

<u>Action:</u> Recommend that the letter be signed by the City Manager or Department Head. (ROLL CALL VOTE)

I. FY 2023-24 KERN REGIONAL ESTIMATED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) CALL FOR PROJECTS \$46,453,489 (Snoddy)

<u>Comment:</u> The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statues of 2014) and modified by 9 (Chapter 710, Statues of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. SB 125 provided additional direction with regards to the funding appropriated in the Budget Act of 2023.

Action: Information.

J. <u>2023-24 KERN REGIONA ESTIMATED ZERO EMISSION TRANSIT CAPITAL PROGRAM</u> (ZETCP) \$5,057,036 (Snoddy)

<u>Comment:</u> The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Also included is a new Zero Emission Transit Capital Program (ZETCP).

Action: Information.

K. 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Pacheco)

<u>Comment:</u> 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 (CTC) 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.

L. CONGESTION MITAGATION AND AIR QUALITY (CMAQ) PROGRAM – SUMMARY OF COMMENTS AND RESPONSES (Pacheco)

<u>Comment:</u> Nineteen CMAQ applications are under review. Kern COG and Transportation Technical Advisory Committee (TTAC) comments were circulated to respective applicants. On October 4, 2023, the summary of comments and responses was posted to the Kern COG website and notification was sent to the TTAC via email. The TTAC has reviewed this item.

Action: Information.

M. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM – STATUS REPORT (Enriquez)

<u>Comment:</u> To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles This report was presented to the TTAC on October 4, 2023, and covers the period May 20, 2023, to September 30, 2023.

Action: Information.

N. <u>UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP</u> (Ball)

<u>Comment:</u> 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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

Action: Information.

O. PROJECT ACCOUNTABILITY TEAM REPORT (Pacheco)

<u>Comment:</u> Kern COG staff to provide the latest updates. The Transportation Technical Advisory Committee has reviewed this item.

Action: Information.

*** END CONSENT AGENDA - ROLL CALL VOTE ***

V. UNMET NEEDS PUBLIC HEARING (Enriquez)

<u>Comment:</u> Kern Council of Governments (Kern COG) annually holds a public hearing to identify any unmet transit needs and those that are reasonable to meet, and this is the last of 10 public hearings held this year throughout the County. The Social Services Transportation Advisory Committee has reviewed input from the prior meetings.

OPEN PUBLIC HEARING RECEIVE COMMENTS CLOSE PUBLIC HEARING

<u>Action:</u> Staff and members of the SSTAC recommend a finding that there are no unmet transit needs that are reasonable to meet in Kern County and authorize the Chair to sign Resolution No. 23-21. ROLL CALL VOTE.

VI. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – DRAFT AMENDMENT NO. 9 (Pacheco)

<u>Comment:</u> Amendment No. 9 includes changes to the Non-Motorized Program. The amendment was circulated to the Transportation Technical Advisory Committee via email October 6, 2023.

OPEN PUBLIC HEARING RECEIVE COMMENTS CLOSE PUBLIC HEARING

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

- VII. BOARD MEMBER'S MEETING REPORTS: (None)
- VIII. CALTRANS REPORT: (Report on Projects in Progress)
 - District 6 & 9 Construction Projects.
- IX. EXECUTIVE DIRECTOR'S REPORT: (Report on Projects and Programs in Progress)
- X. 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.
- XI. ADJOURNMENT- NEXT MEETING The next scheduled meeting will be held November 16, 2023.

KERN COUNCIL OF GOVERNMENTS TRANSPORTATION PLANNING POLICY COMMITTEE

Minutes of Meeting for August 17, 2023

KERN COG BOARD ROOM 1401 19TH STREET, THIRD FLOOR BAKERSFIELD, CALIFORNIA THURSDAY August 17, 2023 6:30 P.M.

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

I. PLEDGE OF ALLEGIENCE:

II. ROLL CALL:

Members Present: Ayon, Crump, Krier, Prout, Reyna, Scrivner, P. Smith, B. Smith, Trujillo, Vasquez

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

Members Absent: Couch, Blades, Creighton

Others: Renteria, Franz, Weitzmann

Staff: Hakimi, Ball, Campbell, Invina-Jayasiri, Pacheco, Snoddy, Enriquez, Urata, Banuelos, Van Wyk

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

Chairman Smith asked if there were any comments.

Tony Renteria, Bike Bakersfield Program Manager, passed out flyers of upcoming Bike Maintenance Clinics in August, Final Stakeholder Meeting Dates in October, and a list of August, September, and October community rides. He also discussed the progress of the Safe Routes for Cyclists in Kern program.

- 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 June 15, 2023
 - B. RESPONSE TO PUBLIC COMMENTS
 - C. KERN COG SENATE BILL NO. 1 CALTRANS STATE OF GOOD REPAIR CALL FOR PROJECTS (Enriquez)

Action: Adopt the fiscal year 2023-24 SGR Program of Projects. ROLL CALL VOTE.

D. TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 2023-24 PROGRAM OF PROJECTS (Enriquez)

<u>Action:</u> Approave the fiscal year 2023-24 Transportation Deavelopment Act Article 3 Program of Projects. ROLL CALL VOTE.

E. <u>FY 2023-24 TDA PUBLIC TRANSIT CLAIM – CITY OF BAKERSFIELD - AMTRAK FY 2022-23 TDA PUBLIC TRANSIT CLAIM – CITY OF DELANO</u>

FY 2022-23 TDA PUBLIC TRANSIT CLAIM – CITY OF RIDGECREST FY 2016-17 TDA PUBLIC TRANSIT & STREETS & ROADS CLAIM – CITY OF CALIFORNIA CITY (Banuelos)

Action:

Adopt Resolution No. 23-15 TDA Public Transit claim for FY 2023-24 for City of Bakersfield - Amtrak for \$681,871.

Adopt Resolution No. 23-16 TDA Public Transit claim for FY 2022-23 for City of Delano for \$2.020.547.

Adopt Resolution No. 23-17 TDA Public Transit claim for FY 2022-23 for City of Ridgecrest for \$1.895.723.

Adopt Resolution No. 23-18 TDA Public Transit claim for FY 2016-17 for City of California City for \$39.682.

Adopt Resolution No. 23-19 TDA Streets & Roads claim for FY 2016-17 for City of California City for \$495,791.

ROLL CALL VOTE.

F. SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND FEEDBACK
MONITORING DATA – EMAIL REQUESTS DUE TO KERN COG FRIDAY, SEPTEMBER 29, 2023
(Ball)

Action: Information.

G. <u>UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP (Ball)</u>

Action: Information.

H. PROJECT ACCOUNTABILITY TEAM REPORT (Pacheco)

Action: Information.

I. 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (Pacheco)

Action: Information.

J. <u>CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – STATUS UPDATE</u> (Pacheco)

Action: Information.

K. <u>REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) – STATUS UPDATE</u> (Pacheco)

Action: Information.

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

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

V. <u>2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM – DRAFT AMENDMENT NO. 7</u> (Pacheco)

<u>Comment:</u> Amendment No. 7 includes changes to the State Highway/Regional Choice Program, State Highway Operation and Protection Program, Transit Program, and Non-Motorized Program. The amendment was circulated to the Transportation Technical Advisory Committee via email August 4, 2023.

OPEN PUBLIC HEARING HEAR COMMENTS CLOSE PUBLIC HEARING

<u>Action:</u> Open the public hearing, take public comment, and close the public hearing.

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- VI. BOARD MEMBERS'S MEETING REPORTS: (None)
- VII. CALTRANS REPORT: (Report on Projects in Progress)

Michael Navarro from District 6 provided the following report:

Updates:

- Clean CA Update:
 - Funding in the current Clean CA program is currently through 2024, but HQ is submitting a BCP to extend the litter abatement and art portions beyond 2024
 - Clean CA is a very successful program overall:
 - Litter abatement program:
 - This past year, District 6 has collected over 95K CY of litter (goal was 73K)
 - We've held 18 dump days (goal was 12)
 - We've hired over 32 employees for litter pick crews, housed in Delano, Lemoore, Madera, Fresno and Bakersfield
 - District 6's Adopt a Highway program currently has over 200 adopters
 - o Cycle 2 for CCLGP
 - \$100m
 - Applications closed on May 31st
 - D6 received 29 applications (2nd most in the State only to D7)
 - Application have been submitted to HQ awards announced late Sept (Kern Region Maricopa, McFarland)
 - District/Transit Partnership program was announced outreach started this week from Jenn
 N. Intent is to enhance rail/bus stations and public transit systems. Timeline is:
 - Call for Projects: August 15, 2023
 - Proposal Submission Deadline: August 31, 2023
 - Project Award Notification: September 11, 2023
 - Project Development: September 15 to October 14, 2023
 - Project Construction: October 15 to December 31, 2024
 - Project Completion Deadline: December 31, 2024
 - Final Invoicing and Project Closeout: June 30, 2025
 - \$12m for Con and \$3m for support
- NOFO's / Discretionary Grant Programs:
 - Multimodal Project Discretionary Grant Program (MPDG)
 - **INFRA** Working in partnership with KCOG on an application for SR 99/SR 58 Connector ramp. *These applications are due 8/21/23
- Caltrans to Honor Fallen Workers with Memorial Signs in State Roadside Rest Areas
 - We will be honoring the 10 workers who have given their lives in D6
 - Ali Shabazz first since 1999
 - 191 statewide since 1921

Storm Work:

Project currently in construction: Lowering Lanes 3 and 4 in the SB direction at White Lane and Panama lane in progress; rehab of the NB #2 lane in progress between SR 223 to SR 119.

Expected completion date Fall 2023

06-1C280 - SR43/7th Standard Rd Roundabout

IN PAED Phase: PAED kick off meeting in January 2022; PAED activities in progress. Expected length of PAED is 20 months.

Current progress: PAED in progress, continuing with environmental technical studies; expect to circulate DED in September 2023. Roundabout footprint has been finalized.

06-0W990 - Union Ave High Intensity Activated Crosswalk:

Project located at the intersection of SR 204 (Union Ave) and 8th Street and will install HAWK.

Construction is complete. Final activation occurred on June 21st.

06-1A470 - Santa Fe Roundabout:

Project located In Shafter at Santa Fe Way/Los Angeles Avenue intersection.

In PS&E phase. RTL targeted for 4/4/24. Anticipated to begin construction in spring of 2025.

06-0X380 - Maricopa Highway CAPM

This project will rehabilitate approximately 9 miles of pavement from SR 33 to Capello Street. The project achieved RTL and will be getting construction allocation at the October 2023 CTC meeting. The project is expecting to advertise in Winter 2023/2024.

06-0X760 - Taft Left Turn Channelization

Install left-turn channelization on SR-119 at the Kern Street/Airport Road

Construction is progressing. The project is 85% complete. Pending is electrical work. The project has been placed on suspension until PG&E provides power in September. Electrical work will be completed at this time.

06-0V610 - Pumpkin Center 3R Rehab

On SR 119 near Pumpkin Center from Ashe Road to SR 119/SR 99.

The project will restore the pavement to a state of good repair and extend the remaining service life of the pavement by an additional period of 20 years.

The project is currently in PS&E and ROW phase. ROW Cert is 4/1/2024 and RTL is 4/12/2024.

06-0V280 - SR 184/Sunset Roundabout

This project is at the intersection of SR 184 and Sunset near Weedpatch.

Construction started on October 3, 2022 with full closure of the intersection. Roundabout open to traffic, punch list and electrical work remaining.

Expected completion late September 2023.

06-0R190 - Arvin SR 223/SR 184 Roundabout

Construction started, 95% complete: Roundabout open to traffic. Remaining work is punch list work and electrical work

Expected completion is Sept 15, 2023.

06-0U430 - Morning Drive 3R Rehab

This project proposes to rehabilitate and bring to current standards the existing roadway on State Route (SR) 184, in Kern County, between 0.1 mile north of Edison Highway Postmile (PM) 8.5 and 0.1 mile north of Chase Avenue PM 11.6.

Project advertised May 15, bid opens on 8/10/23. Construction start expected in January 2024. Bids came in over Engineer's Estimate; will need supplemental funds

Paul N. Pineda, Project Manager (559) 287-2128

06-0U290 - Weedpatch Highway 3R Rehab

This project proposes to rehabilitate and bring to current standards the existing roadway on State Route (SR) 184, in Kern County, between Dunnsmere Street and Breckenridge Road – postmile (PM) 0.8 to 8.6. The roadway will be rehabilitated and Complete Streets elements, including (ADA) compliant sidewalks and curb ramps, bus stops, and continuous bike lanes in both directions will be incorporated within the project limits. Drainage improvements, traffic signal system upgrades, and median worm curbs are proposed to be included in this project.

The project is currently in the PSE and ROW phase. Target to Cert R/W is September. Expected RTL is 11/1/2024

Kirsten Helton from District 9 provided the following report:

Section 1: Caltrans Emergency Projects and Pressing Issues:

- Mojave Bypass Paving Operation On the eastbound lanes of State Route (SR) 58 from
 just west of Exit 165 to just east of Exit 172, crews are laying down Rubberized Hot Mix
 Asphalt, shoulder backing, and upgrading guardrail. One lane will remain open at all times
 and the ramps will be
- Rosamond Xeriscape Project On SR 14, the northbound outside lane and shoulder, under the Rosamond Boulevard overcrossing, will be closed to allow trucks access to remove and deliver material Monday through Friday from 7:00 am to 3:30 pm. Drivers may experience minimum delays.

Section 2. Current/Upcoming Project Status and Information:

SR 58 TCL PAED in exec review to be signed by end of August

- Freeman 3 CAPM Construction began this week on SR 14 north of Red Rock Canyon State Park from 1.1 miles north of Red Rock Canyon Road to 3.5 miles south of the Freeman Gulch bridge. Construction is nearly complete, pavement work is complete, signs need to be replaced. CCA is anticipated in the next few weeks.
- SR 58 Boron Safety Roadside Rest Area (SRRA) sewage system repair. The estimated completion date is now 08/29/2023.
- Tehachapi Maintenance Station Construction: The estimated start date for the project is 08/22/2023 with an estimated completion date for the project is 11/24/2024.

PID Outreach:

- 58 Tehachapi Pavement:
 - The estimated Fall outreach I date will be 10/26/24.
 - The estimated Spring outreach II date will be 03/18/2024.
- 202 CAPM Golden Hills + Complete Streets:
 - The estimated Fall outreach I date will be 10/27/2023.
 - The estimated Spring outreach II date will be 03/25/2024.
- 58 Cal City Blvd. Interchange:
 - The estimated Fall outreach I date will be 10/30/2023.
 - The estimated Spring outreach II date will be 03/28/2024.

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

- 1. Report on June 28 & 29 CTC Meeting in Suisun City
 - a. Olancha/Cartago Project although not in Kern County is important to Kern County conversion of SR 395 from a 2-lane road to a 4-lane expressway
- 2. Report on August 16 & 17 CTC Meeting
 - a. Update on Olancha/Cartago
- 3. Next CTC Meeting is October 18 & 19 in Madera
 - a. Truck Climbing Lane Project will be discussed
- 4. Received approval of Kern COG's Federal Certification Review the Official Report is forthcoming.
- 5. Meetings:
 - a. SR 99 and SR 58 missing connectors
 - b. SR 204 and Union Avenue
 - c. 7th Standard/SR 43
 - d. SR 33 Safety Improvements
 - e. SR 46 Monthly Status Meeting will be completed in Lost Hills in the next month
 - f. Truck Climbing Lanes on SR 58
 - 4. Attended a dinner in Fresno last week pre-meeting with Caltrans Director, District 6 Director, CTC Chairwoman regarding SR 58 and 99
- 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.

Ms. Parra gave an update on the hydrogen bus fire at GET. The NTSB is involved, they will be coming back in two weeks to disassemble the bus. The process will take approximately a year. The fueling station shut down as it should have.

ADJOURNMENT- The meeting was adjourned 6:58 p.m. The next scheduled meeting will be held August

17, 2023.	·	J	J
Respectfully Submitted			
Ahron Hakimi, Executive Director	ATTEST:		
DATE:	Bob Smith, Chairman		

X.



IV. C. TPPC

October 19, 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. C.

TRIENNIAL PERFORMANCE AUDIT FOR FY 2018-2020

DESCRIPTION:

On March 16, 2023, Kern Council of Governments entered into a contract with Moore & Associates to carry out a triennial performance audit of its activities and those of each transit operator to whom it allocates funds under the Transportation Development Act. The consultant has presented its findings and recommendations in individual audits for Kern COG and each transit operator, which have been reviewed by Kern COG staff and the pertinent transit operator's personnel.

DISCUSSION:

Under Section 99246 of the California Public Utilities Code, Kern COG is "required to designate entities other than itself, a county transportation commission, a transit development board, or an operator" to conduct performance audits every three years.

The Triennial Performance Audit includes five elements:

- 1. Compliance requirements,
- 2. Follow-up of prior recommendations,
- 3. Analysis of internal goal setting and strategic planning efforts, and
- 4. Review of the RTPA's functions and activities, and findings and recommendations.

The consultant made the following findings:

Findings and Recommendations:

With four exceptions, Kern COG adheres to Transportation Development Act (TDA) regulations in an efficient and effective manner.

- 1. Kern COG did not assess the appropriate penalties for not meeting farebox recovery ratio requirements in FY 2018/2019.
- 2. Kern COG paid out TDA claims for the City of McFarland despite the operator not having completed its fiscal audits.
- Several operators within Kern COG's jurisdiction were delinquent in their TDA fiscal audits or submitted the audits late.
- 4. Kern COG continued to allocate TDA funding to operators despite triennial performance audits not being completed by June 30, 2022.

Functional Findings:

1. Kern COG should ensure claimants have a solid understanding of how to complete the STA eligibility form and how to reflect the efficiency tests within the claim forms.

<u>Discussion with Kern COG's TDA Financial Auditing Firm</u> (Findings 2 and 3 above)

After discussion with Kern COG's auditing firm, Brown Armstrong, who conducts the TDA audits of the member agencies on behalf of Kern COG, the following information was received:

For FY 2021-22, Brown Armstrong has completed the following TDA Audits:

- 1. CTSA/NOR
- 2. Tehachapi
- 3. Ridgecrest
- 4. California City
- 5. Delano
- 6. Arvin
- 7. County of Kern

Work is in progress for the following and they are expected to be completed by this month:

- 1. Bakersfield
- 2. Wasco

No information has been received from Maricopa or Taft. They are pending as Brown Armstrong still needs to complete their previous years' audits. Maricopa has stated that they are in the process of providing the auditors the information needed. Taft City Manager, Craig Jones, is working with a firm to bring Taft's information up to date. Brown

Armstrong is in contact with the City of McFarland to complete the pending audits and work is in progress on FY 2018 and 2019. These are expected to be caught up this year.

Program Compliance Recommendations:

1. Ensure future penalties for failure to comply with farebox recovery ratio requirements are appropriately applied to LTF allocations.

Recommendation Noted.

2. Ensure any penalties identified in the City of McFarland's delayed TDA fiscal audits are appropriately applied to subsequent TDA allocations.

Recommendation Noted, see discussion above concerning status of TDA audits.

3. Work with transit operators to ensure TDA fiscal audits are completed by the extended deadline.

Recommendation Noted, see discussion above concerning status of TDA audits.

4. Ensure any penalties identified in the delayed triennial performance audits are appropriately applied to subsequent TDA allocations.

Recommendation Noted, individual transit operator triennial audits scheduled for acceptance tonight.

Functional Recommendation:

 Kern COG should provide more comprehensive feedback to the operators regarding STA eligibility and provide more effective oversight over the claims process.

Staff will work with Moore and Associates, Brown Armstrong, and the member agencies to implement the recommendations.

Action:

- 1. Receive and file the TDA triennial performance audit;
- 2. Direct staff to address the recommendations; and
- Direct staff to assist member agencies in their efforts to implement recommendations for their respective agencies.
 ROLL CALL VOTE.

Attachment: Kern Council of Governments Triennial Performance Audit, FY 2018/19 - 2020/21 Executive Summary



TDA Triennial Performance Audit FY 2018/19 - FY 2020/21

Kern Council of Governments (RTPA)

Final Report September 2023



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Chapter 1 | Executive Summary

The Triennial Performance Audit of the Kern Council of Governments (Kern COG) covers a three-year period ending June 30, 2021. The California Public Utilities Code requires all Regional Transportation Planning Agencies conduct an independent Triennial Performance Audit in order to be eligible for Transportation Development Act (TDA) funding.

In 2023, the Kern COG selected Moore & Associates, Inc., to prepare Triennial Performance Audits of itself as the RTPA and the twelve transit operators to which it allocates TDA funding. Moore & Associates is a consulting firm specializing in public transportation. Selection of the consultant followed a competitive procurement process.

This chapter summarizes key findings and recommendations developed during the Triennial Performance Audit (TPA) of the Kern COG's programs for the period:

- Fiscal Year 2018/19,
- Fiscal Year 2019/20, and
- Fiscal Year 2020/21.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our review objectives. We believe the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

The review was also conducted in accordance with the processes established by the California Department of Transportation, as outlined in the Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities.

The Triennial Performance Audit includes five elements:

- 1. Compliance requirements,
- 2. Follow-up of prior recommendations,
- 3. Analysis of internal goal setting and strategic planning efforts,
- 4. Review of the RTPA's functions and activities, and
- 5. Findings and recommendations.

Test of Compliance

With four exceptions, Kern COG adheres to Transportation Development Act (TDA) regulations in an efficient and effective manner:

1. Kern COG did not assess the appropriate penalties for not meeting farebox recovery ratio requirements in FY 2018/19.





- Kern COG paid out TDA claims for the City of McFarland despite the operator not having completed its fiscal audits.
- 3. Several operators within Kern COG's jurisdiction were delinquent in their TDA fiscal audits or submitted the audits late.
- 4. Kern COG continued to allocate TDA funding to operators despite triennial performance audits not being completed by June 30, 2022.

Status of Prior Recommendations

The prior Triennial Performance Audit – completed in 2019 by Moore & Associates, Inc. for the three fiscal years ending June 30, 2018 – included the following recommendations:

1. Work with Kern COG management and the TDA fiscal auditor to ensure individual operator TDA fiscal audits can be completed within the TDA-stipulated timeframe.

Status: No longer relevant.

2. Kern COG should ensure it certifies to Caltrans in writing that performance audits of operators located in the area under its jurisdiction have been completed.

Status: Implemented.

3. Kern COG should add a provision for determining a blended farebox recovery ratio for a transit operator serving both urbanized and rural areas to its TDA Claims Manual.

Status: Not implemented.

4. Explore alternatives to the TDA-stipulated farebox recovery ratio.

Status: No longer relevant.

5. Update TDA claim forms and the TDA Rules and Regulations to include STA eligibility determination.

Status: Implemented.

6. Incorporate a form that assesses the implementation status of productivity and/or TDA triennial performance audit recommendations as part of the TDA claims process.

Status: Implemented.

Goal Setting and Strategic Planning

The primary planning document is the Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). The RTP is a long-range (26-year) transportation plan providing a vision for regional transportation investments. The most recent update, which was completed in 2022, considers the role of transportation including economic factors, quality of life issues, and environmental factors. The Sustainable Communities Strategy (SCS) element, required under SB 375, demonstrates the integration of land use, transportation strategies, and transportation investments that will help Kern County meet regional greenhouse gas reduction targets. In addition, Kern COG is responsible for the preparation of other planning documents with regional relevance.





Findings and Recommendations

Based on the current review, the audit team submits the aforementioned four TDA compliance findings.

- 1. Kern COG did not assess the appropriate penalties for not meeting farebox recovery ratio requirements in FY 2018/19.
- 2. Kern COG paid out TDA claims for the City of McFarland despite the operator not having completed its fiscal audits.
- 3. Several operators within Kern COG's jurisdiction were delinquent in their TDA fiscal audits or submitted the audits late.
- 4. Kern COG continued to allocate TDA funding to operators despite triennial performance audits not being completed by June 30, 2022.

We also identified one functional finding. While this finding is not a compliance finding, the auditors believe it is significant enough to be addressed within this review:

1. Kern COG should ensure claimants have a solid understanding of how to complete the STA eligibility form and how to reflect the results of the efficiency tests within the claim forms.

In completing this Triennial Performance Audit, we submit the following recommendations for the Kern Council of Governments as the RTPA. They have been divided into two categories: TDA Program Compliance Recommendations and Functional Recommendations. TDA Program Compliance Recommendations are intended to assist in bringing the agency into compliance with the requirements and standards of the TDA, while Functional Recommendations address issues identified during the Triennial Performance Audit that are not specific to TDA compliance.

Exhibit 1.1 Summary of Audit Recommendations

TDA	Compliance Recommendations	Importance	Timeline
1	Ensure future penalties for failure to comply with farebox recovery ratio requirements are appropriately applied to LTF allocations.	High	Ongoing
2	Ensure any penalties identified in the City of McFarland's delayed TDA fiscal audits are appropriately applied to subsequent TDA allocations.	High	FY 2023/24
3	Work with transit operators to ensure TDA fiscal audits are completed by the extended deadline.	Medium	Ongoing
4	Ensure any penalties identified in the delayed triennial performance audits are appropriately applied to subsequent TDA allocations.	High	FY 2023/24
Fund	tional Recommendations	Importance	Timeline
1	Kern COG should provide more comprehensive feedback to the operators regarding STA eligibility and provide more effective oversight over the claims process.	High	Ongoing





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Chapter 2 | Audit Scope and Methodology

The Triennial Performance Audit (TPA) of Kern COG covers the three-year period ending June 30, 2021. The California Public Utilities Code requires all Regional Transportation Planning Agencies conduct an independent Triennial Performance Audit in order to be eligible for Transportation Development Act (TDA) funding.

In 2023, the Kern Council of Governments selected Moore & Associates, Inc., to prepare Triennial Performance Audits of itself as the RTPA and the twelve transit operators to which it allocates funding. Moore & Associates is a consulting firm specializing in public transportation. Selection of Moore & Associates followed a competitive procurement process.

The Triennial Performance Audit is designed to be an independent and objective evaluation of Kern COG as the designated RTPA for Kern County. Direct benefits of a triennial performance audit include providing RTPA management with information on the economy, efficiency, and effectiveness of their programs across the prior three years; helpful insight for use in future planning; and assuring legislative and governing bodies (as well as the public) that resources are being economically and efficiently utilized. Finally, the Triennial Performance Audit fulfills the requirement of PUC 99246(a) that the RTPA designate an independent entity other than itself to conduct a performance audit of its activities as well as those of each operator to whom it allocates TDA funding.

This performance audit was conducted in accordance with generally accepted government auditing standards. Those standards require that the audit team plans and performs the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for its findings and conclusions based on the audit objectives. We believe the evidence obtained provides a reasonable basis for our findings and conclusions.

The audit was also conducted in accordance with the processes established by the California Department of Transportation (Caltrans), as outlined in the *Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities*, as well as *Government Audit Standards* published by the U.S. Comptroller General.

Objectives

A Triennial Performance Audit has four primary objectives:

- Assess compliance with TDA regulations,
- 2. Review actions taken by the RTPA to implement prior recommendations,
- 3. Evaluate the efficiency and effectiveness of the RTPA through a review of its functions, and
- 4. Provide sound, constructive recommendations for improving the efficiency and functionality of the RTPA.





Scope

The TPA is a systematic review of performance evaluating the efficiency, economy, and effectiveness of the regional transportation planning agency. The audit of Kern COG included five tasks:

- 1. Review of compliance with TDA requirements and regulations.
- 2. Assessment of the implementation status of recommendations included in the prior Triennial Performance Audit.
- 3. Analysis of Kern COG's internal goal setting and strategic planning functions.
- 4. Examination of the following functions:
 - Administration and Management,
 - Transportation Planning and Regional Coordination,
 - Claimant Relationships and Oversight,
 - Marketing and Transportation Alternatives, and
 - Grant Applications and Management.
- 5. Recommendations to address opportunities for improvement based on analysis of the information collected and the review of the RTPA's core functions.

Methodology

The methodology for the Triennial Performance Audit of the Kern Council of Governments as the RTPA included thorough review of documents relevant to the scope of the review, as well as information contained on Kern COG's website. The documents reviewed included the following (spanning the full three-year period):

- Triennial Performance Audit reports for the prior review period;
- Annual budgets;
- Audited financial statements;
- State Controller Reports;
- Agency organizational chart;
- Board meeting minutes and agendas;
- Policies and procedures manuals;
- Regional planning documents;
- Overall work plans;
- Article 8 Unmet Transit Needs documentation;
- TDA claims manual; and
- TDA and transit funding allocations to operators.

Given impacts of the ongoing COVID-19 pandemic, the methodology for this audit included a virtual site visit with Kern COG representatives on June 19, 2023. The audit team met with Bob Snoddy (Regional Planner), Irene Enriquez (Regional Planner), Angelica Banuelos (Administrative Assistant - Finance), and reviewed materials germane to the triennial audit.





The report is comprised of seven chapters divided into three sections:

- 1. Executive Summary: A summary of the key findings and recommendations developed during the Triennial Performance Audit process.
- 2. TPA Scope and Methodology: Methodology of the audit and pertinent background information.
- 3. TPA Results: In-depth discussion of findings surrounding each of the subsequent elements of the audit:
 - Compliance with statutory and regulatory requirements,
 - Progress in implementing prior recommendations,
 - Goal setting and strategic planning,
 - Functional review, and
 - Findings and recommendations.





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Chapter 3 | Overview of Kern COG

The Kern Council of Governments (Kern COG) is the state-designated Regional Transportation Planning Agency (RTPA) for Kern County. Originally formed in 1967 as the Kern Regional Planning Advisory Commission, Kern COG was formed in 1970 under a joint powers agreement (JPA). It is an association of City and County governments created to address regional transportation issues. Member agencies include the County of Kern as well as the 11 incorporated cities in Kern County (Arvin, Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco).

Roles

As the Regional Transportation Planning Agency (RTPA), Kern COG is responsible for developing and adopting transportation planning documents such as the Regional Transportation Plan and Regional Transportation Improvement Plan; coordinating regional transportation planning with the Air Quality Maintenance Plan/Nonattainment Area Plan; determining unmet transit needs, and administering the Transportation Development Act within the Kern region.

Kern COG also serves as the federally designated Metropolitan Planning Organization (MPO) for the urban Bakersfield area. As the MPO, it is responsible for implementing the comprehensive transportation planning process and adopting the annual Overall Work Program (OWP) for the urbanized area. Kern COG works closely with GET regarding urban transportation planning in the Bakersfield area. It also is responsible for the development of Transportation Development Plans under its role as the MPO.

Kern COG is a signatory to a Memorandum of Understanding (MOU) between the San Joaquin Valley Air Pollution Control District and seven other San Joaquin Valley counties regarding interregional issues involving mobile source emission reduction, coordination with Caltrans on transportation systems planning, transportation and traffic data modeling, and preparation of interregional technical and transportation systems studies.

Partnering with the Kern County Air Pollution Control District, Kern COG shares responsibility for air quality maintenance planning and implementation in Eastern Kern County. Kern COG is primarily responsible for fiscal accountability.

Other roles and responsibilities of Kern COG include:

- Areawide Planning Organization (APO) for the Kern region;
- Local Clearinghouse for the Kern region;
- Affiliate Data Center for Kern County;
- Home Mortgage Disclosure Depository;
- Kern County Transportation Authority;
- Kern Motorist Aid Authority (KMAA);
- Kern Congestion Management Agency;
- Kern Commuter Connection (regional rideshare program); and
- Regional Housing Allocation Plan (RHAP).





Board Subcommittees

The Kern COG Board has two subcommittees: the Transportation Planning and Policy Committee and the COG Executive Committee.

Transportation Planning and Policy Committee (TPPC). The TPPC makes technical funding decisions about how Kern COG transportation dollars are spent. The committee is made up of one representative from each of Kern's 11 incorporated cities, two county supervisors, and one representative each from Caltrans, Golden Empire Transit District and the Military Joint Planning Policy Board. Meetings are held on the third Thursday of each month, immediately preceding the Kern COG board meeting.

COG Executive Committee. The Executive Committee reviews the annual operating budget, future agenda items, and provides guidance to the Executive Director on financial and personnel matters. The committee consists of a board member from the County of Kern, a member from the City of Bakersfield, and a member from one of the ten smaller cities.

Advisory Committees

Kern COG has four additional committees that advise the Kern COG Board.

Transportation Technical Advisory Committee (TTAC). The TTAC is a committee of local agency representatives who provide technical review and recommendation to the Kern Council of Governments Board of Directors. Meetings are held on Wednesdays at 10:00 a.m., two weeks prior to the Kern COG/TPPC Meetings.

Regional Planners Advisory Committee (RPAC). The RPAC is a committee of local agency planning representatives who provide technical review and recommendation to the Kern Council of Governments Board of Directors. Meetings are held on Wednesdays at 1:30 p.m., two weeks prior to the Kern COG/TPPC Meetings.

Social Service Technical Advisory Committee (SSTAC). The SSTAC addresses the needs of the transit-dependent, including the elderly and handicapped. The committee works with private transportation providers regarding proposed service and transportation planning opportunities; informs private sector transportation providers of the criteria used in making service decisions; and offers private-sector transportation advisors opportunities to present their ideas on transit plan development.

Public Transportation Operators Committee (PTOC). Representatives of transit providers throughout Kern County make up the PTOC, which provides a forum for any transit-related issue, including performance measures, performance audits, short-range transit plans, productivity-enhancing strategies and new regulations. Fundamentally, the committee works to establish a seamless transit system in the county.

Regional Collaboration

Kern COG also participates in two regional intergovernmental collaboratives: San Joaquin Valley Transportation Planning Agencies and Eastern California Transportation Planning Partnership.





San Joaquin Valley Transportation Planning Agencies. The San Joaquin Valley TPA is comprised of eight Metropolitan Planning Agencies and two Rural Transportation Planning Agencies to address transportation and air quality issues impacting the San Joaquin Valley. A MOU between the eight transportation planning agencies serves to coordinate transportation planning activities. A separate MOU between the eight transportation planning agencies and the Air District to coordinate transportation and air quality planning issues.

Eastern California Transportation Planning Partnership. The Eastern California Transportation Planning Partnership comprises representatives from Kern, Inyo, Mono and San Bernardino counties and Southern California Association of Governments. It is intended to address transportation corridors of mutual concern, such as State Routes 14 and 58 and US 395.

Organization

Kern COG is governed by a Board of Directors comprised of one elected official from each of the 11 incorporated cities in Kern County, two Kern County supervisors, and two ex officio members representing Caltrans and the Golden Empire Transit District. The Board meets on the third Thursday of each month at 6:30 p.m. Regular meetings are held in the conference room at Kern COG's administrative offices, located at 1401 19th Street in Bakersfield. All meetings are open to the public and are rebroadcast on Kern Government Television (K-GOV) every Monday at 7:00 p.m. The Kern COG offices are accessible via several Golden Empire Transit (GET) routes on Chester Avenue and Kern Transit's Route 100 and are located just a guarter mile from Bakersfield's Downtown Transit Center.

At the time of the site visit, Board meetings featured a hybrid model, being held both in-person and through internet/telephone links. All meetings follow Brown Act guidance, and meeting locations other than the Kern COG offices are listed on the agenda. Any Board member may participate virtually provided the location is listed on the agenda and the public is allowed at that location to address the board. Most Board members attend most meetings, and staff typically contact Board members prior to the meetings to ensure their attendance or attendance by an alternate.

Kern COG Board members during the audit period included the following:

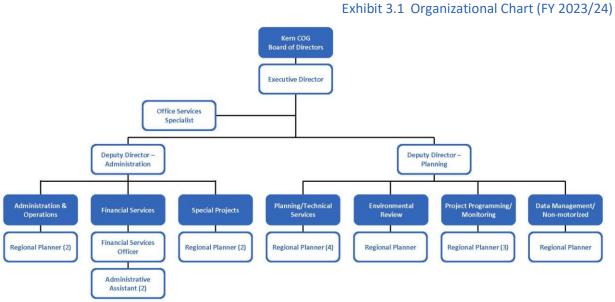
- Jose Gurrola, City of Arvin (2018-2020)
- Olivia Trujillo, City of Arvin (2020-2021)
- Bob Smith, City of Bakersfield (2018-2021)
- Jennifer Wood, City of California City (2018-2019)
- Nick Lessenevitch, City of California City (2018-2021)
- Grace Vallejo, City of Delano (2018-2021)
- Veronica Vasquez, City of Delano (2020-2021)
- John Crump, City of Maricopa (2018-2021)
- Michael R. Mower, City of Ridgecrest (2018-2021)
- Manuel Cantu, City of McFarland (2018-2021)
- Sally Gonzalez, City of McFarland (2020-2021)
- Cathy Prout, City of Shafter (2018-2019)





- Gilbert Alvarado, City of Shafter (2018-2021)
- Orchel Krier, City of Taft (2018-2021)
- Philip A. Smith, City of Tehachapi (2018-2021)
- Chery Wegman, City of Wasco (2018-2019)
- Gilberto Reyna, City of Wasco (2018-2021)
- David Couch, County of Kern (2018-2021)
- Zack Scrivner, County of Kern (2018-2021)
- Scott Kiernan, Military Joint Planning Policy Board (ex officio 2018-2021)
- Cindy Parra, Golden Empire Transit District (ex officio 2018-2021)
- Gail Miller, Caltrans District 6 (ex officio 2018-2020)
- Michael Navarro, Caltrans District 6 (ex officio 2019-2021)

Reporting directly to the Kern COG board is the Executive Director. The Executive Director is supported by two Deputy Directors overseeing seven departments: Administration and Operations, Financial Services, Planning/Technical Environmental Special Projects, Services, Review, Project Programming/Monitoring, and Data Management/Non-motorized. All departments are appropriately staffed. An organizational chart is presented as Exhibit 3.1.



Regional Planning and Goal-Setting

The primary planning document is the Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). The RTP is a long-range (26-year) transportation plan providing a vision for regional transportation investments. The most recent update, which was completed in 2022, considers the role of transportation including economic factors, quality of life issues, and environmental factors. The Sustainable Communities Strategy (SCS) element, required under SB 375, demonstrates the integration of





land use, transportation strategies, and transportation investments that will help Kern County meet regional greenhouse gas reduction targets.

The 2022 RTP-SCS included extensive public participation at all stages of the planning process. The community engagement process spanned from January 2019 to February 2022. It included more than 50 opportunities for engagement through online, phone, or text surveys; public workshops; interactive booths at community events; a project website; meetings; and presentations to clubs and community groups throughout the county. Ultimately, the public participation effort resulted in input from more than 6,900 county residents. This input contributed to Kern COG's RTP-SCS vision of "Maintain, Fix, and Finish What We Have."

The RTP-SCS identified seven core goals, which were derived from other Kern COG transportation plans and studies. While all are inter-related, mobility is the Plan's highest goal. The RTP goals were also related to the nine adopted principles for growth developed as part of the 2008 Kern Regional Blueprint. The 2008 Blueprint and 2022 RTP look ahead toward the same planning horizon (2046). How the principles for growth relate to the RTP goals are shown in italics below.

- 1. **Mobility**: Improve the mobility of people and freight.
 - Improving mobility can include the addition of alternative fuels and modes that would help conserve energy and natural resources.
- 2. **Accessibility:** Improve accessibility to, and the economic well-being of, major employment and other regional activity centers.
 - Improving accessibility to major employment centers can make it more efficient to access and provide public services to these areas.
- 3. **Reliability/Safety:** Improve the reliability and safety of the transportation system.
 - Improving reliability and safety of the transportation system during peak periods can make it more convenient to do business in Kern County, enhancing the region's economic vitality.
- 4. **Efficiency:** Maximize the efficiency and cost-effectiveness of the existing and future transportation system.
 - Maximizing efficiency of the transportation system can be improved by providing a variety
 of housing types and densities that are distributed to take optimum advantage of transit
 and highway infrastructure.
- 5. **Livability/Quality of Life:** Promote livable communities and satisfaction of consumers with the transportation system.
 - Promoting livability can be assisted by building on a community's historic assets.
- 6. **Sustainability:** Provide for the enhancement and expansion of the system while minimizing effects on the environment.
 - Promoting sustainability can reduce long-term operating costs, enhancing the economic viability of a region.
- 7. **Equity:** Ensure an equitable distribution of the benefits among various demographic and user groups.
 - Ensuring equity can be assisted by providing affordable transportation options such as biking, walking, and transit.





KERN COUNCIL OF GOVERNMENTS

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The policies outlines in the 2022 RTP were all created to address one or more of these goals. Each policy was accompanied by one or more specific action. A summary of the 2022 RTP policies and the goal(s) each supports is provided in Exhibit 3.2.





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Exhibit 3.2 RTP policies and goals supported

		Mobility	ccessibility	ability/Safety	Efficiency	ty/Quality of Life	Equity	ustainability
Policy No.	Policy			Goals	Supp	orted		
1	Enhance connectivity to Meadows Field and Inyokern Airport to accommodate future regional growth.							
2	Assist Kern County airports in expanding facilities to meet growing aviation demands.							
3	Work with privately owned airports and local jurisdictions to support their operation and to maintain compatible uses within the airport area of influence.							
4	Enhance and connect existing and future bikeways and pedestrian walkways in the Kern Region including disadvantaged communities.	-						
5	Encourage Kern COG member jurisdictions to update and implement their adopted local bicycle plans and to incorporate bicycle facilities into local and/or regional plans.	-						
6	Identify appropriate funding sources, update and fund regional and local plans that promote bicycle/pedestrian travel.							
7	Encourage using appropriate funding sources to promote and fund sustainable community design that supports transit use and increases active transportation (AT) while still meeting the mobility needs of residents and employees in all communities and particularly in disadvantaged communities.					-		
8	Identify additions and alternatives that would improve the overall quality of transit service in Kern County.							
9	Identify, explore, and assist jurisdictions to apply for funding alternatives to traditional transit that addresses Kern Transit's rural mobility needs in all communities.	•						
10	Develop coordination alternatives that would realize improvements over current Golden Empire Transit and other transit operations.	•						
11	Review, identify, and discuss alternative administrative and oversight models for transit services in Kern County. Support transit operators' replacement of fossil fueled vehicles to zero emission vehicles.	•						
12	Create strategies to increase the visibility and importance of transit in Kern County.							
13	Create partnerships between transit and social service agencies in addressing Kern County's transit needs.							
14	Improve intercity connections and provide new services to expand the transportation alternatives in the Eastern Sierra region.	•						
15	Investigate new federal, state, and local funding opportunities to maintain the current transportation system and promote future transportation development.							





TDA TRIENNIAL PERFORMANCE AUDIT, FY 2018/19- FY 2020/21

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		Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability
Policy No.	Policy			Goals	Supp	orted		
16	Work with Caltrans, COG member agencies, and other interested parties to prepare environmental studies and design engineering plans, reducing impacts to all communities.		-					
17	Provide input to neighboring counties conducting corridor studies for routes significant to the Kern region.							
18	Review countywide transportation impact fees and encourage member agencies to invest in active transportation, public transit, and maintenance of local streets and roads.							
19	Delay the need for future increases in highway capacity and congestion through the implementation of measures that reduce transportation-related air emissions.							
20	Prepare a systems-level planning analysis of various transportation system alternatives using multimodal performance measures.							
21	Coordinate planning efforts to ensure efficient, economical, and environmentally sound movement of goods mitigating impacts to all communities.							
22	Advocate programs and projects for the intermodal linkage of all freight transportation.							
23	Construct new SR 58 freeway through Metropolitan Bakersfield from existing freeway segments							
24	Explore rail intermodal, transfer facility, and alternative transfer options for the region. Develop the rural trucking network, avoiding populated areas to minimize impacts to both disadvantaged and all communities.							
25	Maintain liaison with Southern California Association of Governments and all San Joaquin Valley Councils of Governments for efficient coordination of freight movement between regions and counties.							
26	Provide heavy truck access planning guidance, including a review of the current surface transportation act route system, review of geometric issues, and signaling for all routes identified as major local access routes, as well as the development of performance standards.	•						
27	As planning funds are available, continue the technical and planning assistance grant program to assist and allow local jurisdictions to receive funding for coordinated land use, air quality, and transportation planning.							
28	Encourage land use planning by Kern COG local government member agencies that recognizes Kern's large area, dispersed centers, and unique geographic features of the region.				-			
29	Promote land use patterns that support current and future investments in public transit and active transportation in all communities particularly in disadvantaged communities that score high in many state and federal grant programs.							
30	Promote increased communication with neighboring jurisdictions on interregional land use issues, including the coordination of land use decisions and transportation systems.							





TDA TRIENNIAL PERFORMANCE AUDIT, FY 2018/19- FY 2020/21

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		Mobility	Accessibility	Reliability/Safety	Efficiency	Livability/Quality of Life	Equity	Sustainability
Policy No.	Policy			Goals	Suppo	orted		
31	Support more efficient use of the transportation system through the implementation of Intelligent Transportation Systems (ITS) technology.				•			
32	Achieve national and state air quality standards for healthy air by the mandated deadlines for all communities and especially disadvantaged communities.					-		
33	Proactively implement Federal Title VI and Environmental Justice requirements to ensure equity.							
34	Encourage utility companies, California Air Resources Board, and other state agencies to select locations within Kern County to site electric charging stations.						-	
35	Work with the County to explore the development of a countywide VMT mitigation bank to retire potential future VMT from rural properties with conservation potential, and transfer that VMT savings as credit to other properties providing an incentive for rural conservation property owners to monetize their land.						•	
36	In consultation with local tribes, create signage and/or roadside kiosks to demarcate and educate the public [regarding] places of culture, historic, spiritual, and environmental tribal importance along and within transportation corridors, as cultural mitigation for new projects and to promote tourism around our region's extensive cultural heritage							





The RTP-SCS also identified near- and long-term public transportation actions to guide development of public transit within Kern County through 2046. Actions are groups as near-term (2022 through 2026) and long-term (2027 through 2046). They are summarized in Exhibit 3.3.

Exhibit 3.3 RTP Public Transportation Actions

Exhibit 3.3 RTP Public	·
Proposed Public Transportation Actions	Timeline
Promote vanpools by creating community vanpool programs that target workers at major job centers including farmworker vanpools, employer-sponsored shuttles, and rural vanpool programs.	Near-term (2022-2026)
Create partnerships with ridesharing and taxi companies with wheelchair accessible vehicles including introducing a pilot program involving subsidized/discounted rideshare or taxi trips to/from key transit hubs to close First and Last Mile gaps, including consideration of partnerships between healthcare providers, ridesharing companies, and taxi companies with wheelchair accessible vehicles.	Near-term (2022-2026)
Introduce/expand electric vehicle carshare program including service anchored at low-income populations.	Near-term (2022-2026)
Consider partnering with door-through-door service providers.	Near-term (2022-2026)
Create an inter-network transit subsidy program with regional transit providers.	Near-term (2022-2026)
Create a commute shuttle partnership with colleges and other higher-education or technical campuses.	Near-term (2022-2026)
GET should decrease emphasis on timed connections at transit centers by providing greater frequency.	Near-term (2022-2026)
Promote use of new GET transit centers at CSU Bakersfield and Bakersfield College.	Near-term (2022-2026)
Promote faster crosstown trips through new express routes, new "Rapid" routes, or direct routes.	Near-term (2022-2026)
Continue fine-tuning Kern Transit scheduling, stop placement, and route reconfiguration.	Near-term (2022-2026)
Kern Transit should consider supplementing or replacing low-volume fixed routes with shared mobility options such as Miocar.	Near-term (2022-2026)
GET should consider supplementing or replacing low-volume/low-frequency routes with their new On-Demand shared mobility service.	Near-term (2022-2026)
Continue discussions with the Southern California Regional Rail Authority regarding the extension of Metrolink from Lancaster to Rosamond.	Near-term (2022-2026)
Initiate discussions with the State regarding replacement of Amtrak San Joaquins service between Bakersfield and Wasco with a local commuter rail service.	Near-term (2022-2026)
Monitor advancement of the California High-Speed Rail (HSR) project.	Near-term (2022-2026)
Provide education on federally authorized pre-tax deductions for transit passes, vanpools, and bicycle commuting costs.	Near-term (2022-2026)
Promote subsidized transit passes for employees.	Near-term (2022-2026)
Promote "parking cash-out" program in which employees would be paid to avoid use of on-site parking.	Near-term (2022-2026)
Promote a "guaranteed ride home" program in which employees who took transit or other alternative modes to work would be offered a limited number of fully subsidized taxi rides home after hours.	Near-term (2022-2026)
Promote HSR funding of improvements to nearby transit stops/centers/mobility hubs.	Long-term (2027-2046)
Continue phased improvements to the GET Bus Rapid Transit and express routes.	Long-term (2027-2046)
Improve GET Crosstown service connecting one side of Bakersfield to the other.	Long-term (2027-2046)
Improve GET Circulator services within neighborhoods or around outlying areas of Bakersfield.	Long-term (2027-2046)
Continuation of GET Express routes and connecting outlying strategic employment centers.	Long-term (2027-2046)
Truck climbing lane along eastbound SR 58 to provide safer inter-city transit service.	Long-term (2027-2046)
Continue ramp metering/diamond lane program at urban freeway ramps.	Long-term (2027-2046)



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Proposed Public Transportation Actions	Timeline
Research peak period-only Business Access Transit (BAT) or High-Occupancy Vehicle (HOV) lanes on congested arterials.	Long-term (2027-2046)
Consider converting BRT corridors to light rail transit when ridership warrants.	Long-term (2027-2046)
Consider additional peak period HOV/transit lanes on freeways.	Long-term (2027-2046)
Continue pursuing an extension of Metrolink from Lancaster to Rosamond and commuter rail service in to replace Amtrak in the SJV portion of Kern.	Long-term (2027-2046)
 As HSR proceeds to construction: Identify preferred corridor to connect Bakersfield and Delano with commuter rail/HSR feeder service; Identify potential funding for commuter rail operations; Work with local transit providers to connect riders to commuter rail/HSR; Reassess feasibility of commuter rail in various corridors. 	Long-term (2027-2046)

In addition to the RTP-SCS, Kern COG is responsible for the preparation of other planning documents with regional relevance. During the audit period, these included the following:

- Federal Transportation Improvement Plan (FTIP) (2019 and 2021);
- Federal Transportation Performance Measures (2018, 2019, 2020, and 2021);
- Kern Area Regional Goods-Movement Operations (KARGO) Phase I (2021);
- Regional Transportation Improvement Program (RTIP) (2020);
- Air Quality Conformity Analysis (2018 and 2020);
- Downtown Bakersfield Pedestrian Access to Downtown Plan (2020);
- Kern County Rural Alternative Transportation Plan (2020);
- Kern County Electric Vehicle Charging Station Blueprint (2019);
- Coordinated Human Services Transportation Plan Update (2019); and
- Kern Region Active Transportation Plan (2018).

Historically, Kern COG has been responsible for the development of Transit Development Plans for rural communities in Kern County. The most recent of these documents were completed in 2016, prior to the onset of this triennial period, while the oldest were completed in 2008. Kern COG is actively seeking grants to fund these planning projects. It anticipates combining TDPs for the cities of McFarland, Shafter, and Wasco into a Caltrans Sustainable Communities Grant in 2024, with the east side of the county following the next year.

In Chapter 6, the auditors further evaluate Kern COG's effectiveness and efficiency as the RPTA.





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Chapter 4 | Program Compliance

This section examines the Kern Council of Government's compliance with the State of California's Transportation Development Act as well as relevant sections of California's Public Utilities Commission code. An annual certified fiscal audit confirms TDA funds were apportioned in conformance with applicable laws, rules, and regulations. Although compliance verification is not a Triennial Performance Audit function, several specific requirements concern issues relevant to the performance audit. The Triennial Performance Audit findings and related comments are delineated in Exhibit 3.1.

Compliance was determined through discussions with Kern COG staff as well as an inspection of relevant documents, including the fiscal audits for each year of the triennium. Also reviewed were planning documents, Board actions, and other related documentation.

With four exceptions, Kern COG adheres to Transportation Development Act (TDA) regulations in an efficient and effective manner:

- 1. Kern COG did not assess the appropriate penalties for not meeting farebox recovery ratio requirements in FY 2018/19.
- 2. Kern COG paid out TDA claims for the City of McFarland despite the operator not having completed its fiscal audits.
- 3. Several operators within Kern COG's jurisdiction were delinquent in their TDA fiscal audits or submitted the audits late.
- 4. Kern COG continued to allocate TDA funding to operators despite triennial performance audits not being completed by June 30, 2022.

Developments Occurring During the Audit Period

The FY 2018/19 – FY 2020/21 audit period was significantly different than prior audit periods. The impacts of the COVID-19 pandemic resulted in significant declines in ridership and revenue, while changes to the TDA provided compliance waivers and amended existing legislation. In many instances, transit operators strove to retain operations staff despite adopting a reduced schedule, resulting in significant changes to many cost-related performance metrics. While infusions of funding through the CARES Act mitigated some of the lost revenues for federally funded programs, many transit operators have yet to return to pre-pandemic ridership and fare levels. As a result, this Triennial Performance Audit will provide an assessment not only of how COVID-19 impacted the organization, but how it responded to the crisis.

In the 50 years since introduction of the Transportation Development Act, there have been many changes to public transportation in California. Many operators have faced significant challenges in meeting the farebox recovery ratio requirement, calling into question whether it remains the best measure for TDA compliance. In 2018, the chairs of California's state legislative transportation committees requested the California Transit Association spearhead a policy task force to examine the TDA, which resulted in a draft framework for TDA reform released in early 2020. The draft framework maintains the farebox recovery ratio requirement, but eliminates financial penalties and allows more flexibility with respect to individual operator targets. These changes have yet to be implemented due to the COVID-19 pandemic.





Assembly Bill 90, signed into law on June 29, 2020, provided temporary regulatory relief for transit operators required to conform with Transportation Development Act (TDA) farebox recovery ratio thresholds in FY 2019/20 and FY 2020/21. Assembly Bill 149, signed into law on July 16, 2021, provided additional regulatory relief by extending the provisions of AB 90 through FY 2022/23 and adjusting definitions of eligible revenues and operating costs. While the ability to maintain state mandates and performance measures is important, these measures enable transit operators to adjust to the impacts of COVID while continuing to receive their full allocations of funding under the TDA.

Together, these two pieces of legislation include the following provisions specific to transit operator TDA funding under Article 4 and Article 8. Only AB 90 was in effect during this audit period, though both assembly bills are detailed below.

AB 90 includes the following provisions specific to transit operator funding through the TDA:

- 1. It prohibits the imposition of the TDA revenue penalty on an operator that does not maintain the required ratio of fare revenues to operating cost during FY 2019/20 or FY 2020/21.
- 2. It requires the Controller to calculate and publish the allocation of transit operator revenue-based funds made pursuant to the State Transit Assistance (STA) Program for FY 2020/21 and FY 2021/22 based on the same individual operator ratios published by the Controller in a specified transmittal memo, and would authorize the Controller to revise that transmittal memo, as specified. It requires the Controller to use specified data to calculate those individual operator ratios. Upon allocation of the transit operator revenue-based funds to local transportation agencies pursuant to this provision, the Controller will publish the amount of funding allocated to each operator.
- 3. It exempts an operator from having to meet either of the STA efficiency standards for FY 2020/21 and FY 2021/22 and authorizes the operator to use those funds for operating or capital purposes during that period.
- 4. It requires the Controller to allocate State of Good Repair (SOGR) program funding for FY 2020/21 and FY 2021/22 to recipient transit agencies pursuant to the individual operator ratios published in the above-described transmittal memo.
- 5. It requires the Controller to allocate Low Carbon Transit Operations Program (LCTOP) funding for FY 2020/21 and FY 2021/22 to recipient transit agencies pursuant to the individual operator ratios published in the above-described transmittal memo.

Assembly Bill 149, signed into law on July 16, 2021 (and therefore not in effect during the audit period), provides additional regulatory relief with respect to Transportation Development Act (TDA) compliance. It extends the provisions of AB 90 through FY 2022/23 as well as provides additional regulatory relief including:

- 1. Waiving the annual productivity improvement requirement of Section 99244 through FY 2022/23.
- 2. Adding a temporary provision exempting operators from farebox recovery ratio requirements provided they expend at least the same amount of local funds as in FY 2018/19.
- Expanding the definition of "local funds" to enable the use of federal funding, such as the CARES
 Act or CRRSAA, to supplement fare revenues and allows operators to calculate free and reduced
 fares at their actual value.





- 4. Adjusting the definition of operating cost to exclude the cost of ADA paratransit services, demandresponse and micro-transit services designed to extend access to service, ticketing/payment systems, security, some pension costs, and some planning costs.
- 5. Allowing operators to use STA funds as needed to keep transit service levels from being reduced or eliminated through FY 2022/23.

AB 149 also calls for an examination of the triennial performance audit process, to ensure the practice continues to be effective and beneficial.

Exhibit 4.1 Transit Development Act Compliance Requirements

Compliance Element	Reference	Compliance	Comments
All transportation operators and city or county governments which have responsibility for serving a given area, in total, claim no more than those Local Transportation Fund monies apportioned to that area.	PUC 99231	In compliance	
The RTPA has adopted rules and regulations delineating procedures for the submission of claims for facilities provided for the exclusive use of pedestrians and bicycles (Article 3).	PUC 99233, 99234	In compliance	The Kern COG Master Manual, pages 312-318, includes evaluation criteria.
The RTPA has established a social services transportation advisory council. The RTPA must ensure that there is a citizen participation process that includes at least an annual public hearing.	PUC 99238, 99238.5	In compliance	The SSTAC meets approximately 5-6 times per year, including at least one public hearing. Unmet Transit Needs hearings held: October 17, 2019 October 15, 2020 September 16, 2021
The RTPA has annually identified, analyzed, and recommended potential productivity improvements which could lower operating cost of those operators, which operate at least 50 percent of their vehicle service miles within the RTPA's jurisdiction. Recommendations include, but are not being limited to, those made in the performance audit. • A committee for the purpose of providing advice on productivity improvements may be formed. • The operator has made a reasonable effort to implement improvements recommended by the RTPA as determined by the RTPA, or else the operator has not received an allocation that exceeds its prior year allocation.	PC 99244	In compliance	



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Compliance Element	Reference	Compliance	Comments
The RTPA has ensured that all claimants to whom it allocated TDA funds submit to it and to the state controller an annual certified fiscal and compliance audit within 180 days after the end of the fiscal year. No allocation should be made to any claimant that is delinquent in its submission of a fiscal and compliance audit report.	PUC 99245, CCR 6664	Finding	Several operators are delinquent in their TDA fiscal audits or submitted audits late. See Exhibit 4.2. Claims by the City of McFarland were paid despite no fiscal audits having been submitted.
The RTPA has submitted to the state controller an annual certified fiscal audit within 12 months of the end of the fiscal year.	CCR 6662	In compliance	FY 2018/19: December 30, 2019 FY 2019/20: December 29, 2020 FY 2020/21: December 30, 2021
The RTPA has submitted within 90 days after the end of the fiscal year an annual financial transactions report to the state controller.	CCR 6660	In compliance*	FY 2018/19: January 24, 2020 FY 2019/20: February 4, 2021 FY 2020/21: February 2, 2022
The RFPA shall not authorize the payment of moneys from the local transportation fund or state transit assistance fund in excess of the amount that a claimant was eligible to receive during the fiscal year for which an allocation is made, as evidenced by the claim filed, the budgets and financial statements of the claimant, the audits of the claimant, and any other information available.	CCR 6649	Finding	Several operators should have had their LTF allocations reduced in FY 2018/19 for failure to meet farebox recovery ratio requirements. The Kern COG did not assess the appropriate penalties for that year, which was not included in the penalty waivers of AB 90 and AB 149.
The RTPA has designated an independent entity to conduct a performance audit of operators and itself (for the current and previous triennia). For operators, the audit was made and calculated the required performance indicators, and the audit report was transmitted to the entity that allocates the operator's TDA money, and to the RTPA within 12 months after the end of the triennium. If an operator's audit was not transmitted by the start of the second fiscal year following the last fiscal year of the triennium, TDA funds were not allocated to that operator for that or subsequent fiscal years until the audit was transmitted.	PUC 99246, 99248	Finding	Moore & Associates, Inc. was selected to prepare the current and prior triennial performance audits of the Kern COG and its operators. The current audits should have been completed by June 30, 2022. They are scheduled for completion by September 2023. No funding was withheld for operator audits not being completed within 12 months of the end of the triennium (which ended June 30, 2021).
The RTPA has submitted a copy of its performance audit to the Director of the California Department of Transportation. In addition, the RTPA has certified in writing to the Director that the performance audits of operators located in the area under its jurisdiction have been completed.	PUC 99246(c)	In compliance	Letter to Caltrans dated April 19, 2019.
For Article 8(c) claimants, the RTPA may adopt performance criteria, local match requirements, or fare recovery ratios. In such cases, the rules and regulations of the RTPA will apply.	PUC 99405	Not applicable	Kern COG has no Article 8(c) claimants.

^{*} While State Controller Reports were submitted three days and one day late, respectively, for FY 2019/20 and FY 2020/21, the audit team has elected not to consider this a finding. However, the Kern COG should be cognizant of the January 31 deadline and ensure the reports are submitted on time in future years.





Compliance Flement	Reference	Compliance	Comments
Compliance Element The performance audit of the operator providing public transportation services shall include a verification of the operator's cost per passenger, operating cost per vehicle service hour, passenger per vehicle service mile, and vehicle service hours per employee, as defined in Section 99247. The performance audit shall include consideration of the needs and types of passengers being served and the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide	Reference PUC 99246(d)	Compliance In compliance	Comments
services during peak hours, as defined in subdivision (a) of section 99260.2. The RTPA has established rules and regulations regarding revenue ratios for transportation operators providing services in urbanized and newly urbanized areas.	PUC 99270.1, 99270.2	In compliance	
The RTPA has adopted criteria, rules, and regulations for the evaluation of claims filed under Article 4.5 of the TDA and the determination of the cost effectiveness of the proposed community transit services.	PUC 99275.5	In compliance	The Kern COG Master Manual, pages 318 – 319 (CTSA), includes evaluation criteria
State transit assistance funds received by the RTPA are allocated only for transportation planning and mass transportation purposes.	PUC 99310.5, 99313.3, Proposition 116	In compliance	
The amount received pursuant to the Public Utilities Code, Section 99314.3, by each RTPA for state transit assistance is allocated to the operators in the area of its jurisdiction as allocated by the State Controller's Office.	PUC 99314.3	In compliance	





Compliance Element	Reference	Compliance	Comments
If TDA funds are allocated to purposes not directly related to public or specialized transportation services, or facilities for exclusive use of pedestrians and bicycles, the transit planning agency has annually: Consulted with the Social Services Transportation Advisory Council (SSTAC) established pursuant to PUC Section 99238; Identified transit needs, including: Groups that are transit-dependent or transit-disadvantaged; Adequacy of existing transit services to meet the needs of groups identified; and Analysis of potential alternatives to provide transportation alternatives; Adopted or reaffirmed definitions of "unmet transit needs" and "reasonable to meet"; Identified the unmet transit needs and those needs that are reasonable to meet; and Adopted a finding that there are no unmet transit needs that are reasonable to meet, or that there are unmet transit needs including needs that are reasonable to meet. If a finding is adopted that there are unmet transit needs, these needs must have been funded before an allocation was made for streets and roads.	PUC 99401.5	In compliance	

Exhibit 4.2 Operator TDA fiscal audit submittals

	Date Submitted				
Operator	FY 2018/19	FY 2019/20	FY 2020/21		
City of Arvin	March 31, 2020	March 30, 2021	August 18, 2022		
City of California City	October 20, 2022	Draft dated June 2023	Pending		
City of Delano	February 19, 2020	March 29, 2021	March 24, 2022		
City of McFarland	Pending	Pending	Pending		
City of Ridgecrest	March 9, 2020	March 15, 2021	December 31, 2021		
City of Shafter	November 14, 2019	October 8, 2021	March 13, 2023		
City of Taft	Pending	Pending	Pending		
City of Tehachapi	February 5, 2020	March 15, 2021	December 31, 2021		
City of Wasco	March 31, 2020	December 30, 2020	December 31, 2021		
County of Kern/Kern Transit	May 8, 2020	March 29, 2021	August 18, 2022		
Golden Empire Transit District	November 5, 2019	October 30, 2020	October 29, 2021		
North of the River CTSA*	February 24, 2020	March 15, 2021	January 31, 2022		

^{*} NOR CTSA's FY 2021/22 audit (for its final year of operation) was completed on March 31, 2023.

Red cells indicate a late or pending submittal. Green cells indicate audits that did not require a 30-day extension.





Chapter 5 | Prior Recommendations

This section reviews and evaluates the implementation of prior Triennial Performance Audit recommendations. This objective assessment provides assurance the Kern Council of Governments has made quantifiable progress toward improving both the efficiency and effectiveness of its programs.

The prior audit – completed in April 2019 by Moore & Associates, Inc. for the three fiscal years ending June 30, 2018 – included six recommendations:

1. Work with Kern COG management and the TDA fiscal auditor to ensure individual operator TDA fiscal audits can be completed within the TDA-stipulated timeframe.

Discussion: Throughout the prior triennium, operators faced challenges regarding completion of their TDA fiscal audits. With the exception of the City of Shafter, which contracted individually for its TDA fiscal audits, all TDA fiscal audits were prepared under a single contract with Kern COG. The fiscal auditor's failure to complete these audits within the timeframe established by the TDA resulted in a compliance finding, which was also carried forward from the prior audit.

While the prior audit saw improvement over its predecessor, in FY 2016/17, there were still four audits that could not be completed prior to March 31 of the year following the end of the fiscal year.

The prior auditor recommended Kern COG management work with its TDA fiscal auditor to ensure appropriate deadlines were built into the contract and that those deadlines were being met. The auditor noted that If an audit could not be completed within the 90-day extension, the reason for the delay should be documented so that the next triennial performance auditor could determine where the cause of the late submittal lay (i.e., delay on the part of the auditor or delay on the part of the entity being audited).

Progress: During the audit period, several audit reports were still submitted late, or had not been submitted at the time of data collection. This resulted in some TDA fiscal audits being several years late. In most cases, this was the result of delays caused by City audits not being completed, as the TDA fiscal auditors must receive the City's audited financial statements before they can prepare the TDA fiscal audit. While ensuring claimants submit their TDA fiscal audits is a responsibility of the RTPA, this specific recommendation is no longer relevant as the Kern COG has no control over the ability of the individual cities to prepare their financial audits. This issue will be addressed further in Chapter 7.

Status: No longer relevant.





2. Identify Kern COG should ensure it certifies to Caltrans in writing that performance audits of operators located in the area under its jurisdiction have been completed.

Discussion: PUC 99246(c) requires the RTPA to submit a copy of its own Triennial Performance Audit to the director of Caltrans, as well as certify in writing that performance audits of operators to which it allocates TDA funding have been completed. During the prior audit, it was found Kern COG did not fulfill either of these requirements following multiple prior audit cycles. The prior auditor recommended Kern COG submit in writing following completion of the prior Triennial Performance Audits confirmation that performance audits of operators located in the area under its jurisdiction had been completed, as well as submit its own Triennial Performance Audit to Caltrans. A sample letter written on behalf of Kern COG was provided as part of the prior audit.

Progress: Kern COG provided a copy of its letter to Caltrans dated April 19, 2019, confirming completion of the operator audits and submittal of the RTPA audit following the prior audit cycle.

Status: Implemented.

3. Kern COG should add a provision for determining a blended farebox recovery ratio for a transit operator serving both urbanized and rural areas to its TDA Claims Manual.

Discussion: PUC Section 99270.1 requires an RTPA to adopt rules and regulations to determine what portion of the public transportation services an operator provides serve urbanized and rural areas to determine its required farebox recovery ratio. These rules and regulation should be approved by Caltrans.

When reviewed during the prior audit cycle, the auditor found the Kern COG's Policy and Procedures Manual (which includes TDA Rules and Regulations as Chapter VI) did not address any provisions for determining farebox recovery ratios for operators serving both rural and urban areas. As the RTPA, Kern COG has a responsibility to define rules and regulations for determining such ratios. Even if there are no current transit operators serving both urban and rural areas, the prior auditor recommended such a provision be included in Kern COG's TDA Claims Manual should such a circumstance arise in the future.

Progress: While a review of Kern COG's TDA Rules and Regulations showed that this provision was not added following the prior audit, the declassification of the city of Delano from urban to rural means that Bakersfield is the only urbanized area in the county. No other transit operator is close to the 50,000 threshold. Should Kern COG look toward rural consolidation, it should include updating this provision as part of any movement in that direction. However, since this is not an urgent issue at this time, this recommendation will not be carried over into this audit despite its lack of implementation.

Status: Not implemented.





4. Explore alternatives to the TDA-stipulated farebox recovery ratio.

Discussion: PUC Section 99268 and its subsections stipulate defined farebox recovery ratios for operators serving urbanized areas, rural areas, and senior/disabled populations. Operators may use locally generated funds to supplement fare revenue. Failure to meet farebox recovery ratio minimums may result in the loss of TDA funding.

Some operators, while below their TDA farebox recovery ratio threshold during part of the prior audit cycle, included enough local supplementation in one or more subsequent years to bring them above the threshold. These operators included the City of Arvin and the City of Tehachapi. However, two other operators were not able to achieve a farebox recovery ratio of 10 percent. These included California City and Delano. Delano was of particular concern, as the City received a five-year exemption (through FY 2017/18) from the 20-percent farebox recovery ratio requirement following its designation as an urbanized area. Despite the extra time to meet the requirement, Delano was unable to meet a 10-percent ratio, let alone the 20-percent ratio.

The prior auditor identified two options for RTPAs to use a definition other than farebox recovery ratio in determining compliance.

- 1. For a CTSA, the RTPA may adopt by resolution performance criteria, local match requirements, or farebox recovery ratios in lieu of those established in Article 4 of the TDA (PUC 99275.5).
- 2. For operators who receive funding under Article 8(c) (in lieu of Article 4), the RTPA may adopt alternative performance criteria, local match requirements, or farebox recovery ratios (PUC 99405).

The prior auditor noted if operators are unable to identify sufficient local funds to meet farebox recovery ratio requirements, the RTPA should determine whether it would be appropriate to utilize alternative compliance criteria. This would require a change in the funding process for operators currently receiving funding under Article 4.

Progress: This has been an ongoing concern. Kern COG has discussed alternatives with elected officials and local operators, but the consensus has been to leave the policy as it is. There have also been changes in operating conditions (such as the CTSA designation being assumed by GET) and local supplementation rules (which now allow federal funding to be counted toward the farebox recovery ratio) which reduce the RTPA's role in addressing this issue. With waivers from penalties for not meeting the farebox recovery ratio in effect from FY 2019/20 through FY 2022/23, and new local supplementation and cost exclusion rules in place due to AB 149, this recommendation is deemed no longer relevant for Kern COG and compliance with the farebox ratio is placed back with each individual operator as warranted.

Status: No longer relevant.





5. Update TDA claim forms and the TDA Rules and Regulations to include STA eligibility determination.

Discussion: PUC Section 99314.6 sets forth qualifying criteria for operators' use of State Transit Assistance funds for operating purposes. STA funds may only be used for operating funds if the operator meets defined performance criteria. If an operator does not meet the operating criteria, there is a sliding scale for how much of the funds may be used for operating and what must be used for capital. RTPA's commonly include documentation of such eligibility within the TDA claims process. Kern COG does not include verification of STA eligibility in its TDA claims process.

The prior auditor recommended Kern COG add a section to the TDA claim form wherein operators could calculate their STA eligibility. Not only would it aid the RTPA and operator in ensuring funds are allocated and used properly, but it would more effectively document the process. A sample worksheet form was provided as part of the prior audit.

Progress: Kern COG begin including the STA eligibility form as part of its FY 2019/20 TDA claim packet. However, there is still some confusion among operators about what it means to not pass either efficiency test, as well as how to fill out the forms completely. This issue will be addressed further in Chapter 7.

Status: Implemented.

6. Incorporate a form that assesses the implementation status of productivity and/or TDA triennial performance audit recommendations as part of the TDA claims process.

Discussion: PUC 99244 requires the RTPA to annually recommend potential productivity improvements for transit operators, either via a productivity committee or another means. At the time of the prior audit, Kern COG indicated its Regional Planner assesses productivity. However, neither productivity nor the implementation status of performance audit or other recommendations were assessed annually as part of the TDA claims process.

The prior auditor recommended Kern COG include additional pages in its TDA claim packet for operators to provide performance data and indicate the implementation status of recommendations from the triennial performance audit as well as other reviews. Samples of such forms were provided within the prior audit.

Progress: Kern COG has added these forms to its TDA claims packet.

Status: Implemented.





Chapter 6 | Functional Review

A functional review of the Kern Council of Government determines the extent and efficiency of the following functional activities:

- Administration and Management;
- Transportation Planning and Regional Coordination;
- Claimant Relationships and Oversight;
- Marketing and Transportation Alternatives; and
- Grant Applications and Management.

Administration and Management

Kern COG is governed by a Board of Directors comprised of one elected official from each of the 11 incorporated cities in Kern County, two Kern County supervisors, and two *ex officio* members representing Caltrans and the Golden Empire Transit District. Kern COG staff monitor the progress and financial status of ongoing programs and projects through the Transportation Technical Advisory Committee's (TTAC) Project Delivery Committee. This committee reports on progress toward project or program goals based on discussions with project managers. Reporting may occur biannually or more frequently, as required.

Goals for transit operator performance are developed as part of short- and long-range transit development plans. Short-range planning covers a three- to five-year planning horizon, while long-range planning may cover up to 20 years. The RTPA also develops goals for transportation alternatives, such as active transportation and rideshare programs.

The RTPA's budget is sufficient to accomplish its various established goals and objectives, and staffing is sufficient in number and qualifications to accomplish its functions. Reporting directly to the Kern COG board is the Executive Director, who is supported by two Deputy Directors overseeing seven departments. There has been very little turnover in staff at the RTPA. An organizational chart is provided in Chapter 3.

All staff receive an annual employee evaluation. Full-time employees receive a benefits package inclusive of life, health, dental, and vision insurance; retirement contributions; and disability benefits. Part-time employees receive health insurance, time off, and retirement contributions. Incentive programs include longevity pay, bilingual pay, catastrophic illness pay (volunteer donation of colleagues' sick leave), and commute pay. Employees may receive an Air Quality stipend of \$100 per month for using alternative transportation. Staff also receive appropriate training for individual positions.

As the RTPA, Kern COG processes TDA claims in an accurate and timely manner. The Regional Planner communicates with transit operators regarding quarterly reporting, but generally allows the operators to manage their own relationships with Caltrans. Operators are generally satisfied with Kern COG's efficiency and effectiveness.





Impact of COVID-19 pandemic

Kern COG adhered to all COVID-19 pandemic-related change initiated by the Governor's office. It also implemented changes to its meeting and agenda preparation to meet the requirements of the Brown Act. This primarily affects virtual participation in Board meetings, which require the remote location to be listed on the agenda and that location be available to the public. This has enabled Board and committee members to attend meetings from their respective offices around the county.

Transportation Planning and Regional Coordination

The primary regional planning document is the Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). The RTP-SCS is discussed in greater detail in Chapter 3.

The RTP is a 24-year blueprint that establishes a set of regional transportation goals, policies, and actions designed to guide development of Kern County's multimodal transportation systems. It effectively identifies, documents, and assesses transportation needs, including identifying anticipated air quality, economic, and financial challenges. Public outreach for the RTP was conducted under the guise of *Directions to 2050*, which built upon the Kern Regional Blueprint branding. Community engagement included the following:

- Presentations to community-based organizations,
- Stakeholder roundtable meetings,
- Community workshops,
- Community events,
- Farmer's Market booths,
- Walk audits,
- Outreach to the Tejon Indian Tribe,
- Project website,
- Survey,
- Social media,
- Targeted outreach to key populations (LEP, minority, senior, and low-income),
- Written and visual materials, and
- Media outreach.

The RTP also recorded input from elected officials, stakeholders, and community, agency, commission, committee, and state agency members.

Development of Kern County's RTP-SCS is continuous. Data and policies are currently being prepared for the 2026 update.

Kern COG has maintained a regional travel demand model for more than two decades. Data is drawn from local, state, and federal surveys; a regional traffic county program; and a regional land-use model. The transportation modeling program is guided by an MOU among Kern COG's member agencies.





Claimant Relationships and Oversight

Kern COG's Transportation Technical Advisory Committee (TTAC), Social Services Transportation Advisory Committee (SSTAC), and the Transit Operators Committee meet regularly to discuss the RTPA and operators' productivity. Transit operators' financial and operational data has been provided to the TTAC for review and evaluation. Every TTAC discussion is forwarded to the Kern COG Board.

Transit operators are required to address their progress in meeting deficiencies identified in the Triennial Performance Audit as well as follow up on operational complaints received from the public by Kern COG staff. The Kern COG uses short and long range transit development plans, the TDA fiscal audits, State Controller Reports, and other direct contacts with operators to evaluate the implementation of recommendations. These results are communicated to operators within published plans, in TTAC discussions, and through direct discussion with operators.

Kern COG typically funds planning studies for the majority of operators, and provides in-house or in-the-field technical assistance to all of its member agencies upon request. Several of the smaller agencies have experienced a high turnover rate requiring Kern COG staff to hold TDA training sessions both at Kern COG and in the field. Kern COG has also used month TTAC meetings to communicate technical information to operators. While several agencies have requested assistance from the COG, it has been challenging to assess how comfortable the new staff are.

TDA claims are processed consistently and in a timely manner, though there is a history of operator claims not being made in a timely manner. This is due in large part to delays in completing City annual fiscal audits, which in turn delay TDA fiscal audits. The audits must be completed before operator claims can be submitted and paid. While the Kern COG may have control over the contract with the TDA auditor, it has little control over the individual city audits.

Marketing and Transportation Alternatives

Kern COG does not provide marketing on behalf of the transit operators. All operators prepare their own service information, which is available online and, in many cases, in print as well. Changes to service are promoted at the Kern COG TTAC and TPPC meetings to ensure regional promotion. Kern COG also provides a regional Active Transportation Plan which is updated every five years to ensure regional active transportation projects are supported and prioritized.

Kern COG also promotes alternative transportation as a "last mile" solution to public transit operators. Kern COG's rideshare program is marketed under the name CommuteKern. The program includes a ridematching service (using the RideAmigos platform), eTRIP assistance, company presentations, a guaranteed ride home program, a bi-monthly e-newsletter, events (such as Rideshare Week), and quarterly meetings for eTRIP coordinators. Kern COG has a staff position that coordinates with active transportation, rideshare, etc. projects and providers.

The Kern COG also coordinates with member agencies and offers input into local and regional planning, zoning, and development projects where applicable.





September 2023

Grant Applications and Management

Kern COG staff hold workshops and provide a six-week notice to claimants regarding all federal and state funding opportunities. Claimants also have direct access to Kern COG staff charged with administering specific funding programs. Kern COG also provides specific policies to address applications for competitive funding programs to ensure each potential claimant has an equal opportunity to apply. Kern COG's funding program policies are transparent as discussions and final decisions are approved by the TTAC and the TPPC. Kern COG also consults with transit operators and seeks to identify regional funding to address common issues. Some of the funding sources used are the Caltrans Sustainable Communities Program, Alternative Transportation Program funds, and other applicable and state programs. Operators regularly claim FTA Section 5307 and 5311 formula funds as well.

Kern COG provides technical assistance to grant claimants through information provided at the beginning of a call for projects that includes the legislative intent of the program, eligible projects, application deadlines, etc. Any problems with grant applications are resolved with Kern COG staff before completion.

Kern COG does not administer or monitor any grant programs besides the TDA. Operators are responsible for administering their own federal formula grants either directly through the FTA or via Caltrans.





Chapter 7 | Findings and Recommendations

Conclusions

With four exceptions, Moore & Associates, Inc. finds the Kern Council of Governments, functioning as the RTPA, to be in compliance with the requirements of the Transportation Development Act. In addition, the entity generally functions in an efficient, effective, and economical manner. The compliance finding and the recommendation for its resolution, as well as modest recommendations intended to improve the effectiveness of the organization as the RTPA, are detailed below.

Findings and Recommendations

Based on the current review, the audit team submits the following TDA compliance findings:

- 1. Kern COG did not assess the appropriate penalties for not meeting farebox recovery ratio requirements in FY 2018/19.
- 2. Kern COG paid out TDA claims for the City of McFarland despite the operator not having completed its fiscal audits.
- 3. Several operators within Kern COG's jurisdiction were delinquent in their TDA fiscal audits or submitted the audits late.
- 4. Kern COG continued to allocate TDA funding to operators despite triennial performance audits not being completed by June 30, 2022.

The audit team has identified one functional finding. While this finding is not a compliance finding, the auditors believe it is significant enough to be addressed within this review:

1. Kern COG should ensure claimants have a solid understanding of how to complete the STA eligibility form and how to reflect the results of the efficiency tests within the claim forms.

In completing this Triennial Performance Audit, the auditors submit the following recommendations for the Kern COG program. They are divided into two categories: TDA Program Compliance Recommendations and Functional Recommendations. TDA Program Compliance Recommendations are intended to assist in bringing the operator into compliance with the requirements and standards of the TDA, while Functional Recommendations address issues identified during the audit that are not specific to TDA compliance. Each finding is presented with the elements identified within the 2011 *Government Auditing Standards* as well as one or more recommendations.

Compliance Finding 1: Kern COG did not assess the appropriate penalties for not meeting farebox recovery ratio requirements in FY 2018/19.

Criteria: Farebox recovery requirements for various types of services are detailed in PUC 99268 and its sections. Most of the operators within Kern COG's jurisdiction qualify for a 10 percent farebox recovery ratio threshold for non-urbanized (rural) operations. GET and the City of Delano were required to meet a 20 percent farebox recovery ratio during the audit period (though Delano has since been reclassified as





non-urbanized as a result of the 2020 census). The penalty for not meeting the farebox recovery ratio is detailed in CCR 6633.9.

Condition: During the audit site visit, Kern COG staff indicated applying penalties for non-compliance with farebox recovery ratios to STA claims rather than LTF claims.

Cause: The language under CCR 6633.9 is somewhat ambiguous as it refers to TDA/STA eligibility in concert with penalties for non-compliance.

Effect: Kern COG appears to have incorrectly interpreted this and assesses penalties to STA claims rather than LTF claims.

Recommendation: Ensure future penalties for failure to comply with farebox recovery ratio requirements are appropriately applied to LTF allocations.

Recommended Action: CCR 6633.9 appears to indicate that failure to meet the farebox requirement impacts eligibility for LTF and STA funding. However, under PUC 99268, compliance with the farebox recovery ratio is specific to Article 4 LTF funding, not STA funding. As such, the audit team believes penalties should be applied to LTF allocations, not STA funding.

When an operator is determined to be out of compliance with the farebox recovery requirement, Kern COG should follow the procedure described in CCR 6633.9 to correctly withhold the required funding from a subsequent LTF allocation. This procedure is as follows, using FY 2018/19 as an example year for non-compliance:

- FY 2018/19 (non-compliance year) The operator does not meet its farebox recovery ratio requirement.
- FY 2019/20 (determination year) There is no change in eligibility, as the allocations are made prior to the completion of the TDA fiscal audit for FY 2018/19.
- FY 2020/21 (penalty year) The farebox recovery ratio calculated in the FY 2018/19 fiscal audit is used as the official measure of compliance. (It is important that this calculation reflect all appropriate exclusions and exemptions under 99268.17, or as amended in AB 149 for FY 2021/22 and beyond.) The LTF allocation for this year is reduced by the amount of the difference between the required fare revenues and the actual fare revenues for the non-compliance year (in this case, FY 2018/19).

If FY 2018/19 was the first year the operator had not met the requirement, it would be considered a one-time grace year and no penalty would be assessed.

When simplified, the application of the penalty for non-compliance would look like this:





5	Septe	mber	2023

	FY 2018/19 (Non-compliance Year)	FY 2019/20 (Determination Year)	FY 2020/21 (Penalty Year)
Operating cost	\$100,000	\$100,000	\$100,000
Required fares at 10%	\$10,000	\$10,000	\$10,000
Actual fares	\$8,000	\$12,000	\$13,000
Reduced eligibility	\$0	\$0	-\$2,000
LTF funds the claimant is eligible to claim:*	\$92,000	\$88,000	\$85,000

^{*} Operating cost less actual fares less reduced eligibility.

The penalty waivers introduced in AB 90 and AB 149 remain in effect through FY 2022/23. Beginning in FY 2023/24, each operator will be responsible for meeting its required farebox recovery ratio. Any operator that does not meet its required ratio in FY 2023/24 would be assessed a penalty in FY 2025/26 (unless FY 2023/24 was that operator's one-time grace year).

The audit team met with Kern COG staff following completion of the draft audit report. Staff asked for clarification regarding the disposition of funds withheld from an operator as a penalty. CCR 6655.1 states:

The transportation planning agency may allocate to claimants in an area an amount less than the apportionment of the area. However, the amount of the apportionment which is not allocated shall be retained in the local transportation fund for later allocation only to claimants in the same area on such terms and conditions as the transportation planning agency may determine.

While CCR 6655.1 does not specifically refer to farebox recovery ratio penalties, it does give RTPAs the flexibility to allocate to claimants less than the full apportionment. Under this section, operator allocations withheld as penalties for non-compliance with farebox recovery ratio requirements could be retained as unallocated funds. They can then be allocated at a later time under terms and conditions determined by the Kern COG. The Kern COG may also wish to follow up with Caltrans for further guidance regarding the disposition of penalty funds.

Timeline: Ongoing.

Anticipated Cost: Modest.

Compliance Finding 2: Kern COG paid out TDA claims for the City of McFarland despite the operator not having completed its fiscal audits.

Criteria: Under CCR 6664, no allocation should be made to any claimant that is delinquent in its submission of a fiscal and compliance audit report.

Condition: The City of McFarland has yet to complete its TDA fiscal audits for any year of the audit period. However, the City submitted its TDA claims and the Kern COG paid them despite the delinquent audits. (Note: This was also a finding within the City of McFarland's TDA Triennial Performance Audit.)





Cause: Kern COG staff indicated they were led to believe that the City of McFarland had completed its audit based on the TDA claim form, which does not require the submission of the actual audit report. However, the TDA claim form does not require operators to attest to the completion of the annual compliance and fiscal audit, only the Annual Report of Financial Transactions of Transit Operators (which is the State Controller Report). The form also requires operators to provide the date of their most recent completed annual TDA audit; it is unclear as to whether McFarland provided any response to this under the supplemental information.

Effect: Both Kern COG and the City of McFarland are out of compliance with the TDA.

Recommendation: Ensure any penalties identified in the City of McFarland's delayed TDA fiscal audits are appropriately applied to subsequent TDA allocations.

Recommended Action: While it is not practical to reclaim TDA funds allocated to the City of McFarland prior to the completion of its fiscal audits, it is necessary for Kern COG to carefully review the City's audits once they are completed to determine what, if any, adjustments need to be made to future TDA allocations to apply penalties or adjust allocated amounts based on actual revenues and operating costs.

With respect to Kern COG's TDA claims process, it is the responsibility of the RTPA to ensure that all necessary information has been provided before it authorizes a claim for payment. If an operator does not provide the date of its most recent TDA fiscal and compliance audit, or if that audit does not reflect the most recently completed fiscal year, Kern COG staff should follow up with the operator to verify whether the audit has been completed. Kern COG also may wish to add the fiscal audit to the list of supplemental documents that must be provided with the TDA claim.

Timeline: FY 2023/24.

Anticipated Cost: Modest.

Compliance Finding 3: Several operators within Kern COG's jurisdiction were delinquent in their TDA fiscal audits or submitted the audits late.

Criteria: PUC 99245 requires recipients of TDA funds to submit an annual fiscal audit within 180 days of the end of the fiscal year, or with a 90-day extension which may be granted by the RTPA. With the extension, fiscal audits are due by March 31 following the end of the fiscal year.

Condition: As shown in Exhibit 4.2, six operators submitted at least one TDA fiscal audit after the extended deadline. Some operators have yet to submit audits for some years during the audit period.

Cause: For many of the operators, the delay in the TDA fiscal audits was due to a delay in completing city financial audits.

Effect: The audits were submitted late, or have yet to be submitted.





Recommendation: Work with transit operators to ensure TDA fiscal audits are completed by the extended deadline.

Recommended Action: There may be little Kern COG can do as long as the cause of the late audits is delays in completing city audits. Kern COG should continue to remind operators of the March 31 deadline and monitor which operators are experiencing challenges in completing their TDA audits.

Timeline: Ongoing.

Anticipated Cost: Negligible.

Compliance Finding 4: Kern COG continued to allocate TDA funding to operators despite triennial performance audits not being completed by June 30, 2022.

Criteria: CCR 6662.5 requires triennial performance audits to be submitted by July 1 of the year following the end of the triennium. For the current Triennial Performance Audit, the three-year period covered by the audit includes fiscal years 2019 through 2021, ending on June 30, 2021. As such, the audit deadline was June 30, 2022. In addition, PUC 99248 states that an operator is not eligible to receive an allocation of funds until the audit has been submitted, since any penalties incurred during the triennium would need to be implemented as part of the funding allocation during the fiscal year after which the audit is prepared.

Condition: The current audit was not completed by June 30, 2021. However, the Kern COG continued to pay out TDA claims for subsequent years despite the audits not being completed.

Cause: The cause of the delay in conducting the triennial performance audits is unknown.

Effect: Kern COG is out of compliance with the TDA.

Recommendation: Ensure any penalties identified in the delayed triennial performance audits are appropriately applied to subsequent TDA allocations.

Recommended Action: While it is not practical to reclaim TDA funds allocated prior to the completion of this triennial performance audit, it is necessary for Kern COG to carefully review operator performance audits to determine what, if any, adjustments need to be made to future TDA allocations to apply penalties or adjust allocated amounts based on actual revenues and operating costs.

Timeline: FY 2023/24.

Anticipated Cost: Modest.

Functional Finding 1: Kern COG should ensure claimants have a solid understanding of how to complete the STA eligibility form and how to reflect the results of the efficiency tests within the claim forms.

Criteria: PUC 99314.6 requires transit operators to meet one of two efficiency criteria in order to use STA funding for operational expenses. The measure of efficiency is based on change in cost per vehicle service





hour. If an operator does not meet either test of efficiency, then the amount of STA funding available for operating expenses is reduced by the lowest percentage it exceeded the amount necessary to meet the standard.

Condition: In response to the prior TDA triennial performance audit, the Kern COG began including the STA efficiency test worksheet in its claim forms to assess operators' eligibility to use STA funds for operating purposes. These tests should reflect audited operating cost data as well as eligible exclusions from operating cost. Operators that pass one or both of the efficiency tests are eligible to use all of their STA funds for operating expenses. Operators that do not pass either of the efficiency tests must reduce the amount they claim for operating by the lowest percentage by which they do not pass the test.

During the audit, the audit team noted that some operators did not use audited operating cost data, while others were unclear as to how the efficiency tests impacted their eligibility to use STA. Some were under the impression that if they did not pass either test, they could not claim any STA funds for operating purposes. While this used to be the case, the TDA was amended to the sliding scale in 2017.

Another common error pertained to the exclusion of costs from operating cost. Under PUC 99268.17 and 99314.6, cost increases beyond the change in CPI can be excluded for fuel, alternative fuel, power, insurance premiums and payments, and state and federal mandates. It is important that operators understand that only the change over CPI in these costs can be excluded from the calculation. (This also applies to the farebox recovery ratio calculation.) Beginning in FY 2021/22, AB 149 amended both of these sections to include additional exclusions, which should be taken into account for years beyond those covered in this audit.

Cause: The audit team believes the primary cause of this finding is a lack of understanding of how the STA eligibility tests should be used.

Effect: There may be some inaccuracies in how STA eligibility is calculated and applied.

Recommendation: Kern COG should provide more comprehensive feedback to the operators regarding STA eligibility and provide more effective oversight over the claims process.

Recommended Action: As the RTPA, Kern COG should be providing both effective instruction on how to complete the STA eligibility form as well as review the forms upon submittal to ensure they are prepared correctly. A form that contains incorrect data should be returned to the operator to be corrected.

Timeline: Ongoing.

Anticipated Cost: Modest.





TDA TRIENNIAL PERFORMANCE AUDIT, FY 2018/19- FY 2020/21

September Report September 2023

Exhibit 7.1 Audit Recommendations

TDA	Compliance Recommendations	Importance	Timeline
1	Ensure future penalties for failure to comply with farebox recovery ratio requirements are appropriately applied to LTF allocations.	High	Ongoing
2	Ensure any penalties identified in the City of McFarland's delayed TDA fiscal audits are appropriately applied to subsequent TDA allocations.	High	FY 2023/24
3	Work with transit operators to ensure TDA fiscal audits are completed by the extended deadline.	Medium	Ongoing
4	Ensure any penalties identified in the delayed triennial performance audits are appropriately applied to subsequent TDA allocations.	High	FY 2023/24
Fund	tional Recommendations	Importance	Timeline
1	Kern COG should provide more comprehensive feedback to the operators regarding STA eligibility and provide more effective oversight over the claims process.	High	Ongoing





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IV. D. TPPC

October 19, 2023

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi, Executive Director

By: Angelica Banuelos,

Administrative Assistant

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. D.

FY 2022-23 TDA STREETS & ROADS CLAIM - CITY OF DELANO

DESCRIPTION:

According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems and streets and roads. The City of Delano has submitted a TDA Streets & Roads claim which totals \$620,346. The Transportation Technical Advisory Committee has reviewed this item and unanimously recommended the adoption of this claim at its October 4, 2023 meeting.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA Public Transit and Streets & Roads Claims:

Regional Claims Total	\$620.346	\$0	\$620.346
FY 2022-23 Streets & Roads City of Delano	\$620,346	\$0	\$620,346
<u>Claimants</u>	<u>LTF</u>	<u>STAF</u>	<u>TOTAL</u>

This claim have been evaluated in accordance with the following criteria: 1) Conformance with the Regional Transportation Plan; 2) Participation in the California Driver Pull Notice Program; 3) Adherence to the applicable farebox return ratio; and 4) Compliance with PUC Section 99314.6 Operations qualifying Criteria. Staff recommends approval. **TTAC unanimously recommended the adoption of this claim at its October 4, 2023 meeting.**

Action: Adopt Resolution No. 23-22 TDA Streets & Roads claim for FY 2022-23 for City of Delano for \$620,346. ROLL CALL VOTE.

Attachments: TDA annual estimate submitted for FY 2022-23 Schedule "A" and Resolution Number 23-22.

Kern Council of Governments Transportation Development Act -- "Schedule A" LTF STAF FUND ESTIMATE AND APPORTIONMENT FACTORS FY 2022/23

Revised: February 18, 2022

Prospective	POPULATION	POPULATION	L.T.F.	S.T.A.F.		S.T.A.F.	S.T.A.F.	TOTAL
Claimant	BASIS	RATIO	POPULATION	POPULATION	REVENUE	REVENUE	REVENUE	APPORTIONMENT
	01/01/21		APPORTIONMENT	APPORTIONMENT	BASIS	RATIO	APPORTIONMENT	Γ
ARVIN	22,014	2.41%	\$ 1,092,073.04	\$ 204,906.33	62,152	0.77%	\$ 4,008.00	\$ 1,300,987.36
BAKERSFIELD (1)	397,392	43.47%	\$ 18,728,174.49	\$ 3,698,924.98	0	0.00%	\$ -	\$22,427,099.47
CALIFORNIA CITY	14,120	1.54%	\$ 700,466.58	\$ 131,428.97	25,760	0.32%	\$ 1,661.00	\$ 833,556.55
DELANO	51,070	5.59%	\$ 2,533,486.41	\$ 475,359.59	279,451	3.45%	\$ 18,021.00	\$ 3,026,867.00
GOLDEN EMPIRE TRANS (1)	N/A	0.00%	\$ -	\$ -	5,882,508	72.68%	\$ 379,357.00	\$ 379,357.00
MARICOPA	1,142	0.12%	\$ 56,652.47	\$ 10,629.74	0	0.00%	\$ -	\$ 67,282.20
MCFARLAND	14,044	1.54%	\$ 696,696.36	\$ 130,721.56	12,106	0.15%	\$ 781.00	\$ 828,198.92
RIDGECREST	29,591	3.24%	\$ 1,467,953.72	\$ 275,433.05	159,250	1.97%	\$ 10,270.00	\$ 1,753,656.77
SHAFTER	20,448	2.24%	\$ 1,014,386.73	\$ 190,330.00	57,568	0.71%	\$ 3,713.00	\$ 1,208,429.72
TAFT	7,142	0.78%	\$ 354,301.15	\$ 66,477.74	360,169	4.45%	\$ 23,227.00	\$ 444,005.89
TEHACHAPI	12,008	1.31%	\$ 595,694.24	\$ 111,770.47	28,252	0.35%	\$ 1,822.00	\$ 709,286.71
WASCO	26,815	2.93%	\$ 1,330,241.59	\$ 249,594.04	31,839	0.39%	\$ 2,053.00	\$ 1,581,888.63
KERN COIN (1)	155,357	16.99%	\$ 7,321,635.78	\$ 1,446,066.27	0	0.00%	\$ -	\$ 8,767,702.06
KERN COOUT	163,050	17.84%	\$ 8,088,585.92	\$ 1,517,666.28	1,194,767	14.76%	\$ 77,049.00	\$ 9,683,301.19
METRO-BAKERSFIELD CTSA	N/A	N/A	\$ 1,371,042.65	\$ -	0	0.00%	\$ -	\$ 1,371,042.65
TOTALS	914,193	100.00%	\$ 45,351,391.13	\$ 8,509,309.00	8,093,822	100.00%	\$ 521,962.00	\$54,382,662.13
PROOF	914,193	100.00%	\$ 45,351,391.13	\$ 8,509,309.00	8,093,822	100.00%	\$ 521,962.00	\$54,382,662.13
KERN COG ADMINISTRATION		1.00%			N/A		\$ -	\$ 481,900.76
KERN PEDESTRIAN/BIKEWAY		2.00%			N/A		\$ -	\$ 954,163.50
KERN COG PLANNING (2)	N/A	3.00%			N/A		\$ -	\$ 1,402,620.34
ESTIMATED TOTAL	N/A		\$ 48,190,075.73		N/A		\$ -	\$57,221,346.73

\$ 48,190,075.73

NOTES:

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

⁽¹⁾ THE GOLDEN EMPIRE TRANSIT DISTRICT RETAINS CLAIMANT PRIORITY TO THE CITY OF BAKERSFIELD AND KERN-IN FUNDS. THE CITY OF BAKERSFIELD AND COUNTY OF KERN SHALL FUND 71.89% AND 28.11% OF GET'S CLAIM, RESPECTIVELY.

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

RESOLUTION NO. 23-22

In the matter of:

FY 2022-23 TDA STREETS AND ROADS CLAIM - CITY OF DELANO

WHEREAS, The State of California has declared that public transportation is an essential component of a balanced transportation system and that it is desirable that public transportation systems be designed and operated so as to encourage maximum utilization of the service for the benefit of all the people of the state, including the elderly, handicapped, youth, and citizens of limited means of the ability to freely utilize the system (Section 99220, Public Utilities Code (PUC); and

WHEREAS, The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act (TDA), established public funding for the support of public transportation systems and other purposes consistent with the Act, including local streets and roads, and facilities provided for exclusive use by pedestrians and bicycles (Section 99400(a) PUC); and

WHEREAS, The Kern Council of Governments (Kern COG), as the designated Regional Transportation Planning Agency, is required to ensure that the following factors are identified and considered prior to the allocation of TDA funds for street and road claims or any other purposes not directly related to public transportation services (Section 99401.5, PUC):

1) Size and location of identifiable groups likely to be dependent upon transit, including but not necessarily limited to, the elderly, the handicapped and the poor; 2) Adequacy of existing public transportation services; and 3) Potential alternative public transportation and specialized transportation services, and service improvement that would meet travel demand; and

WHEREAS, Kern COG is further required to hold a public hearing to receive testimony identifying or commenting on unmet transit needs within the jurisdiction of claimants that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or expanding existing services (Section 99238.5, PUC); and

WHEREAS, The Regional Transportation Plan (RTP), adopted by Kern COG, established goals, objectives, and policies for the implementation of public transportation systems in Kern County, and public testimony received at public hearings, evidence Kern COG's efforts to identify transportation needs pursuant to Section 99238.5, PUC; and

WHEREAS, The RTP, adopted by Kern COG, established goals, objectives, and policies for the implementation of public transportation systems in Kern County; and

WHEREAS, Claimant has filed a claim for street and road funds pursuant to Public Utilities Code Article 8 Section 99400(a); and

WHEREAS, Kern COG, in accordance with the relevant provisions of the TDA and its own rules and regulations, has received and evaluated Claimant's Article 8 street and road claim consistent with the provisions of Section 99400(a), Article 8 of the PUC, and Section 99313.3, Article 6.5 of the PUC; and

WHEREAS, Pursuant to Section 99238.5, PUC, Kern COG has held a public hearing to receive testimony identifying and commenting on unmet transit needs within the jurisdiction of claimant; and

WHEREAS, the proposed projects are consistent with claimant's projected TDA revenues and the Regional Transportation Plan; and

WHEREAS, Claimant proposes to use the funds for projects shown on the claim submitted by claimant and filed in the Kern COG office.

NOW, THEREFORE, BE IT RESOLVED THAT:

- 1. The Council, after consideration of all available information, including the RTP, the Kern COG transportation needs studies, and testimony received at public hearings, finds that:
 - a) There are no unmet transit needs that are reasonable to meet within the jurisdiction of claimants. No additional unmet transit needs have been identified which can support a public transit service which meets the legally-required farebox recovery ratio (21 Cal. Admin. Code Section 6633.2-6633.9); and b) this claim on the Local Transportation Fund (LTF) for Article 8 is consistent with the RTP.
- 2. This claim is approved, subject to the following conditions:
 - a) Claimant is herein allocated the LTF and STAF funds available for apportionment shown on Attachment "A," plus any interest and balance from prior years, for use on projects also shown on Attachment "A"); b) Before any streets and roads payments are made to claimant under Articles 8 or 6.5, those allocations approved by this Council for transit, Articles 4 and 6.5, shall be credited to claimant's transit reserve account in trust fund #24075, Article 8, and #24076, Article 6.5; and c) Remaining Article 8 and 6.5 funds shall be credited to and retained in claimant's non-transit streets and roads reserve account in trust fund #24075 and #24076 and shall be transferred or disbursed to claimant in accordance with Attachment "A" of this resolution and written instructions for disbursement issued by Kern COG staff.
- 3. The Chairman and Executive Director of Kern COG are hereby authorized to perform any and all acts necessary to accomplish the purpose of this resolution, including the submission of allocation instructions to the Kern County Auditor-Controller pursuant to 21 California Administrative Code, Section 6659.

AUTHORIZED AND SIGNED THIS 19th DAY OF OCTOBER 2023.

AYES:	
NOES:	
ABSTAIN:	
ABSENT:	
ATTEST:	David Couch, Acting Chair Kern Council of Governments
I hereby certify that the foregoing is a true copauthorized at a regularly-scheduled meeting he	by of a resolution of the Kern Council of Governments duly ald on the 19 th day of October 2023.
	Date:
Ahron Hakimi, Executive Director	Res. 23-22
Kern Council of Governments	TDA- S&R Delano Page 2





October 19, 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. E.

FY 2023-24 FTA SECTION 5310 PROGRAM OF PROJECTS

DESCRIPTION:

Non-profit agencies providing transportation services are eligible to apply for funding from the Federal Transit Administration (FTA) through the Section 5310 program. Applications for fifteen (15) separate projects were received from three (3) agencies for a total of \$1,607,000.

DISCUSSION:

FTA provides capital assistance to private non-profit corporations and, under certain circumstances, to public agencies. This capital assistance program, referred to as the FTA Section 5310 program, is intended to provide improved transportation services to meet the special needs of elderly persons and people with disabilities.

Program grants are made for 88.57 percent of the total project cost with the remaining 11.43 paid for by California toll credits. Eligible projects include, but are not limited to, wheelchair accessible vans and buses, communications equipment, vehicle rehabilitation, and computer software and hardware.

Caltrans and Kern COG received applications from Bakersfield ARC (BARC), Delano Association for Developmentally Disabled (DADD), and New Advances for People with Disabilities (NAPD). The applications were evaluated according to the guidelines established by Caltrans, and the scores will be forwarded to the applicants. Forms scoring and prioritizing the projects will be forwarded with a copy of the approved Agency Certification to Caltrans.

The guidelines also require the Regional Transportation Planning Agency (RTPA) to certify by resolution that the projects are consistent with the Regional Transportation Plan and the Coordinated Human Services Transportation Plan (Attachment "A"). In the Regional Transportation Policy Element and Implementation chapter of the Coordinated Human Services Transportation Plan, Kern COG actively promotes public transit and transportation services for the elderly and disabled. Therefore, Kern COG staff finds these projects are consistent with the Regional Transportation Plan and the Coordinated Human Services Transportation Plan. Kern COG staff has provided the FY 2023-24 FTA Section 5310 Program of Projects (Attachment "B").

ACTION:

Recommend that the fifteen (15) FTA Section 5310 projects are consistent with the Regional Transportation Plan and the Coordinated Human Services Transportation Plan and authorize the Chair and Executive Director to sign the Regional Transportation Planning Agency Certification. ROLL CALL VOTE.

Attachments: Attachment "A" Resolution 23-20, Attachment "B" FTA 5310 Project List, Attachment "C" FTA Certifications and Assurances.

BEFORE THE KERN COUNCIL OF GOVERNMENTS

STATE OF CALIFORNIA, COUNTY OF KERN

Resolution No. 23-20

In the matter of:

FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM

WHEREAS, the Section 5310 program of the Federal Transit Administration (FTA) provides capital assistance to private nonprofit corporations and, under certain circumstances, to public agencies;

WHEREAS, the FTA Section 5310 program is intended to provide improved transportation services to meet the special needs of elderly persons and people with disabilities;

WHEREAS, the Regional Transportation Plan and Coordinated Human Services Transportation Plan adopted by Kern COG actively promotes public transit and transit services for the mobility challenged, including the elderly and the disabled.

NOW, THEREFORE, BE IT RESOLVED THAT:

- 1. Kern COG endorses the program to provide capital assistance to agencies providing transportation services for the elderly and disabled.
- Kern COG hereby certifies that the recommended projects have met the conditions for the Section 5310 program, are also consistent with the Regional Transportation Plan and Coordinated Human Services Transportation Plan; and
- 3. Kern COG assures that the projects finally recommended for funding will be included in the Federal Transportation Improvement Plan (FTIP).

ADOPTED, SIGNED AND APPROVED THIS 19th DAY OF October 2023.

AYES:

NOES:

ABSTAIN:

ABSENT:

David Couch, Acting Chair
Kern Council of Governments

ATTEST:
I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular scheduled meeting held on the 21st day of September 2023.

Date:

Date

			Section 5310	Toll Credit Contribution		
Applicant	Project		Contribution ¹	(Match) ²	Total Cost	
Bakersfield ARC	1 Replacement van	\$	91,000.00	N/A	\$	91,0
Bakersfield ARC	1 Replacement van	\$	91,000.00	N/A	\$	91,0
Bakersfield ARC	1 Replacement van	\$	91,000.00	N/A	\$	91,0
Bakersfield ARC	1 Replacement van	\$	91,000.00	N/A	\$	91,0
Bakersfeld ARC	1 Replacement Small bus	\$	140,000.00	N/A	\$	140,0
Bakersfield ARC	1 Replacement Small bus	\$	140,000.00	N/A	\$	140,0
New Advances for People with Disabilites	1 Replacement van	\$	91,000.00	N/A	\$	91,0
New Advances for People with Disabilites	1 Replacement van	\$	91,000.00	N/A	\$	91,0
New Advances for People with Disabilites	1 Replacement van	\$	91,000.00	N/A	\$	91,0
New Advances for People with Disabilites	1 Replacement van	\$	91,000.00	N/A	\$	91,0
New Advance for People with Disabilities	1 Replacement van	\$	91,000.00	N/A	\$	91,0
New Advances for People with Disabilites	1 Replacement van	\$	91,000.00	N/A	\$	91,0
New Advances for People with Disabilites	1 Replacement bus	\$	131,000.00	N/A	\$	131,0
Delano Association for Developmentally Disabled	1 Replacement van	\$	91,000.00	N/A	\$	91,0
Delano Association for Developmentally Disabled	1 Replacement bus	\$	195,000.00	N/A	\$	195,0
Total Projects 1. Section 5310 Program grants are made for 88.539	15 Project Total		1,607,000.00	N/A	\$	1,607,0

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision. Refer to FTA's accompanying Instructions document for more information.

Text in italics is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
 - (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ("Uniform Act") (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
- (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, "Audit Requirements", as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
- (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
- (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget's standard form 424D "Assurances—Construction Programs" and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.326 "Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant's exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant's principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (a) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA's state safety oversight programs, and each State that is required to draft and certify a public transportation agency safety plan on behalf of a small public transportation provider pursuant to 49 CFR § 673.11(d). This certification is required by 49 U.S.C. § 5329(d)(1) and 49 CFR § 673.13.

This certification does not apply to any applicant that receives financial assistance from FTA exclusively under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs.

If the applicant is an operator, the applicant certifies that it has established a public transportation agency safety plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673.

If the applicant is a State, the applicant certifies that:

- (a) It has drafted a public transportation agency safety plan for each small public transportation provider within the State, unless the small public transportation provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own public transportation agency safety plan; and
- (b) Each small public transportation provider within the State has a public transportation agency safety plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5) and Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. E, title VII, §§ 744–745. U.S. DOT Order 4200.6 defines a "corporation" as "any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association", and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR \S 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:

- (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
- (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
- (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will

receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); "flex funds" from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act ("TIFIA") (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. § 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);

- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and

- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula

Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA's Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA's regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, "Public Transportation Safety Certification Training Program"; and
- (b) Compliant with the requirements of 49 CFR Part 674, "Sate Safety Oversight".

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

(a) Response time;

- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), "flex funds" from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit https://www.nist.gov/cyberframework and https://www.cisa.gov/.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, "Transit Asset Management," 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments," 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),

- (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
- (4) Category 09 (Formula Grants for Rural Areas),
- (5) Category 15 (Alcohol and Controlled Substances Testing), and
- (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

FEDERAL FISCAL YEAR 2023 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

	(Signature pages alternate to providing Certifications and Assurance	ces in TrAMS.)
Name	of Applicant: Kern Council of Governments	
The A	pplicant certifies to the applicable provisions of all categories: (chec	k here) 🗸
	Or,	
The A	pplicant certifies to the applicable provisions of the categories it has	selected:
Cate	gory	Certification
01	Certifications and Assurances Required of Every Applicant	
02	Public Transportation Agency Safety Plans	
03	Tax Liability and Felony Convictions	
04	Lobbying	
05	Private Sector Protections	
06	Transit Asset Management Plan	
07	Rolling Stock Buy America Reviews and Bus Testing	
08	Urbanized Area Formula Grants Program	
09	Formula Grants for Rural Areas	
10	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	
11	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Kern Council of Governments

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 et seq., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

any other statements made by me on behalf of the Applicant are true and accurate	te.
Signature	Date: 9/22/2023
Name Ahron Hakimi, Executive Director	Authorized Representative of Applicant
AFFIRMATION OF APPLICANT'S ATTO	ORNEY
For (Name of Applicant): Kern Council of Governments	
As the undersigned Attorney for the above-named Applicant, I hereby affirm to under state, local, or tribal government law, as applicable, to make and comply vasurances as indicated on the foregoing pages. I further affirm that, in my opin Assurances have been legally made and constitute legal and binding obligations	with the Certifications and ion, the Certifications and
I further affirm that, to the best of my knowledge, there is no legislation or litigal might adversely affect the validity of these Certifications and Assurances, or of assisted Award.	•
Signature	Date:
_{Name} Brian Van Wyk	Attorney for Applicant

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.



IV. F. TPPC

October 19, 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. F.

FUND TRANSFER AGREEMENT - AGREEMENT NO. PPM24-6087(078)

DESCRIPTION:

The California Department of Transportation (Caltrans) has approved \$300,000 in its fiscal year 2023-24 budget and is part of the state approved 2022 State Transportation Improvement Program to fund Kern COG's Planning, Programming and Monitoring (PPM) activity.

DISCUSSION:

Pursuant to Kern Council of Governments (Kern COG) policy, the Kern COG Board of Directors shall review and approve grant funding agreements. The California Department of Transportation (Caltrans) has approved \$300,000 in its fiscal year 2023-24 budget and is part of the state approved 2022 State Transportation Improvement Program to fund Kern COG's Planning, Programming and Monitoring activity. This funding supports the management, development, and implementation of regional projects countywide.

The attached Fund Transfer Agreement allows Kern COG to receive funding for Planning, Programming, and Monitoring of transportation development activities as identified in Kern COG's Overall Work Program for 2023-24. This item received an allocation vote for \$300,000 by the California Transportation Commission at their August 16-17, 2023 meeting authorizing Kern COG to use this funding. Staff recommends approval of the Fund Transfer Agreement No. PPM24-6087(078).

<u>ACTION</u>: Approve Fund Transfer Agreement No. PPM24-6087(078) and authorize Chair to sign Agreement and Resolution No. 23-23. ROLL CALL VOTE.

Attachments: Resolution No. 23-23

Fund Transfer Agreement PPM24-6087(078)

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

RESOLUTION NO. 23-23

In the matter of:

FUND TRANSFER AGREEMENT NO. PPM24-6087(078) FOR STIP PLANNING, PROGRAMMING AND MONITORING PROGRAM

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 four-year schedule of multimodal transportation project improvements of major freeways, expressways, arterials, urban collectors, bikeways, transit, rail and aviation facilities; and

WHEREAS, Project Study Reports are required of street and highway transportation projects prior to inclusion into the Regional Transportation Improvement Program, Federal Transportation Improvement Program and State Transportation Improvement Program; and

WHEREAS, the 2023 Federal Transportation Improvement Program includes a lump sum item for Planning, Programming and Monitoring Activities in the amount of \$300,000 for federal fiscal year 2023-24; and

WHEREAS, the California State Budget Act of 2023 appropriates State Highway funds under local assistance for the STIP Planning, Programming and Monitoring Program (PPM); and

WHEREAS, the California Transportation Commission (CTC) is tasked to allocate these funds in accordance with the amounts approved in the STIP in accordance with section 14527 (h) of the California Government code:

WHEREAS, PPM is defined as the project planning, programming, and monitoring activities related to development of the Regional Transportation Improvement Program and the State Transportation Improvement Program required by Government Code Section 14527, et. seq. and for the monitoring of project implementation for projects approved in these documents; and

WHEREAS, the attached Program Supplement Agreement No. PPM24-6087(078) for Federal Aid Project No PPM24-6087(078) is required to implement the PPM: and

WHEREAS, on August 16-17, 2023, the CTC approved, per Resolution FP-23-19, a PPM allocation for \$300,000.

NOW, THEREFORE, BE IT RESOLVED THAT:

Kern Council of Governments adopts Program Supplement Agreement No. PPM24-6087(078), Project No PPM24-6087(078) and authorize the Chairman and the Executive Director to sign the Resolution and Fund Transfer Agreement.

AUTHORIZED AND SIGNED THIS 19th DAY OF OCTOBER 2023.

AYES:	
NOES:	
ABSTAIN:	
ABSENT:	
	David Couch, Acting Chair Kern Council of Governments
ATTEST:	
I hereby certify that the foregoing is a true copy of a resolution of scheduled meeting held on the 19th day of October 2023.	of the Kern Council of Governments duly authorized at a regularly
Ahron Hakimi, Executive Director Kern Council of Governments	
Date:	

STIP PLANNING, PROGRAMMING & MONITORING PROGRAM FUND TRANSFER AGREEMENT

Project Number: PPM24-6087(078)

Agreement Number: PPM24-6087(078)

Location: 06-KER-0-KCOG AMS Adv ID:0623000250

PPNO: 6L03

THIS AGREEMENT, effective on August 17, 2023 is between the State of California, acting by and through the Department of Transportation, hereinafter referred to as STATE, and Kern County Council of Governments, a local public agency, hereinafter referred to as ADMINISTERING AGENCY.

WHEREAS the annual California State Budget Act appropriates State Highway funds under local assistance for the State Transportation Improvement Program (STIP) Planning, Programming and Monitoring Program (PPM), and

WHEREAS PPM is defined as the project planning, programming and monitoring activities related to development of the Regional Transportation Improvement Program and the STIP required by Government Code Section 14527, et. seq. and for the monitoring of project implementation for projects approved in these documents, hereinafter referred to as PPM PROJECT, and

WHEREAS the California Transportation Commission (CTC) is tasked to allocate these funds in accordance with the amounts approved in the STIP in accordance with section 14527 (h) of the California Government code:

NOW, THEREFORE, the parties agree as follows:

SECTION I

STATE AGREES:

1. As authorized by Section 14527(h) of the Government Code to release to the ADMINISTERING AGENCY for its PPM PROJECT in an amount not to exceed \$300,000.00 from monies appropriated for the PPM Program as follows:

funds are available for this encumbrance
0/07/2023 \$ 300,000.00
)/

- 2. To pay the ADMINISTERING AGENCY a single lump sum payment upon final execution of this AGREMENT and the receipt of an original and two copies of a signed initial invoice in the proper form from ADMINISTERING AGENCY in the amount shown in Section 1, Article (1) as promptly as state fiscal procedures will permit.
- 3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of ADMINISTERING AGENCY pursuant to the provisions of State and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.

SECTION II

ADMINISTERING AGENCY AGREES:

- 1. To use all state funds paid hereunder only for eligible PPM specific work activities as defined in Attachment A to this AGREEMENT.
- 2. To use all state funds paid hereunder only for those transportation purposes that conform to Article XIX of the California State Constitution.
- 3. To prepare and submit to STATE an original and two copies of signed invoice for payment.
- 4. To prepare a Final Project Expenditure Report including a final invoice reporting actual costs expended in accordance with Attachment A and submit that Report and invoice no later than 60 days following the completion of expenditures. These allocated PPM funds are available for expenditure until June 30, 2026. The Final Report of Expenditures must state that the PPM funds were used in conformance with Article XIX of the California State Constitution and for PPM purposes as defined in this Agreement. Three copies of this report shall be submitted to STATE.

5. COST PRINCIPLES

- A) To comply with, and require all project sponsors to comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government, and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- B) ADMINISTERING AGENCY will assure that its Fund recipients will be obligated to agree that (a) 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 and (b) those parties shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving Funds as a contractor or sub-contractor under this Agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C) Any Fund expenditures for costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200, are subject to repayment by ADMINISTERING AGENCY to STATE. Should ADMINISTERING AGENCY fail to reimburse Fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due ADMINISTERING AGENCY from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller and the CTC. The implementation of the Supercircular will cancel 49 CFR, Part 18.

6. THIRD PARTY CONTRACTING

- A) ADMINISTERING AGENCY shall not award a construction contract 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 using Funds without the prior written approval of STATE.
- B) Any subcontract or agreement entered into by ADMINISTERING AGENCY as a result of disbursing Funds received pursuant to this Agreement shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.
- C) In addition to the above, the preaward requirements of third party contractor/consultants with ADMINISTERING AGENCY should be consistent with Local Program Procedures as published by STATE.

7. ACCOUNTING SYSTEM

ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item. The accounting system of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

8. RIGHT TO AUDIT

For the purpose of determining compliance with this Agreement and other matters connected with the performance of ADMINISTERING AGENCY'S contracts with third parties, ADMINISTERING AGENCY, ADMINISTERING AGENCY's contractors and subcontractors and STATE shall each maintain and make available for inspection 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. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to ADMINISTERING AGENCY. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and ADMINISTERING AGENCY shall furnish copies thereof if requested.

9. TRAVEL AND SUBSISTENCE

Payments to only ADMINISTERING AGENCY for travel and subsistence expenses of ADMINISTERING AGENCY forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then Administering Agency is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

SECTION III

IT IS MUTUALLY AGREED:

- 1. All obligations of STATE under the terms of this AGREEMENT are subject to the availability of the state funds.
- 2. Eligible expenditures under this AGREEMENT shall be from the effective date of allocation to June 30, 2026.
- 3. In the event that ADMINISTERING AGENCY fails to implement or complete the PPM program commenced under this Agreement, fails to perform any of the obligations created by this agreement or fails to comply with applicable State laws and regulations, STATE reserves the right to terminate funding for the PPM program or portions thereof, upon written notice to ADMINISTERING AGENCY. An audit may be preformed as provided in Section II, Article (4) of this agreement.
- 4. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, ADMINISTERING AGENCY shall fully defend, indemnify and save harmless the State of California, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement.
- 5. As a condition of acceptance of the State funds provided for under this Agreement, ADMINISTERING AGENCY will abide by all State policies and procedures pertaining to the PPM Program.
- 6. This Agreement shall terminate on December 31, 2026.

STATE OF CALIFORNIA

Department of Transportation	Kern County Council of Governments
Ву:	By:
Office of Project Management Overs	
Division of Local Assistance	Date:
Date:	
	Attest:
	Title:

Attachment to PPM Agreement Letter

The agency shall prepare a PPM plan, which will become a part of the Fund Transfer Agreement, titled Attachment A.

This plan is a one or two page summary outline of the major activities and, where appropriate, sub activities that will be accomplished with the current year PPM fund allocation. The plan shall outline the specific activities the Agency plans to implement. Indicate the approximate time period and cost for each major activity.

Funds may be moved between the elements. It is expected that work will be accomplished for each element and any revisions will be discussed in the Final Report of Expenditures.

Indicate if this is a single or multi-year plan for this specific allocation and the anticipated date of completion of all expenditures.

Fund allocations for future years should not be requested until this plan's expenditures are near completion.

Expenditures must be completed no later than two years after the fiscal year of allocation.

A Final Report of Expenditures is required within 60 days of completion of expenditures. Current or future allocations may be terminated if this report is not prepared in a timely manner. Unexpended funds shall be returned to the State.

A very simple plan is illustrated below. Details of a plan should be consistent with the activities proposed and funding received.

Attachment A	XYZ RTPA	

STIP Planning, Programming and Monitoring Activities Plan (FY 2009/2010)

The first individual of the fi	(2000/2010)	•
Activity	Time Period	Cost(\$1,000)
A. Prepare/Review Project Study Reports	9/02-4/03	\$10
B. RTIP Amendment Project Review/Programming	2/02-5/03	\$5
C. STIP Amendment Processing/CTC Coordination	5/02-6/02	\$5
D. Monitoring Implementation	9/02-6/03	\$10
Total		\$30
Anticipated Completion date 6/30/13		_rev 08/13/2012



IV. G. TPPC

October 19, 2023

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,

Executive Director

By: Rob Ball, Deputy Director/Planning Director

Rochelle Invina, Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. G.

FIRST LOOK: LONG RANGE TRANSPORTATION PLAN PROJECT LISTING

DESCRIPTION:

Development of the 2026 Regional Transportation Plan (RTP) requires the review and update of the RTP Capital Improvement Program (CIP), a 20+ year transportation project listing https://www.kerncog.org/category/docs/rtp/ for the long-range transportation plan. This item has been reviewed by the Transportation Technical Advisory Committee (TTAC) and will be brought back next month with a summary of requested revisions.

DISCUSSION:

Staff is in the beginning stages of developing the 2026 RTP. The 24-year planning horizon is tentatively set for 2026 through 2049. The federally required RTP action element (Ch. 5) includes a multi-modal transportation project listing, or Capital Improvement Program (CIP) developed in two parts: the financially constrained list (Table 5.1) and the financially unconstrained list (Table 5.2). The multi-modal Table 5.1 CIP is more restrictive because these projects are financially constrained based roughly on historic revenue rates. The regionally significant transportation projects—major roadway capacity adding projects—are required to be included in the federal Air Quality Conformity document, the accompanying environmental document, and the numerous accountability performance measures to be provided with the RTP. Improvements in Table 5.2 are not included in these analyses because they are not financially constrained. Regionally significant projects in the short-range Transportation Improvement Program (TIP) are required to be consistent with this RTP project listing. Attached is a portion of Table 5.1 with a listing of regionally significant projects and associated maps for all the projects in the full project listing. The full project listing is available on Kern COG's website at https://www.kerncog.org/category/docs/rtp/.

This draft CIP will be sent through the TTAC and TPPC in October, & November 2023 to request updates from member agency staff. At the November meetings staff will be requesting approval by the Kern COG Board of Directors to move forward and begin updating the air quality conformity modeling network, environmental document analysis, and performance measure updates. As Kern COG staff moves forward with public outreach for the upcoming 2026 RTP, the CIP will continue to be subject to public comments, updates to project listings that have been delivered and other corrections or additions prior to the scheduled circulation of the entire document in Spring of 2026. Please email comments to rball@kerncog.org or call 661-635-2902

ACTION: Provide comments on the Draft 2026 Capital Improvement Program to Kern COG by October 20, 2023.

Figure 5-23: Kern County Transit, Bike and Highway Projects – Completed/Under Construction 2014-2020

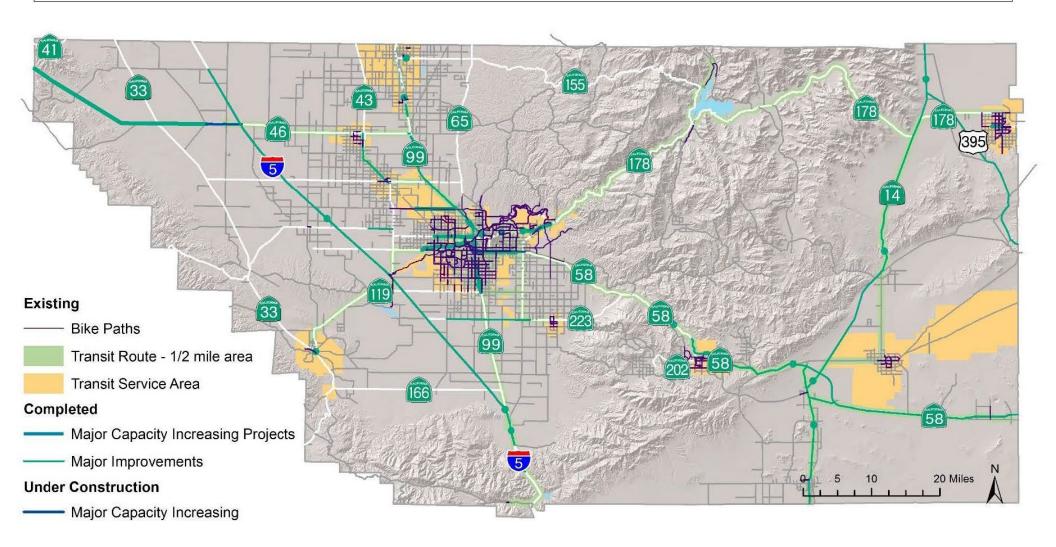
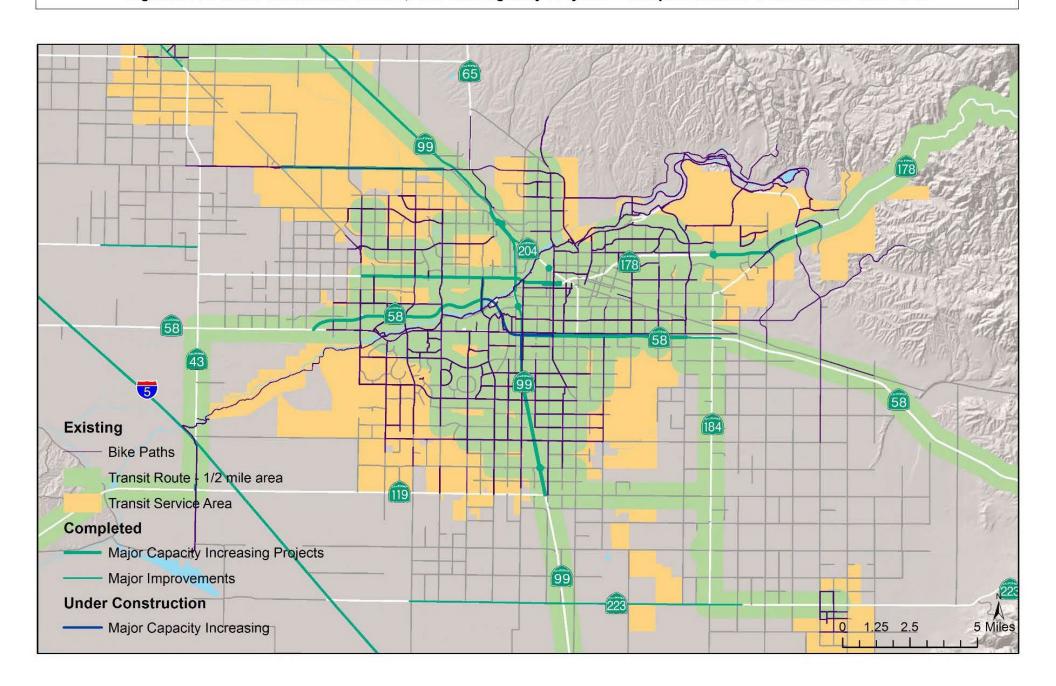


Figure 5-22: Metro Bakersfield Transit, Bike and Highway Projects – Completed/Under Construction 2014-2020



For complete listing with Transit and Bike Projects go to www.kerncog.org/rtp

TABLE 5.1 - Constrained Capital Improvement Program (Continued)

2025 through 2029 - Major Hwy Improvements

Project	Location		YOE Cost	Project ID	Start Const.
Route 46	Lost Hills	Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4B-COMPLETE	40,000,000	KER08RTP018	2022
Route 46	Lost Hills	Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4C	37,000,000	KER08RTP018	2025
Route 58	Metro Bkfd	Rosedale Hwy @ Minkler Spur / Landco - construct grade separation	27,000,000	KER08RTP118	2026
Route 58	County	General Beale Rd to E. of Broome Rd - Construct truck climbing lanes	99,000,000	KER22RTP006	2025
Route 58	County	SR 58 OC to Edwards Air Force Base OC - improve access to EAFB (Phase 1)	40,000,000	KER22RTP007	2027
Route 65	Metro Bkfd	James Rd to Merle Haggard Dr - safety widening, traffic flow improvements	3,000,000	KER08RTP094	2025
Route 99	Bakersfield	Olive Drive - construct interchange upgrades	6,100,000	KER08RTP091	2026
Route 184	Metro Bkfd	At Union Pacific Railroad - construct grade separation	26,400,000	KER08RTP108	2026
Route 204	Bakersfield	F St - construct interchange	61,700,000	KER08RTP081	2025
Centennial Corridor	Bakersfield	At Rte 99 & 58 – Construct operational improvements	100,000,000	KER22RTP003	2025
Centennial Corridor	Bakersfield	Stockdale Hwy (SR 43 to Heath Rd - safety widening, traffic flow impvmts.	59,000,000	KER22RTP005	2026
Cherry Av	Bksfld/Shafter	Intermodal Rail Freight Hub Connector Improvements - Phase I	50,000,000	KER23RTP???	2027
Hageman Flyover	Bakersfield	Knudsen Dr to Rt 204 - construct extension	68,900,000	KER08RTP013	2025

Sub-total \$637,100,000

2030 through 2034 - Major Hwy Improvements

Project	Location	Scope	YOE Cost	Project ID	Start Const.
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 2)	42,000,000	KER08RTP017	2031
Route 119	Taft	Cherry Ave to Elk Hills Rd - safety widening, traffic flow impvmts. (Ph. 1 bypass)	115,000,000	KER08RTP022	2031
Route 178	Metro Bkfd	Near Oswell St to Vineland Rd - safety widening, traffic flow improvements	17,000,000	KER08RTP111	2031
Route 184	Bakersfield	Morning Dr to Rt 178 - safety widening, traffic flow improvements	5,000,000	KER08RTP101	2032

Sub-total

\$397,293,000

TABLE 5.1 - Constrained Capital Improvement Program (Continued)

		2035 through 2039 - Major Hwy Improvements			
Project	Location	Scope	YOE Cost	Project ID	Start Const.
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - safety widening, traffic flow improvements (Ph. 3)	\$32,000,000	KER08RTP024	2036
Route 58	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	\$32,600,000	KER08RTP103	2036
Route 58	Bakersfield	Union Ave to Fairfax Rd - safety widening, traffic flow improvements	47,400,000	KER08RTP093	2036
Route 99	Bakersfield	Beardsley Canal to 7th Standard Rd - safety widening, traffic flow improvements	90,800,000	KER08RTP138	2036
Route 99	Bakersfield	At Olive Drive - reconstruct interchange	108,000,000	KER08RTP021	2036
Route 99	Bakersfield	At Snow Rd - construct new interchange	138,200,000	KER08RTP115	2036
Route 99	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	37,000,000	KER08RTP105	2036
Route 119	Metro Bkfd	I-5 to Buena Vista - safety widening, traffic flow improvements	31,300,000	KER08RTP099	2036
Route 178	Bakersfield	At Rt 204 and 178 - reconstruct ramps (HOV - ramp metering)	50,000,000	KER08RTP085	2036
Route 178	Bakersfield	At various locations - ramp improvements (HOV - ramp metering)	37,000,000	KER08RTP106	2036
Route 178	Bakersfield	Existing west terminus to Oswell St - safety, traffic flow improvments (HOV)	140,500,000	KER08RTP026	2036
Route 184	Lamont/Fuller Acres	s Panama Rd to Rt 58 - safety widening, traffic flow improvements	10,500,000	KER08RTP100	2036
Route 184	Bakersfield	Rt 58 to Rt 178 - safety widening, traffic flow improvements	90,000,000	KER08RTP045	2036
Route 204	Bakersfield	Airport Drive to Rt 178 - safety widening, traffic flow improvements	55,000,000	KER08RTP083	2036
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Wy - safety widening, traffic flow improvements	14,000,000	KER08RTP113	2036
West Urban Corridor	Metro Bkfd	White Lane to Westside Parkway - construct new facility	115,793,000	KER08RTP139	2036
West Urban Corridor	Metro Bkfd	Rosedale Hwy to 1/2 mile north of 7th Standard Rd - construct new facility	115,793,000	KER08RTP102	2035
West Urban Corridor	Metro Bkfd	Rosedale Hwy to Westside Parkway - construct new facility	93,500,000	KER08RTP016	2035

\$1,239,386,000 Sub-total

2040 through 2049 - Major Hwy Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start Const.
Route 119	Taft	Elk Hills - County Rd to Tupman Ave - safety widening, traffic flow impvmts. (Ph. 2)	48,000,000	KER08RTP086	2046
Route 178	Metro Bkfd	Vineland to E. of Alfred Harrell Hwy - new freeway segment, interchange	119,000,000	KER08RTP025	2046
Route 178	Bakersfield	Miramonte to Rancheria - safety widening, traffic flow improvements	19,800,000	KER08RTP084	2046
US 395	Ridgecrest	Between Rt 178 and China Lake Blvd - construct passing lanes	20,000,000	KER08RTP089	2046
West Urban Corridor	Metro Bkfd	Taft Hwy to White Lane - construct new facility	90,000,000	KER08RTP097	2046

\$296,800,000 Sub-total \$2,203,286,000

Total Major Hwy Improvements

TABLE 5.1 - Constrained Capital Improvement Program (Continued)

2025 through 2049 - Local Streets and Roads

Project	Location	Scope	YOE Cost	Project ID	Start
Various Locations	Metro Bkfd	Bridge and street widening; reconstruction	\$540,000,000		
Various Locations	Metro Bkfd	Signalization	15,000,000		
Various Locations	Rosamond	Street widening; signalization	112,000,000		
Various Locations	Countywide	Transportation Control Measures	386,000,000		
Various Locations	Countywide	Bridge and street widening; reconstruction; signalization	632,000,000		

Sub-total \$1,685,000,000

2025 through 2049 - Summary of Constrained Projects

Program Category		Totals
Transit / Rail / High Speed Rail		2,072,200,000
Operational Improvements - HOV Lanes / Ramp Metering		297,000,000
Pedestrian Complete Streets and Bicycle Improvements		424,000,000
Local Streets and Rds		1,685,000,000
Major Hwy Improvements 2025-2029		\$637,100,000
Major Hwy Improvements 2030-2049*		1,751,186,000
Freight Rail		500,000,000
	Grand Total	\$6,976,486,000

2025 STATUS: 1) EXPECTED TO BE CONSTRUCTED; 2) UNDER CONSTRUCTION; OR 3) CONSTRUCTED							
STATUS	Project	Location	Scope	YOE Cost	Project ID	Start	
1	Freight Rail	Tehachapi	Double-track sections (Bakersfield to Mojave	\$111,700,000		2017	
1	Freight Rail	Shafter	Shafter Intermodal Rail Facility Phase II - Container Yard	30,000,000		2017	
3	Route 99	Metro Bkfd	Hosking Ave - construct interchange	31,000,000	KER08RTP009	2014	
3	Route 58	Metro Bkfd	Rosedale Hwy - Calloway Dr to Rt 99 - widen existing Hwy	29,000,000	KER08RTP007	2014	
2	Route 46	Lost Hills	Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4A	27,000,000	KER14RTP001	2016	
3	Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase1)	42,000,000	KER08RTP006	2016	
3	Route 178	Bakersfield	Vineland Rd to east of Miramonte Dr - widen existing Hwy	54,000,000	KER08RTP011	2014	
3	24th St Impro	ve Bakersfield	Rt 178 (24th/23rd St) (SR-99 to M Street - widen existing Hwy	55,000,000	KER08RTP014	2015	

\$379,700,000

^{*} Note: Adjustments to programming were made regarding the overlap of HOV related improvements listed separately (regionally significant Hwy improvements.



IV. H. TPPC

October 19, 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. H.

PROJECT DELIVERY POLICY LETTERS - ATP, CMAQ, RSTP

DESCRIPTION:

Per the "Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview," Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP) projects in the current fiscal year need to be submitted for funding authorization by January 31st. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

The "Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview" was last updated at the April 15, 2021 Kern COG Board meeting. The Kern COG Project Delivery Policy states that projects in the current fiscal year need to be submitted for funding authorization by January 31st. If agencies plan to submit projects for funding authorization beyond January 31st, lead agencies are asked to submit a letter with a revised submittal schedule. Enclosed is a sample project delivery letter.

On October 4, 2023, the Kern COG staff requested that the Transportation Technical Advisory Committee consider a change to the protocol for the project delivery letter.

Option 1: To ensure consistent communication between the project manager and their City Manager and/or Public Works Director, the Kern COG staff requested that the project delivery letter be signed by the City Manager and/or Public Works Director. Kern COG staff has noticed a disconnect in providing sufficient resources for the delivery of projects. This action may help advance projects toward successful delivery.

Option 2: Do nothing.

The Transportation Technical Advisory Committee recommended that the project delivery letter be signed by the City Manager or Department Head.

The Kern COG staff recommends approval.

<u>ACTION:</u> Approve that the Project Delivery Letter be signed by the City Manager or Department Head. ROLL CALL VOTE.

Attachment: Sample Project Delivery Policy Letter

[Date]

Mr. Ahron Hakimi Kern Council of Governments 1401 19th Street, Suite 300 Bakersfield, CA 93301

Re: [KER230507] Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding authorization by the end of the month of January. If an agency does not submit by January, then that agency sends a revised submittal schedule to Kern COG by January 12th. Since [Lead Agency] does not plan to submit project [KER230507] by the end of January for funding authorization, the following is provided as [Lead Agency] response:

[insert project description]

• Funding program: [insert Congestion Mitigation and Air Quality, etc.]

• Total cost of project: [insert \$]

• Federal share of project: [insert \$]

• Reason for delay: [give cause/reason for delay]

Revised submittal date: [insert date]

Should you have any questions, contact [name] at [phone] or [email].





October 19, 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. I.

FY 2023-24 KERN REGION ESTIMATED TRANSIT AND INTERCITY RAIL CAPITAL

PROGRAM (TIRCP) CALL FOR PROJECTS \$46,453,489

DESCRIPTION:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. SB 125 provided additional direction with regards to the funding appropriated in the Budget Act of 2023.

DISCUSSION:

Kern COG staff received an apportionment estimate from Caltrans staff for the Kern Region for the Transit and Intercity Rail Capital Program (TIRCP). Caltrans will administer the TIRCP funding program in two accounts: 99313 (Kern COG Regional) and 99314 (Agency only) similar to the Proposition 1B program. The guidelines for this program's spending will be published on September 30, 2023.

TIRCP Ojectives

The TIRCP was created to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail service, as well as vanpool and microtransit services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems (collectively referred to as transit services or systems inclusive of aforementioned modes unless otherwise specified) to achieve all of the following policy obejctives, as codified in Section 75220(a) of the PRC:he rail service of the state's various rail operations, including integration with the high-speed rail system.

- 1. Reduce emissions of greenhouse gases
- 2. Expand and improve transit service to increase ridership
- 3. Integrate the rail service of the state's various rail operations, including integration with the high-speed rail system
- 4. Improve transit safety

Further, as outlined in SB 125, which amended the Budget Act of 2023, it is the intent of the Legislator to:

- 1. Provide one-time multiyear bridge funding for transit opertors to address operational costs until long-term transit sustainability solutions are defined.he availability of transit for riders who are transit dependent.
- 2. Assist transit operators in preventing service cuts and increasing ridership.
- 3. Prioritize the availability of transit for riders who are transit dependent.
- 4. Prioritize transit agencies representing a signicant percentage of the region's ridership.

To that end, SB 125 specifies that the monies appropriated in the Budget Act of 2023 may be used either for high-priority transit capital projects or, subject to compliance with requirements described in Section 6 of the guidelines, to use those moneys to fund transit operating expenses within its jurisdiction in response to transit hardships (addressing the transit operational deficits due to ridership loss impacts lingering from the pandemic).

TIRCP Eligibility

Eligiblity for TIRCP tracks with the existing competitive program: rail capital projects (including acquisiton of rail cars and locomotives, that expand, enhance, and improve existing systems connectivity): intercity, commuter, and urban rail that increases service levels, improve reliability or decrease travel times; rail, bus, and ferry integration; and bus rapid transit and other bus and ferry investments that increase ridership and reduce GHG emission.

TIRCP Draft FY 2023-24 Regional Apportionmnet Schedule

	Population	Apportionment	99313	99314	Total
		%			Apportionment
Arvin	22,014	2.4110%	\$1,051,470	\$68,541	\$1,120,011
California	14,120	1.5465%	\$674,423	\$43,963	\$718,386
City					
Delano	51,070	5.5933%	\$2,439,292	\$159,007	\$2,598,299
GET	552,749	60.5387%	\$26,401,334	\$1,720,994	\$28,122,328
Mcfarland	14,044	1.5381%	\$670,793	\$43,727	\$714,520
Ridgecrest	29,591	3.2409%	\$1,413,375	\$92,133	\$1,505,508
Shafter	20,448	2.2395%	\$976,672	\$63,665	\$1,040,337
Taft	7,142	.7822%	\$341,128	\$22,237	\$363,365
Tehachapi	12,008	1.3152%	\$573,546	\$37,388	\$610,934
Wasco	26,815	2.9369%	\$1,280,783	\$83,489	\$1,364,272
Kern Transit	163,050	17.8577%	\$7,787,870	\$507,659	\$8,295,529
TIRCP Total			\$43,610,686	\$2,842,803	\$46,453,489

Three Steps for RTPAs to Access Funds in FY 2023-24

Prior to December 31, 2023, the RTPA must: 1. Submit compiled transit operator data; then 2. Determine whether funds will be applied to transit operators either in FY 2023-24 or prior to the end of FY 2026-27. (If no funds will be applied to operations, then no further steps are necessary); If funds will be applied, then 3. The RTPA must submit a regional short-term financial plan. Agencies that do not submit complete information will have until April 30 to remedy their filings.

Two Steps for RTPAs to Accessing Funds in FY 2023-24

Each RTPA must submit compiled operator data and a regional short-term financial plan (regardless of whether any funds will be used to support transit operation prior to the end of FY 2026-27).

Submitting Compiled Transit Operator Data

The submission of data must be consistent with adopted guidelines, but at minimum must include: operator fleet and asset management plans; revenue collection methods and annual collection costs by operator; the existing service plan and planned changes; expenditures on security and safety measures;

opportunities for restructuring, eliminating redundancies, and improving coordination amongst transit operators (including consolidation of agencies or reevaluation of network management and governance structure); and schedule data in General Transit Feed Specification (GTFS) format.

Contents of a Regional Short-Term Financial Plan

The plan shall: demonstrate how the region will address any operational deficit using all available funds through FY 2025-26; justify how the region's funding is proposed to be allocated to capital and operational expenses; justify and breakdown how the funding distributed between transit operators and among projects is consistent with program guidelines; demonstrate how the plan mitigates service cuts, fare increases, or layoffs to achieve short-term financial stability; summarize how the plan supports redership improvement strategies.

Kern COG Apportionment Timeline

It is Kern COG staff's plan to put forth a SB 125 Transit Call for Projects at the November 1, 2023 Transportation Technical Advisory Committee meeting and adopt a regionwide SB 125 Transit Program of Projects at the November 16, 2023 Transportation Planning Policy Committee meeting.

Transit Data Posted

RTPAs must post on its website a summary of monthly ridership data, consistent with the data submitted to the National Transit database, from all its transit operators during the period of time for which it receives those moneys. Should you have any questions or require additional information, please contact Bob Snoddy, Regional Planner at (661) 635-2916 or E-mail at bsnoddy@kerncog.org.

CalSTA TIRCP Informational PowerPoint - August 28, 2023

For additional information, here is the link to the CalSTA TIRCP PowerPoint: https://calsta.ca.gov/-/media/calsta-media/documents/sb125-informal-draft-guidelines-explanatory-webinar-presentation-a11y.pdf

ACTION: Information.



IV. J. TPPC

October 19, 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. J.

FY 2023-24 KERN REGION ESTIMATED ZERO EMISSION TRANSIT CAPITAL

PROGRAM (ZETCP) \$5,057,036

DESCRIPTION:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Also included is a new Zero Emission Transit capital Program (ZETCP).

DISCUSSION:

Kern COG staff received an apportionment estimate from Caltrans staff for the Kern Region for the Transit and Intercity Rail Capital Program (TIRCP) and the Zero Emission Transit Capital Program (ZETCP). Caltrans will administer the TIRCP and ZETCP funding programs in two accounts: 99313 (Kern COG Regional) and 99314 (Agency only) similar to the Proposition 1B program. **The guidelines for this program's spending will be published on September 30, 2023.**

ZETCP Eligibility

Funds may be allocated for funding zero-emission transit equipment, including, but not limited to, zero-emission vehicles and refueling infrastructure; and funding transit operation expenditures that prevent service reduction or elimination in order to maintain or increase transit ridership (if consistent with an approved regional short-term or long-term financial plan.

ZETCP Use

Projects may include new approaches to attracting increased ridership such as smart mobile ticketing, contractless payment, or other software and hardware solutions to reduce ticketing transaction costs, or a test of a concept related to integrated ticketing, as well as intercity rail/transit effectiveness or operational planning as a component of the capital investments in improved, expanded and or restructure service designed to cost-effectively increase ridership.

Pursuant to SB 125, clean fleet, facility and network improvement projects that support agencies replacing aging vehicle fleets with Zero Emission Vehicles (ZEVs), and associated fueling or charging infrastructure or facility modifications, are also eligible under the Zero-Emission Transit Capital Program.

ZETCP Draft FY 2023-24 Regional Apportionmnet Schedule

	Population	Apportionment	99313	99314	Total
	-	%			Apportionment
Arvin	22,014	2.4110%	\$114,466	\$7,461	\$121,927
California City	14,120	1.5465%	\$73,419	\$4,785	\$78,204
Delano	51,070	5.5933%	\$265,547	\$17,309	\$282,856
GET	552,749	60.5387%	\$2,874,111	\$187,358	\$3,061,469
Mcfarland	14,044	1.5381%	\$73,024	\$4,759	\$77,783
Ridgecrest	29,591	3.2409%	\$153,863	\$10,029	\$163,892
Shafter	20,448	2.2395%	\$106,323	\$6,930	\$113,253
Taft	7,142	.7822%	\$37,137	\$2,420	\$39,557
Tehachapi	12,008	1.3152%	\$62,439	\$4,070	\$66,509
Wasco	26,815	2.9369%	\$139,429	\$9,089	\$148,518
Kern Transit	163,050	17.8577%	\$847,805	\$55,263	\$903,068
99313	\$4,747,563				
99314	\$309,473				
Kern Region total	\$5,057,036		\$4,747,563	\$309,473	\$5,057,036

Three Steps for RTPAs to Access Funds in FY 2023-24

Prior to December 31, 2023, the RTPA must: 1. Submit compiled transit operator data; then 2. Determine whether funds will be applied to transit operators either in FY 2023-24 or prior to the end of FY 2026-27. (If no funds will be applied to operations, then no further steps are necessary); If funds will be applied, then 3. The RTPA must submit a regional short-term financial plan. Agencies that do not submit complete information will have until April 30 to remedy their fillings.

Two steps for RTPAs to Accessing Funds in FY 2023-24

Each RTPA must submit compiled operator data and a regional short-term financial plan (regardless of whether any funds will be used to support transit operation prior to the end of FY 2026-27).

Submitting Compiled Transit Operator Data

The submission of data must be consistent with adopted guidelines, but at minimum must include: operator fleet and asset management plans; revenue collection methods and annual collection costs by operator; the existing service plan and planned changes; expenditures on security and safety measures; opportunities for restructuring, eliminating redundancies, and improving coordination amongst transit operators (including consolidation of agencies or reevaluation of network management and governance structure); and schedule data in general Transit Feed Specification (GTFS) format.

Contents of a Regional Short-Term Financial Plan

The plan shall: demonstrate how the region will address any operational deficit using all available funds through FY 2025-26; justify how the region's funding is proposed to be allocated to capital and operational expenses; justify and breakdown how the funding distributed between transit operators and among projects is consistent with program guidelines; demonstrate how the plan mitigates service cuts, fare increases, or layoffs to achieve short-term financial stability; summarize how the plan supports redership improvement strategies.

Kern COG Apportionment Timeline

It is Kern COG staff's plan to put forth a SB 125 Transit Call for Projects at the November 1, 2023 Transportation Technical Advisory Committee meeting and adopt a regionwide SB 125 Transit Program of Projects at the November 16, 2023 Transportation Planning Policy Committee meeting.

Transit Data Posted

RTPAs must post on its website a summary of monthly ridership data, consistent with the data submitted to the National Transit database, from all its transit operators during the period of time for which it receives those moneys.

Should you have any questions or require additional information, please contact Bob Snoddy, Regional Planner at **(661) 635-2916** or E-mail at bsnoddy@kerncog.org.

ACTION: Information.





October 19, 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. K.

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 (CTC) 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 the 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 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.

2024	Regional Ti	ransportation Improvement Program Schedule
January 2023	CTC	Adopt 2024 STIP Fund Estimate Schedule Done
March 22-23, 2023	CTC	Present Fund Estimate Assumptions to Commissioners Done
April 26, 2023	KCOG	Regional Workshop Done
May 17-18, 2023	CTC	Adopt Fund Estimate Assumptions Done
June 21, 2023	KCOG	Regional Workshop Done
June 28-29, 2023	CTC	Present Draft Fund Estimate Done
August 16-17, 2023	CTC	Adopt Statewide Fund Estimate and Guidelines Done
August 23, 2023	KCOG	Regional Workshop Done
September 6, 2023	KCOG	Circulate Adm. Draft 2024 RTIP (TTAC) Done
September 13, 2023	KCOG	Regional Workshop - Repeat of August 23rd Workshop Done
October 4, 2023	KCOG	Circulate Draft 2024 RTIP (TTAC) Done
November 16, 2023	KCOG	Regional Adoption of 2024 RTIP CIP (TPPC)
December 15, 2023	KCOG	Submittal deadline of 2024 RTIP to the CTC
January/February, 2024	CTC	Conduct Southern/Northern California Public Hearing
March 1, 2024	CTC	CTC will circulate staff recommendation for 2024 STIP
March 21-22, 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.

This month – Staff is circulating the 2024 RTIP Draft as presented at the previous two workshops, with no changes (see Attachment F). In November, staff will be requesting a recommendation for approval.

September Information Item – The CTC provided the 2023 Summary of STIP County Shares (Orange Book). Attachment A of this report includes the 2023 Orange Book page for the Kern Region. The adopted CTC 2024 STIP Fund Estimate is included in Attachment E. The Fund Estimate includes County Shares for regional agencies to use in proposing new programming in the 2024 RTIP. The County Share for the Kern region is \$13,505,000. The maximum County Share amount of \$46,349,000 is based on a 5-year estimate but would require other regions to program less as well as be considered an advance from a future RTIP cycle. Staff circulated the 2024 RTIP Administrative Draft as presented at the August 23, 2023 RTIP Workshop (see Attachment F). The September 13, 2023 RTIP Workshop was a repeat of the August 23rd RTIP Workshop. Attachment G includes the Summary of Memorandum of Understanding Projects as discussed at the previous two RTIP Workshops. Inyo County noted an imbalance of payments as outlined in the Eastern California partnership. Inyo County provided more than their share as shown in Attachment G. Inyo County is requesting \$3.4 million of the Kern County Share in the 2024 RTIP cycle for the Lone Pine Town Rehabilitation project.

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.

NEW - SR 46	New project added to the 2022 STIP. This project was approved at the June 28-29, 2023
Antelope Grade	CTC meeting, as a STIP amendment and will fund the preliminary engineering and
Truck Climbing	construction phase. Caltrans District 5 is the lead for this work and will provide Minor funds to
Lane Extension	complete the construction phase.

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 2023 Orange Book page for the Kern Region.

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 2023 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

Attachment D: KCOG RIP 60/40 Status

Attachment E: Final 2024 STIP Fund Estimate

Attachment F: 2024 RTIP Capital Improvement Program – Draft Attachment G: Summary of Memorandum of Understanding Project

Attachment A: CTC 2023 Summary of STIP County Shares (Orange Book)

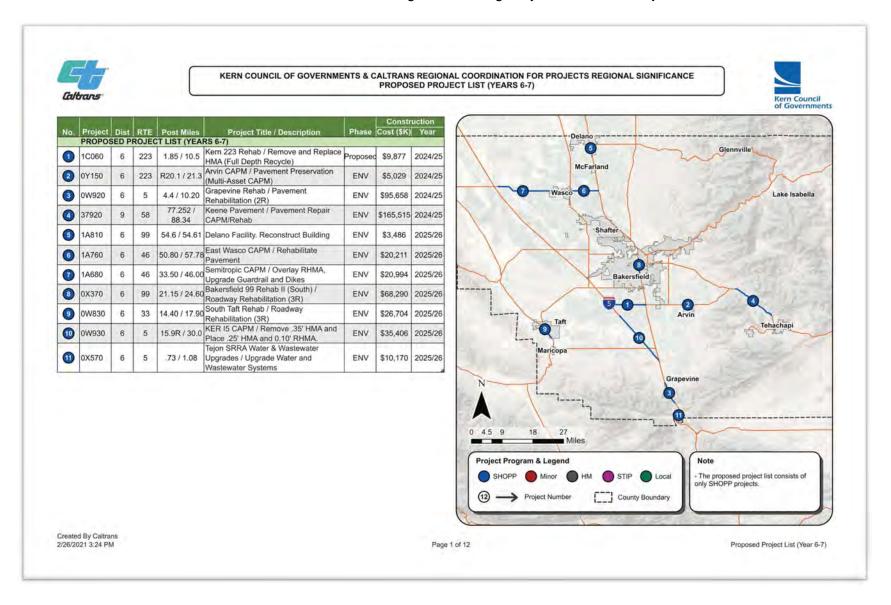
2023 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Shares (See Separate Listing)

	(\$1,000's)
Total County Share, June 30, 2022 (from 2022 Report)	63,002
Less 2021-22 Allocations and closed projects	(19,263)
Less Projects Lapsed, July 1, 2022-June 30, 2023	0
Total County Share, June 30, 2023	<i>1</i> 3 730

						K	ern												
									Projec	t Totals I	y Fisca	l Year			Projec	t Totals I	y Comp	onent	
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	22-23	23-24	24-25	25-26	26-27	R/W		E&P		R/W Sup	Con Sup
Highway Proj	ects:																		
Bakersfield	loc	3525	Hageman Rd Ext fr Knudsen Dr across Rt 99 to Rt 204 (22S-06)			delete	0	0	0	0	0	0	0	0	0	0	0	0	0
Kern COG		6L03	Planning, programming, and monitoring			Aug-22	300	0	300	0	0	0	0	0	300	0	0	0	0
Caltrans	46	3386E	Widen 4 Ins, Browns Material Rd-CA Aquaduct, Seg 4C			Dec-22	13,995	5,450	8,545	0	0	0	0	2,750	4,445	0	2,100	600	4,100
Caltrans	14	8042B	Freeman Gulch widening-Segment 2 (RIP 40%)				1,960	1,960	0	0	0	0	0	0	0	0	1,960	0	0
Bakersfield	58	8029	Centennial Corridor EB 58 to NB 99 Loop Connector (22S-06)				24,093	0	0	0	0	24,093	0	0	24,093	0	0	0	0
Kern COG		6L03	Planning, programming, and monitoring				1,891	0	0	300	591	500	500	0	1,891	0	0	0	0
			Subtotal, Highway Projects				42,239	7,410	8,845	300	591	24,593	500	2,750	30,729	0	4,060	600	4,100
	Total	Progra	mmed or Voted since July 1, 2022				42,239												
COVID Projec	ts																		
Caltrans	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	0
Caltrans	46		Antelope Grade truck Climbing Lane Extension (22S-14)	SOF			1,456	0	0	1,456	0	0	0	0	1,056		200	0	0
	Total	Progra	mmed or Voted since July 1, 2022				3,728	2,272	0	1,456	0	0	0	0	1,056	2,472	200	0	0

Balance of STIP County Share, Kern	
Total County Share, June 30, 2023	43,739
Total Programmed or Voted Since July 1, 2022	42,239
Unprogrammed Share Balance	1,500
Share Balance Advanced or Overdrawn	0
COVID Programming	
Target	6,414
Total Programmed or Voted Since July 1, 2022	3,728
All Lapsed Projects	0
Less All Allocations	2,686
Unprogrammed Share Balance	0
Rescinded Shares as of June 30, 2023	0
Share Balance	0

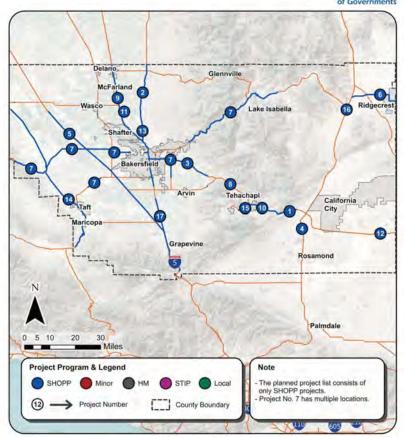




KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE PLANNED PROJECT LIST (YEARS 8-10)



							Constr	uction
No	Project			Post Miles	Project Title / Description	Phase	Cost (\$K)	Year
	PLANNE	D PRO	JECT	LIST (YEARS				
1	38310	9	58	R99.8 / R107.7	Cache Creek Pavement / Restore Pavement and Drainage	Future	\$39,623	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 Wim 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
•	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
1	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	САРМ	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 begining 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
1	19556	6	99	0.00 / 10.50	CAPM SB only	Future	\$13,724	2028/29



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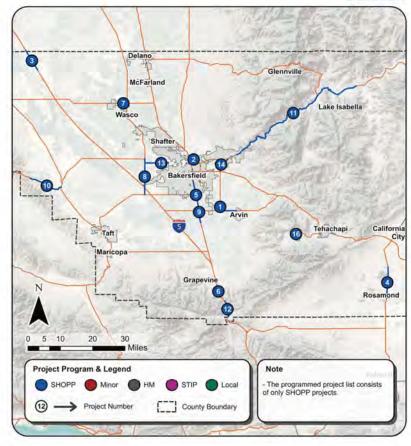
Planned Project List (Year 8-10)



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



							Constr	uction
No.				Post Miles	Project Title / Description	Phase	Cost (\$K)	Year
	PROGRA	AMME	D PRO	JECT LIST	(YEARS 1-5)			
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	Grapevine 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
B	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
1	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
1	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
1 6	36750	9	202	0.25 / 0.25	Tehachapi Maintenance Station Relocation / Construct New Maintenance Station	DES / ROW	\$16,783	2021/22



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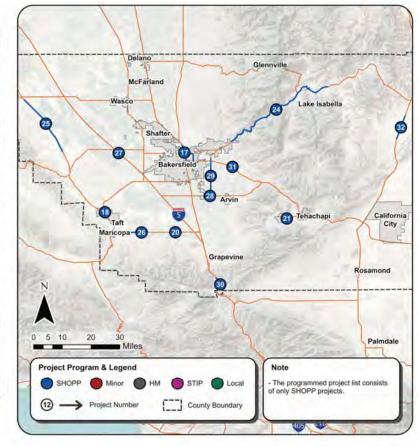
Programmed Project List (Year 1-5) - Part I



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



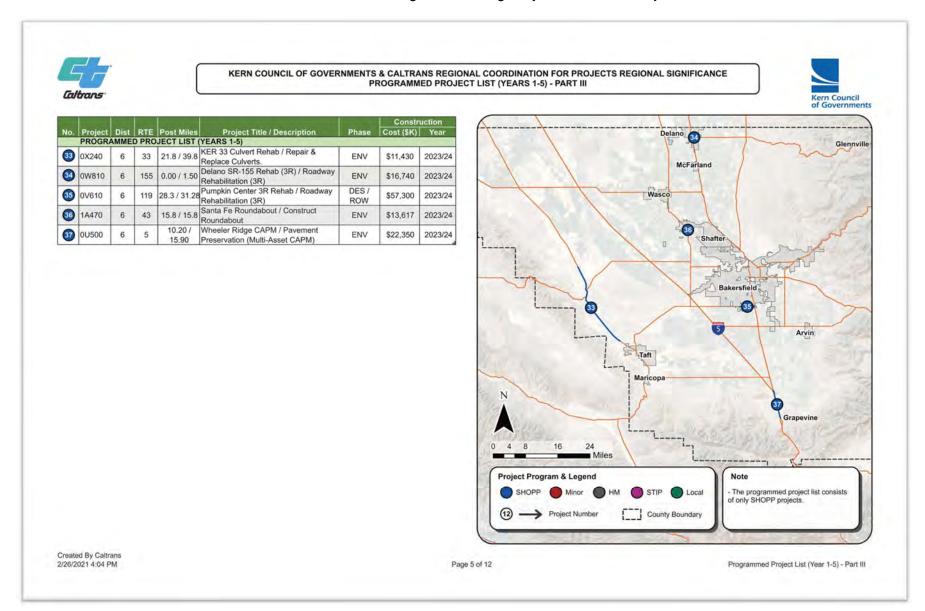
	10					400	Construction		
No.				Post Miles	Project Title / Description	Phase	Cost (\$K)	Year	
	PROGRA	AMME	D PRO	JECT LIST	(YEARS 1-5)				
1	0Q281	6	99	23.6 / R28.4	Bakersfield 99 Rehab Replacement Planting / Replacement Planting	ENV	\$10,340	2021/22	
18	0X760	6	119	0.14 / 0.54	Taft Left Turn Channelization / Left-Turn Channelization	ENV	\$5,221	2021/22	
19	0Т000	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/Selsmic Retrofit	ENV	\$44,045	2021/2	
2	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	2021/2	
24	0X080	6	178	8.0 / 50.0	Kern Canyon Culvert Rehab / Repair and Replace Culverts	DES / ROW	\$13,000	2021/2	
25	0Y130	6	33	40.40 / 59.00	Blackwell's Corner CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$22,570	2022/2	
26	0X380	6	166	0.00 / 9.00	Maricopa Highway CAPM / Pavement Preservation (Multi-Asset CAPM)	ENV	\$14,540	2022/2:	
27	1A690	6	5	47.55 / 52.15	Buttonwillow Median Barrier / Construct Median Barrier	ENV	\$5,720	2022/2	
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 Rehablilitation (2R)	ENV	\$31,350	2022/23	
31	0X160	6	58	64.40 / 67.30	Edison 2R Rehab / Pavement Rehabilitation (2R)	ENV	\$14,270	2022/2	
32	37890	9	14	46.2 / 52.8	Freeman 3 CAPM / Pavement Repair (CAPM)	ENV	\$8,707	2022/2	



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Programmed Project List (Year 1-5) - Part II

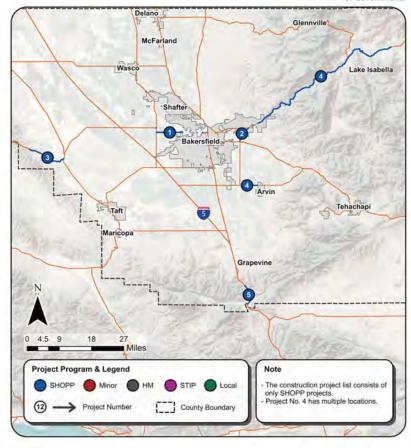




KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE CONSTRUCTION READY PROJECT LIST



							Constr	uction
No. Project		Dist	RTE	Post Miles	Project Title / Description	Phase	Cost (\$K)	Year
	CONSTR	UCTIC	N REA	DY PROJECT	LIST (READY TO LIST ACHIE	EVED)		
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
6	1A600	6	5	R0.0 / 5.0	Kern 5 Emergency Pavement Repairs / Repair Damaged Pavement	CON	\$1,638	2020/21



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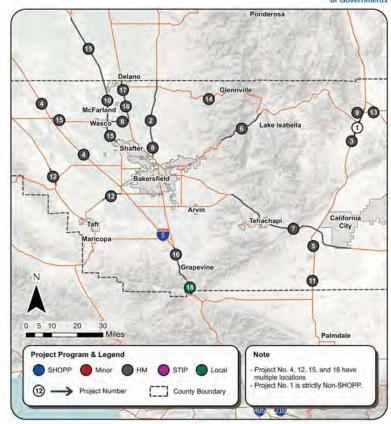
Construction Ready Project List



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



					The second second second second		Constr	uction
No.	Project			Post Miles	Project Title / Description	Phase	Cost (\$K)	Year
	NON-SH	OPP P	ROJE	CT LIST				
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
0	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
6	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
0	38580	9	58	77.252 / R125.3	Pavement Preservation / Digouts	CON	\$1,100	2020/21
8	1A950	6	46	51.2 / 57.785	ravement Preservation / Remove nd Replace RHMA Type G		\$4,300	2020/21
9	38800	9	14	58.3 / 62.2	Slopes/Vegetation / Slope Repair	CON	\$40	2020/21
0	1A890	6	43	25.2 / 38.807	Pavement Preservation / RHMA Type G with Digouts	CON	\$5,425	2020/21
0	38660	9	14	R3.0 / R3.0	Landscaping / Irrigation Repair	CON	\$32	2020/21
Ø	1B000	6	33	34.2 / 40.0	Pavement Preservation / PME Medium Chip Seal	CON	\$2,425	2020/21
ß	38130	9	178	91.88 / 91.88	Maintenance Facilities / Pave portion of yard	CON	\$215	2020/21
0	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
•	1A900	6	5	4.4 / R15.8R	Rigid Roadbeds / PCC Slab Replacement	CON	\$2,950	2020/21
•	1C002	6	99	54.5 / 54.5	Maintanance Excilities / Slumy Seel		\$224	2020/21
13	0Y550	6	5	0.8/2	Lebec Mountain Village Roundabout / Construct Roundabout at Ramp Intersections	ENV	\$402	2023/24



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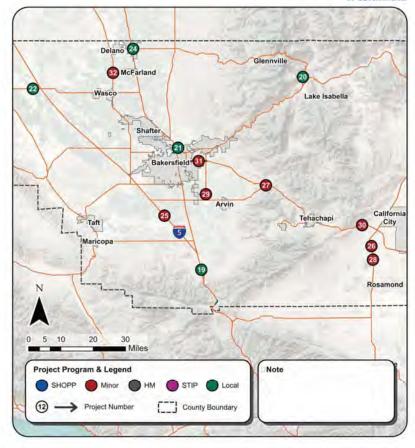
Non-SHOPP Program Project List - Part I



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



					And the second s		Constr	uction
No.	Project			Post Miles	Project Title / Description	Phase	Cost (\$K)	Year
	NON-SH	OPP P	ROJE	CT 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	0Т030	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
12	0N590	6	43	30.4 / 30.4	Safety - Collision Reduction / In Kern County, at Sherwood Avenue, Extend culvert.	DES	\$250	2021/22



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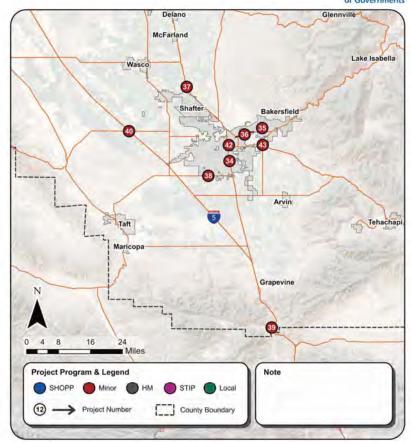
Non-SHOPP Program Project List - Part II



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



							Constr	uction
No.	Project			Post Miles	Project Title / Description	Phase	Cost (\$K)	Year
	NON-SH	OPP P	ROJE	CT LIST				
33	0S790	6	178	R4.5 / R4.5	Pavement / In Kern County, in Bakersfield at the Mount Vernon Avenue westbound onramp. Remove and replace pavement.	DES	\$384	2021/22
34	1A150	6	99	20.6 / 20.6	Major Damage - Protective Betterments / In Kern County, in Bakersfield at Pacheco Road. Upgrade fence.	DES	\$163	2021/22
35	1A130	6	178	R4.6 / R5.2	Major Damage - Protective Betterments / In Kern County, in the city of Bakersfield at various locations. Construct fence.	DES	\$195	2021/22
36	0Y950	6	178	R1.89 / R5.78	Pavement / In Kern County, in Bakersfield on Route 178 at various ramps/locations. Remove and replace pavement.	DES	\$415	2021/22
37	0V130	6	99	R39.1 / R39.1	Pavement / In Kern County, near Bakersfield on Route 99 at Merced Avenue offramp. Remove asphalt pavement and replace with concrete pavement.	DES	\$600	2021/22
38	0X920	6	119	26.1 / 26.4	Safety Improvements / In Kern County, at Old River Road. Install safety lighting.	DES	\$205	2021/22
39	1B160	6	5	R0.0 / R0.0	Mobility - Operational Improvements / In Fresno, Kern, Kings, Madera and Tulare counties on various routes at various locations. Repair and replace detection loops	DES	\$325	2021/22
40	1C240	6	58	31.44 / 31.75	Pavement / In Kern County from 0.01 miles west of Route 5 SB offramp to Tracy Avenue (East). Remove and replace pavement and loops.	CON	\$385	2020/21
41	1A420	6	178	R4.6 / R4.6	Major Damage - Protective Betterments /	CON	\$134	2020/21
42	0X540	6	178	R2.26 / R2.26	Safety Improvements / In Kings County, at Pickerell Avenue. Install flashing beacon.	DES	\$205	2020/21
4 3	1A860	6	184	8.35 / 8.35	Pavement / In Kern County, near Bakersfield at Edison Road. Remove and replace pavement.	DES	\$410	2020/21



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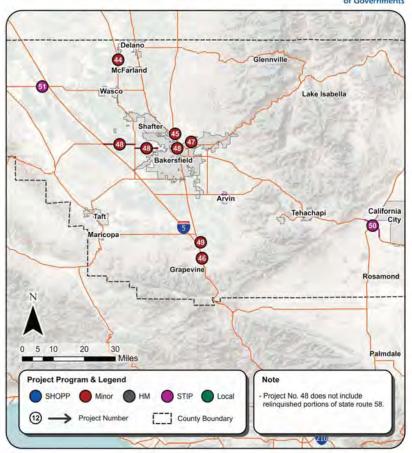
Non-SHOPP Program Project List - Part III



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



							Constr	uction
No.				Post Miles	Project Title / Description	Phase	Cost (\$K)	Year
	NON-SH	OPP P	ROJE	CTLIST				
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
①	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
<u>50</u>	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
61	24340	6	58	173.3/189.9	Mojave Bypass Closeout / Bypass	Closeout	\$87,010	Future



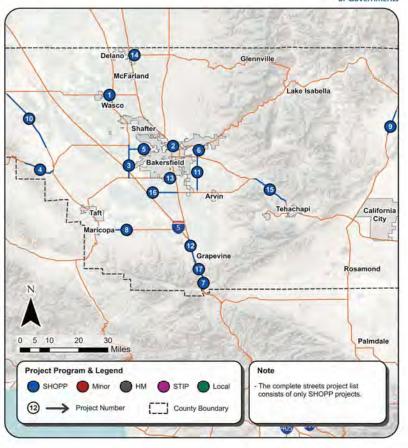
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KERN COUNCIL OF GOVERNMENTS & CALTRANS REGIONAL COORDINATION FOR PROJECTS REGIONAL SIGNIFICANCE COMPLETE STREETS PROJECT LIST - PART I



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



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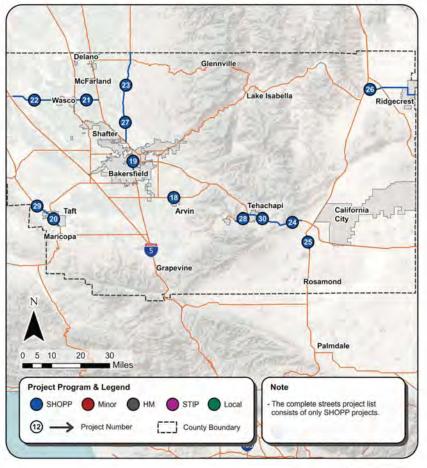
Complete Streets Project List - Part I



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



							Constru	uction
No.	Project			Post Miles	Project Title / Description	Phase	Cost (\$K)	Year
	COMPLE	TE ST	REET	S PROJECT	LIST			
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) South Taft Rehab / Roadway Rehabilitation (3R) ENV		\$68,290	2025/26
20	0W830	6	33	14.40 / 17.90	Rehabilitation (3R)		\$26,704	2025/26
21	1A760	6	46	50.80 / 57.78	0.80 / East Wasco CAPM / Rehabilitate 57.78 Pavement		\$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/Inyokern 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 begining 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



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Complete Streets Project List - Part II



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 19th Street, Suite 300, Bakersfield, California 93301 (661) 861-2191 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

Attachment D: KCOG RIP 60/40 Status

DRAFT Regional Improvement Program 60/40 Formula Apportionment

(Programming After 2022 RTIP)

Project Description	Balance	Non - 60/40	Metro	%	Non-Metro	%
1998 RTIP Augmentation	\$6,177,000		\$3,706,200	60%	\$2,470,800	40%
Cecil Ave; Albany St-Browning Rd	\$5,646,000				\$531,000	
7th Standard; Rte 99-Santa Fe Exp.	\$5,070,000				\$576,000	- 1
Wheeler Ridge Rd;Le Gray Rd-Rte 223	\$3,970,000				\$1,100,000	- 1
Rte 14; old Rte 58-Phillips Rd	\$3,550,000				\$420,000	- 1
Rte 46; SLO Co. line-Keck's Corner *a	\$3,185,000				\$365,000	- 1
Rte 46; Wasco Rte 43 NJumper Ave	\$2,185,000				\$1,000,000	- 1
Rte 58; in Tehachapi at Dennison Rd	\$1,685,000				\$500,000	- 1
Rte 119; in Taft, Cherry-Tupman	\$868,000				\$817,000	- 1
Rte 184; Rte 223-Panama Lane	\$254,000				\$614,000	- 1
Rte 395; Inyo CoOlancha/Cartago	\$139,000				\$115,000	
1998 Balance	\$139,000* ⁵		\$0	0%	\$6,038,000	98%

2000 RTIP Committed Programming*c	\$7,426,000	\$4,455,600	60%	\$2,970,400	40%
Rte 14; old Rte 58-Phillips Rd	\$2,000,000			\$5,426,000	\neg
Rte 46; SLO Co. line-Keck's Corner *a	\$1,000,000			\$1,000,000	I
Rte 46; Keck's Road to I-5 *8	\$0			\$1,000,000	
2000 Balance		\$0	0%	\$7,426,000	100%

2002 RTIP Committed Programming*c	\$37,008,000		\$8,766,000	60%	\$5,844,000	40%
STIP PPM	\$36,510,000	\$498,000				
Westside Parkway* ^d	\$14,610,000	\$21,900,000				
Rte 14; near Rte 178	\$13,086,000				\$1,524,000	
Rte 46; Keck's Road to I-5* ^a	\$8,631,000				\$4,455,000	
Rte 46; Rte43 NJumper Ave	\$8,221,000				\$410,000	
Rte 58; in Tehachapi at Dennison Rd	\$7,186,000				\$1,035,000	
Rte 99; White Lane Soundwall	\$6,436,000		\$750,000			
Rte 119; in Taft, Cherry-Tupman	\$5,436,000				\$1,000,000	
Rte 184; Weedpatch Hwy	\$4,096,000				\$1,340,000	
Rte 395; China Lake Blvd to Rte178	\$3,296,000				\$800,000	
Rte 395; Mono Co Highpoint Curve	\$3,165,000				\$131,000	
Rte 395; I-15 to Rte 58	\$1,165,000				\$2,000,000	
West Ridgecrest Blvd	\$165,000				\$1,000,000	
7th Standard Road (East) - Wings Way	\$0		\$165,000			
2002 Balance			\$915.000	6%	\$13,695,000	94%

2004 RTIP Committed Programming*c	\$72,132,000		\$24,643,800	60%	\$16,429,200	40%
STIP PPM	\$71,773,000	\$359,000	Ψ2-1,0-10,000	00 70	\$10,420,200	70 70
Westside Parkway* ^d	\$41,073,000	\$30,700,000				
Rte 14; old Rte 58-Phillips Rd	\$22,960,000				\$18,113,000	
Rte 46; SLO Co. line-Keck's Corner *a	\$22,160,000				\$800,000	
Rte 46; Rte43 NJumper Ave	\$21,500,000				\$660,000	
Rte 119, in Taft, Cherry-Tupman	\$21,000,000				\$500,000	
Rte 178; at Fairfax Rd	\$6,000,000		\$15,000,000			
7th Standard Road Interchange	\$3,500,000		\$2,500,000			
7th Standard Road (East) - Wings Way	\$1,000,000		\$2,500,000			
7th Standard Road (West) - Shafter	\$0				\$1,000,000	
2004 Balance			\$20,000,000	49%	\$21,073,000	51%

Attachment D: KCOG RIP 60/40 Status

DRAFT Regional Improvement Program 60/40 Formula Apportionment (Programming After 2022 RTIP) Non- 60/40 Project Description Balance Metro % Non-Metro 2006 RTIP - Respreading Budget* \$13,014,000 \$7,733,400 60% \$5,155,600 40% \$125,000 \$12.889.000 \$11,720,000 Rte 58: in Tehachapi at Dennison Rd \$1,169,000 Rte 395; China Lake Blvd to Rte178 \$440,000 \$11,280,000 \$11,200,000 Rte 395; Inyo Co.-Indep. Mitigation \$80,000 7th Standard Road (West) - Shafter \$11,200,000 \$0 2006 Balance 0% \$12,889,000 100% 2006 RTIP Augmentation \$20,592,000 \$1,843,200 60% \$1,228,800 40% STIP PPM \$820,000 \$19,772,000 Westside Parkway*^d \$3,072,000 \$16,700,000 Rte 46; Keck's Road to Rte 33*a \$2,622,000 \$450,000 Rte 395; Inyo Co.-Independence \$687,000 \$1,935,000 Rte 395; Inyo Co.-Olancha/Cartago \$0 \$687,000 \$3,072,000 100% 2006 Augmentation Balance \$0 0% 2008 RTIP Committed Programming \$61,756,800 60% \$41,171,200 40% \$164,761,000 \$161,598,000 \$3,163,000 Westside Parkway*^d \$28,398,000 \$58,670,000 \$74,530,000 Rte 46; SLO Co. line-Keck's Corner *8 \$27,098,000 \$1,300,000 Rte 46; Keck's Road to Rte 33*5 \$0 \$27,098,000 2008 Balance \$74,530,000 \$28,398,000 72% 2010 RTIP Committed Programming \$31,620,000 60% \$21,080,000 \$54,477,000 40% \$52,700,000 \$1,777,000 Westside Parkway \$2,700,000 \$50,000,000 SR 99: South \$2,700,000 2010 Balance \$52,700,000 100% \$0 2012 RTIP Committed Programming \$16,318,000 \$9,232,800 60% \$6,155,200 40% \$15,388,000 \$930,000 Rte 14; near Rte 178 \$9,868,000 \$5,520,000 Rte 395; Inyo Co. Olancha/Cartago \$7,700,000 \$2,168,000 West Ridgecrest Blvd \$1,500,000 \$6,200,000 Challenger Drive Ext. \$0 \$1.500.000 2012 Balance \$0 0% \$15,388,000 100% \$5,803,000 2014 RTIP Committed Programming \$3,123,000 \$2,082,000 40% 60% \$598,000 \$5,205,000 Rte 119; Truck Climbing Lane \$5,205,000 \$0 \$5,205,000 100% 2014 Balance 90 0% 2016 RTIP Respreading Budget*c \$38,398,000 \$22,560,600 60% \$15,040,400 40% \$37,601,000 \$797,000 Rte 46; Lost Hill Rd to E of I-5; 4A* \$33.501.000 \$4,100,000 Rte 58; Westside Parkway Connector \$500,000 \$33,001,000 Rte 395; Inyo Co. Olancha/Cartago Arch. \$0 \$500,000

2016 Balance

\$33,001,000 87%

\$4,600,000

Attachment D: KCOG RIP 60/40 Status

DRAFT Regional Improvement Program 60/40 Formula Apportionment

(Programming After 2022 RTIP)

Project Description	Balance	Non- 60/40	Metro	%	Non-Metro	%
2018 RTIP Committed Programming	\$38,820,000		\$22,842,000	60%	\$15,228,000	40%
STIP PPM	\$38,070,000	\$750,000				
Rte 14 Freeman Gulch-Segment 2	\$36,110,000				\$1,960,000	- 1
Rte 46; Brown Mate/o Lost Hills Rd; 4B*8	\$33,710,000				\$2,400,000	- 1
Rte 58; WS Pkwy Conn Mainline Ph1	\$3,500,000		\$30,210,000			- 1
Rte 132 Expressway, Phase 1	\$0				\$3,500,000	
2018 Balance			\$30,210,000	79%	\$7,860,000	21%

2020 RTIP Cycle Committed Programming	\$19,095,000		\$11,007,000	60%	\$7,338,000	40%
STIP PPM	\$18,345,000	\$750,000				
Rte 46; CA Aque. Br-e/o Lost Hills Rd; 4B*a	\$14,745,000				\$3,600,000	- 1
Rte 46; Brown MatCA Aqueduct; 4C	\$9,295,000				\$5,450,000	- 1
Rte 395; Inyo Co. Olancha/Cartago	\$0				\$9,295,000	
2020 Balance			\$0	0%	\$18,345,000	100%

2022 RTIP Cycle	\$38,053,000		\$22,057,200	60%	\$14,704,800	40%
STIP PPM	\$36,762,000	\$1,291,000				
Rte 46; Lost Hill Rd to E of I-5; 4A* ^a	\$32,638,000				\$4,124,000	
Rte 46; Brown MatCA Aqueduct; 4C	\$24,093,000				\$8,545,000	
Rte 58/99 Centennial Loop Connector	\$0		\$24,093,000			
2022 Balance			\$24,093,000	66%	\$12,669,000	34%
End Balance* [®]			\$235,449,000	60%	\$156,658,000	40%
			\$235,264,200	60%	\$156,842,800	40%

Notes:

^{*8} As per \$45 million total commitment.

^{*} Carryover included in the next RTIP fund estimate because no project was ready to utilize for any phase of development.

^{*°} The 2006 RTIP and 2016 RTIP do not offer any new programming dollars instead existing unallocated programming from previous RTIP cycles has been respread.

^{*}d \$145 million of 1998 RTIP funds were dedicated to the former Kern River Freeway in the Metro area at the beginning of SB45 and before the 60/40 policy adoption. The "End Balance" is calculated without the \$145 million.

^{*}º "End Balance" analysis consists of the sum of committed programming. Kern COG staff was careful not to double count any commitments. Please bring any corrections to the attention of Kern COG staff.

2024 STIP FUND ESTIMATE

Table 1 - Reconciliation to County and Interregional Shares (\$ in millions)

		Public Transportation Account										
Public Transportation Account (PTA)	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total				
2024 FE PTA Target Capacity	\$120	\$105	\$60	\$60	\$50	\$40	\$315	\$435				
Total 2024 STIP FE PTA Capacity	\$120	\$105	\$60	\$60	\$50	\$40	\$315	\$435				
2022 STIP Program ¹	\$229	\$99	\$62	\$22	\$0	\$0	\$183	\$412				
Extensions	\$50	\$59	\$0	\$0	\$0	\$0	\$59	\$109				
Advances	(\$1)	\$0	\$0	\$0	\$0	\$0	\$0	(\$1)				
Net PTA STIP Program	\$278	\$157	\$62	\$22	\$0	\$0	\$242	\$520				
PTA Capacity for County Shares	(\$158)	(\$52)	(\$2)	\$38	\$50	\$40	\$73	(\$85)				
Cumulative	(\$158)	(\$211)	(\$213)	(\$175)	(\$125)	(\$85)	-	-				

		State Highway Account											
State Highway Account (SHA)	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Total	Total					
2024 FE SHA Target Capacity	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025					
Total 2024 STIP FE SHA Capacity	\$475	\$525	\$525	\$500	\$500	\$500	\$2,550	\$3,025					
2022 STIP Program ¹	\$215	\$363	\$292	\$243	\$0	\$0	\$898	\$1,113					
Extensions	\$151	\$12	\$0	\$0	\$0	\$0	\$12	\$163					
Advances	(\$5)	\$0	(\$4)	\$0	\$0	\$0	(\$4)	(\$9					
Net SHA STIP Program	\$360	\$375	\$288	\$243	\$0	\$0	\$906	\$1,266					
SHA Capacity for County Shares	\$115	\$150	\$237	\$257	\$500	\$500	\$1,644	\$1,759					
Cumulative	\$115	\$264	\$502	\$759	\$1,259	\$1,759	-						
Total Capacity	(\$44)	\$97	\$235	\$295	\$550	\$540	\$1,718	\$1,674					

Notes:

Numbers may not add due to rounding.

¹Draft 2023 Orange Book as of July 17, 2023

2024 STIP FUND ESTIMATE Table 2 - Summary of Targets and Shares (\$ in thousands)

Base (Minimum)		(\$ in thousan	24 STIP Programmi	na
Share Share through 2027-28 Estimated Share through 2028-29 through 2028				
Alameda 49,377 64,236 199,103 Alpine 847 1,273 5,141 Alpine 847 1,273 5,141 Amador 3,667 4,632 13,392 Butte 5,754 8,433 32,740 Calaveras 0 1,117 11,355 Coltisa 1,796 2,553 9,425 Contra Costa 32,993 43,154 135,375 Del Norte 0 0 0 2,710 El Dorado LTC 9,159 11,135 29,073 Fresno 32,534 43,433 142,349 Glenn 500 1,292 8,484 Humboldt 6,478 9,297 34,882 Imperial 19,483 24,630 71,350 Inyo 0 1,2742 39,428 Imperial 19,483 24,630 71,350 Inyo 0 0 2,742 39,428 Imperial 19,483 24,630 71,350 Inyo 0 0 2,742 39,428 Imperial 19,483 16,586 46,349 181,025 Kings 0 0 371 18,899 Lake 4,503 5,746 17,890 Lassen 6,267 8,062 24,355 Los Angeles 131,421 216,817 991,876 Madora 296 2,239 19,888 Marin 0 0 0 1,3092 Marino 0 0 0 1,3093 Marino 0 0 0 3,308 11,731 36,177 Merced 12,981 16,566 49,306 Monco 0 6,076 9,097 36,516 Monterey 10,448 15,515 61,507 Napa 0 0 0 1,293 Napa 0 0 0 0 2,283 Napa 0 0 0 0 3,283 Napa 0 0 0 0 3,2				
Alpine	County			
Alpine	Alamada	40.277	64.006	100 102
Amador 3,667 4,632 13,392 Butte 5,754 8,433 32,740 Calaveras 0 1,117 11,356 Colusa 1,796 2,553 9,425 Contra Costa 32,993 43,154 135,375 Del Norte 0 0 0 2,713 El Dorado LTC 9,159 11,135 29,073 Fresno 32,534 43,433 142,349 Glenn 500 1,292 8,484 Humboldt 6,478 9,297 34,852 Imperial 19,483 24,630 71,350 Inyo 0 2,742 39,428 Kern 31,505 46,349 181,082 Kings 0 371 18,889 Lake 4,503 5,746 17,030 Lassen 6,267 8,062 2,239 19,868 Marin 0 0 0 13,874 Marin 0 0				
Butte				
Calaveras Colusa 1,796 Colusa 1,797 Colusa 1				
Colusa 1,796 2,553 9,425 Contra Costa 32,993 43,154 135,375 Del Norte 0 0 2,710 El Dorado LTC 9,159 11,135 29,073 Fresno 32,534 43,433 142,343 Glenn 500 1,292 8,484 Humboldt 6,478 9,297 34,882 Imperial 19,483 24,630 71,350 Inyo 0 2,742 39,428 Kern 31,505 46,349 181,082 Kings 0 371 18,899 Lake 4,550 5,746 17,030 Lassen 6,267 8,062 24,355 Los Angeles 131,421 216,817 991,876 Marin 0 0 13,092 Mariposa 1,458 2,188 8,814 Mendera 2,96 2,239 19,868 Marin 0 0 13,092			-,	
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El Dorado LTC 9,159 11,135 29,073 Fresno 32,534 43,433 142,349 Glenn 500 1,292 8,484 Humboldt 6,478 9,297 34,882 Imperial 19,483 24,630 71,350 Inyo 0 2,742 39,428 Kern 31,505 46,349 181,082 Kings 0 371 18,899 Lake 4,503 5,746 17,030 Lake 4,503 5,746 17,030 Lassen 6,267 8,062 24,355 Los Angeles 131,421 216,817 991,876 Madera 296 2,239 19,868 Marin 0 0 0 13,092 Mariposa 1,458 2,188 8,814 Mendocino 9,038 11,731 36,177 Merced 12,981 16,586 49,306 Modoc 2,810 3,775 12,536 Monon 6,076 9,097 36,516 Monterey 10,448 15,515 61,507 Napa 0 0 0 0 12,953 Nevada 3,877 5,431 19,539 Nevada 3,877 5,431 19,539 Nevada 3,877 5,431 19,539 Nevada 3,877 5,431 19,539 Plumas 2,550 3,630 13,434 Riverside 35,374 5,788 281,373 Sacramento 52,513 66,606 194,511 San Benito 0 0 0 0 0 San Benradino 77,490 10,588 382,238 San Diego 42,715 74,241 360,379 San Lius Obispo 12,217 74,99 64,862 San Lius Obispo 12,217 74,99 64,862 San Lius Obispo 12,217 75,634 174,883 San Lius Obispo 14,2715 74,241 74,99 64,862 Siskiyou 4,630 6,802 6,502 6,515 Solano 0 0 0 32,218 Solano 0 0 0 32,2	Contra Costa	32,993	43,154	135,375
Fresno 32,534 43,433 142,349 Glenn 500 1,292 8,484 Humboldt 6,478 9,297 34,882 Imperial 19,483 24,630 71,350 Inyo 0 0 2,742 39,428 Kern 31,505 46,349 181,082 Kings 0 371 18,899 Lake 4,503 5,746 17,030 Lassen 6,267 8,062 24,355 Los Angeles 131,421 216,817 991,876 Madera 296 2,239 19,868 Marin 0 0 0 13,092 Mariposa 1,458 2,188 8,814 Mendocino 9,038 11,731 36,177 Merced 12,881 16,586 49,306 Mono 6,076 9,097 36,516 Mono 6,076 9,097 36,516 Monterey 10,448 15,515 61,507 Napa 0 0 12,953 Nevada 3,877 5,431 19,539 Nevada 3,877 5,431 19,539 Nevada 3,377 5,431 19,539 Nevada 3,377 5,431 19,539 Rimerside 33,5374 59,788 261,373 Sacramento 52,513 66,606 194,511 San Diego 42,715 74,241 360,339 San Diego 42,715 74,241 300,379 San Bento 0 0 0 0 0 0 0 0 32,863 San Diego 42,715 74,241 300,379 San Mateo 31,644 39,000 105,761 San Barbara 14,006 20,122 75,634 San Mateo 31,644 39,000 10,576 San Mateo 31,644 39,000 105,761 San Barbara 14,006 20,122 75,634 San Barbara 14,006 20,122 75,634 San Barbara 14,006 20,122 75,634 San Bento 0 0 0 32,863 San Luis Obipo 12,217 77,613 66,389 San Luis Obipo 12,217 77,613 66,389 San Mateo 31,644 39,000 105,761 San Barbara 14,006 20,122 75,634 San Bento 0 0 0 0 32,863 San Luis Obipo 12,217 77,613 66,389 San Luis Obipo 14,251 17,499 64,862 Shata Harbara 14,006 20,122 75,634 Shata Cuz 5,755 8,602 34,442 Shata 14,267 7,323 35,421 Tahem 13,603 15,180 29,495 Trinity 4,300 5,442 15,814 Tulore 14,199 21,032 83,057 Tulorumne 4,245 5,494 66,694 Fila Harrergional 172,685 312,076 17,572,14		0	0	2,710
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San Joaquin 36,881 44,617 114,833 San Luis Obispo 12,217 17,613 66,589 San Mateo 31,644 39,000 105,761 Santa Barbara 14,006 20,122 75,634 Santa Clara 4,761 21,943 177,888 Santa Cruz 5,755 8,602 34,442 Shasta 4,227 7,323 35,421 Sierra 1,106 1,640 6,481 Siskiyou 4,630 6,802 26,515 Solano 0 0 32,218 Sonoma 12,281 17,499 64,862 Stanislaus 11,026 16,482 65,994 Sutter 1,969 3,205 14,421 Tahoe RPA 598 1,209 6,752 Tehama 13,603 15,180 29,495 Trinity 4,300 5,442 15,814 Tuolumne 4,245 5,494 16,824 Ventura 98,960 10				360,379
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San Mateo 31,644 39,000 105,761 Santa Barbara 14,006 20,122 75,634 Santa Clara 4,761 21,943 177,888 Santa Cruz 5,755 8,602 34,442 Shasta 4,227 7,323 35,421 Sierra 1,106 1,640 6,481 Siskiyou 4,630 6,802 26,515 Solano 0 0 0 32,218 Sonoma 12,281 17,499 64,862 Stanislaus 11,026 16,482 65,994 Sutter 1,969 3,205 14,421 Tahoe RPA 598 1,209 6,752 Tehama 13,603 15,180 29,495 Trinity 4,300 5,442 15,814 Tulare 14,199 21,032 83,057 Tuolume 4,245 5,494 16,824 Ventura 98,960 107,857 188,608 Yuba 5,614				
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Sutter 1,969 3,205 14,421 Tahoe RPA 598 1,209 6,752 Tehama 13,603 15,180 29,495 Trinity 4,300 5,442 15,814 Tulare 14,199 21,032 83,057 Tuolumne 4,245 5,494 16,824 Ventura 98,960 107,857 188,608 Yolo 10,619 13,251 37,136 Yuba 5,614 6,609 15,644 Statewide Regional 961,325 1,361,934 5,118,826 Interregional 172,685 312,076 1,577,214		12,281	17,499	
Tahoe RPA 598 1,209 6,752 Tehama 13,603 15,180 29,495 Trinity 4,300 5,442 15,814 Tulare 14,199 21,032 83,057 Tuolumne 4,245 5,494 16,824 Ventura 98,960 107,857 188,608 Yolo 10,619 13,251 37,136 Yuba 5,614 6,609 15,644 Statewide Regional 961,325 1,361,934 5,118,826 Interregional 172,685 312,076 1,577,214	Stanislaus			
Tehama 13,603 15,180 29,495 Trinity 4,300 5,442 15,814 Tulare 14,199 21,032 83,057 Tuolumne 4,245 5,494 16,824 Ventura 98,960 107,857 188,608 Yolo 10,619 13,251 37,136 Yuba 5,614 6,609 15,644 Statewide Regional 961,325 1,361,934 5,118,826 Interregional 172,685 312,076 1,577,214				
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Tulare 14,199 21,032 83,057 Tuolumne 4,245 5,494 16,824 Ventura 98,960 107,857 188,608 Yolo 10,619 13,251 37,136 Yuba 5,614 6,609 15,644 Statewide Regional 961,325 1,361,934 5,118,826 Interregional 172,685 312,076 1,577,214				
Tuolumne 4,245 5,494 16,824 Ventura 98,960 107,857 188,608 Yolo 10,619 13,251 37,136 Yuba 5,614 6,609 15,644 Statewide Regional 961,325 1,361,934 5,118,826 Interregional 172,685 312,076 1,577,214				
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Statewide Regional 961,325 1,361,934 5,118,826 Interregional 172,685 312,076 1,577,214			,	
Interregional 172,685 312,076 1,577,214		3,014	0,009	10,044
Interregional 172,685 312,076 1,577,214	Statewide Regional	961,325	1.361.934	5.118.826
		33.,320	7,001,004	3,1.3,320
TOTAL 1,134,010 1,674,010 6.696,040	Interregional	172,685	312,076	1,577,214
	TOTAL	1,134,010	1,674,010	6,696,040

	New Capacity
Statewide SHA Capacity	1,758,767
Statewide PTA Capacity	(84,757)
Total STIP Capacity	1,674,010

2024 STIP FUND ESTIMATE

Table 3 - Calculation of New Programming Targets and Shares - Base (Minimum) (\$ in thousands)

		\$ in thousand	13)							
				2024 STIP						
	Net Ca	rryover	Share through 2027-28							
	Unprogrammed	Balance	Formula	Net Share	Net					
_										
County	Balance	Advanced	Distribution	(Base)	Advance					
Alameda	6,217	0	30,035	49,377	0					
Alpine	0,217	14	861	49,377 847	0					
Amador	1,678	0	1,951	3,667	0					
Butte	341	0	5,413	5,754	0					
Calaveras	0	2,292	2,280	0	(12)					
Colusa	166	0	1,530	1,796	0					
Contra Costa	12,455	0	20,538	32,993	0					
Del Norte El Dorado LTC	5,164	5,670 0	1,400 3,995	9.159	(4,270)					
Fresno	10,506	0	22,028	32,534	0					
Glenn	0	1,102	1,602	500	0					
Humboldt	775	0	5,698	6,478	0					
Imperial	9,078	0	10,405	19,483	0					
Inyo	0	9,470	8,170	0	(1,300)					
Kern	1,500	0	30,005	31,505	0					
Kings	1.010	5,797	4,126	4 503	(1,671)					
Lake Lassen	1,919 2,564	0	2,513 3,628	4,503 6,267	0					
Los Angeles	2,564	59.353	172,604	131,421	0					
Madera	0	3,630	3,926	296	0					
Marin	0	18,482	5,275	0	(13,207)					
Mariposa	0	18	1,476	1,458	0					
Mendocino	3,479	0	5,444	9,038	0					
Merced	5,694	0	7,287	12,981	0					
Modoc	859	0	1,951	2,810	0					
Mono	206	30	6,106 10,242	6,076 10,448	0					
Monterey Napa	0	7,577	3,430	0	(4,147)					
Nevada	735	0	3,142	3,877	0					
Orange	0	10,825	55,387	44,562	0					
Placer TPA	0	16,056	8,174	0	(7,882)					
Plumas	367	0	2,183	2,550	0					
Riverside	0	13,972	49,346	35,374	0					
Sacramento	24,029	0	28,484	52,513	0					
San Benito San Bernardino	0	14,123 18,583	2,012 56,328	77,490	(12,111)					
San Diego	0	21,008	63,723	42,715	0					
San Francisco	1,548	0	14,912	30,212	0					
San Joaquin	0	4,756	15,637	36,881	0					
San Luis Obispo	0	1,490	10,907	12,217	0					
San Mateo	16,776	0	14,868	31,644	0					
Santa Barbara	1,643	0	12,363	14,006	0					
Santa Clara	0	29,968	34,729	4,761 5,755	0					
Santa Cruz Shasta	0	2,524	5,755 6,257	4,227	0					
Sierra	28	2,324	1,078	1,106	0					
Siskiyou	240	0	4,390	4,630	0					
Solano	0	22,751	9,184	0	(13,567)					
Sonoma	1,733	0	10,548	12,281	0					
Stanislaus	0	0	11,026	11,026	0					
Sutter Tabas BBA	0	529	2,498	1,969	0					
Tahoe RPA Tehama	10,279	636 0	1,234 3,188	598 13,603	0					
Trinity	1,990	0	2,310	4,300	0					
Tulare	386	0	13,813	14,199	0					
Tuolumne	1,722	0	2,523	4,245	0					
Ventura	80,977	0	17,983	98,960	0					
Yolo	0	2,400	5,319	10,619	0					
Yuba	3,602	0	2,012	5,614	0					
Statowida Basissal	209.656	0	0	064 225	(E9.166)					
Statewide Regional	208,656	273,056 0	845,232 0	961,325 0	(58,166)					
Interregional	0	118,059	281,744	172,685	0					
	0	0	0	0	0					
TOTAL	208,656	391,115	1,126,976	1,134,010	(58,166)					

 Statewide SHA Capacity
 1,258,767

 Statewide PTA Capacity
 (124,757)

 Total
 1,134,010

California Transportation Commission 07/18/2023

2024 STIP FUND ESTIMATE

Table 4 - Calculation of New Programming Targets and Shares - Total Target (\$ in thousands)

		(\$ in	thousands)			
				2024 5		
	Net Car	ryover		Share through	gh 2028-29	
County	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2021-22 & 2022-23	Net Share (Total Target)	Net Advance
Mamada	6.047	0	44.004	10 105	64.226	0
Alameda Alpine	6,217	(14)	44,894 1,287	13,125	64,236 1,273	0
Amador	1,678	0	2,916	38	4,632	0
Butte	341	0	8,092	0	8,433	0
Calaveras	0	(2,292)	3,409	0	1,117	0
Colusa	166	0	2,287	100	2,553	0
Contra Costa	12,455	0	30,699	0	43,154	0
Del Norte	0	(5,670)	2,093	0	0	(3,577)
El Dorado LTC	5,164	0	5,971	0	11,135	0
Fresno	10,506	0	32,927	0	43,433	0
Glenn	0	(1,102)	2,394	0	1,292	0
Humboldt	775	0	8,517	5	9,297	0
Imperial .	9,078	0	15,552	0	24,630	0
Inyo	0	(9,470)	12,212	0	2,742	0
Kern Kings	1,500	(5,797)	44,849 6,168	0	46,349 371	0
Lake	1,919	(5,797)	3,756	71	5,746	0
Lassen	2,564	0	5,423	75	8,062	0
Los Angeles	2,304	(59,353)	258,000	18.170	216,817	0
Madera	0	(3,630)	5,869	0	2,239	0
Marin	0	(18,482)	7,885	0	0	(10,597)
Mariposa	0	(18)	2,206	0	2,188	0
Mendocino	3,479	0	8,137	115	11,731	0
Merced	5,694	0	10,892	0	16,586	0
Modoc	859	0	2,916	0	3,775	0
Mono	0	(30)	9,127	0	9,097	0
Monterey	206	0	15,309	0	15,515	0
Napa	0	(7,577)	5,127	0	0	(2,450)
Nevada	735	(10.835)	4,696	0	5,431	0
Orange Placer TPA	0	(10,825) (16,056)	82,790 12,217	0	71,965 0	(3,839)
Plumas	367	(10,030)	3,263	0	3,630	(3,039)
Riverside	0	(13,972)	73,760	0	59,788	0
Sacramento	24,029	0	42,577	0	66,606	0
San Benito	0	(14,123)	3,008	0	0	(11,115)
San Bernardino	0	(18,583)	84,196	39,745	105,358	0
San Diego	0	(21,008)	95,249	0	74,241	0
San Francisco	1,548	0	22,290	13,752	37,590	0
San Joaquin	0	(4,756)	23,373	26,000	44,617	0
San Luis Obispo	0	(1,490)	16,303	2,800	17,613	0
San Mateo	16,776	0	22,224	0	39,000	0
Santa Barbara	1,643	(22,222)	18,479	0	20,122	0
Santa Clara	0	(29,968)	51,911	0	21,943	0
Santa Cruz Shasta	0	(2,524)	8,602 9,353	0 494	8,602 7,323	0
Sierra	28	(2,524)	1,612	494	1,640	0
Siskiyou	240	0	6,562	0	6,802	0
Solano	0	(22.751)	13,728	0	0,002	(9,023)
Sonoma	1,733	0	15,766	0	17,499	0,020)
Stanislaus	0	0	16,482	0	16,482	0
Sutter	0	(529)	3,734	0	3,205	0
Tahoe RPA	0	(636)	1,845	0	1,209	0
Tehama	10,279	0	4,765	136	15,180	0
Trinity	1,990	0	3,452	0	5,442	0
Tulare	386	0	20,646	0	21,032	0
Tuolumne	1,722	0	3,772	0	5,494	0
Ventura	80,977	0 (0.400)	26,880	0	107,857	0
Yolo	0	(2,400)	7,951	7,700	13,251	0
Yuba	3,602	0	3,007	0	6,609	0
Statewide Regional	208,656	(273,056)	1,263,407	122,326	1,361,934	(40,601)
				•		· · · · · · · · · · · · · · · · · · ·
Interregional	0	(118,059)	421,135	9,000	312,076	0
TOTAL	208,656	(391,115)	1,684,542	131,326	1,674,010	(40,601)

Statewide SHA Capacity	1,758,76
Statewide PTA Capacity	(84,75)
Total	1,674,010

2024 STIP FUND ESTIMATE

Table 5 - Calculation of Targets and Shares - Maximum (\$ in thousands)

		(a in t	housands)			
	N . 0			2024		
	Net Car	rryover		Estimated Share Add Back	through 2031-32	
	Unprogrammed	Balance	Formula	Lapses 2021-22	Net Share	Net
County	Balance	Advanced	Distribution	& 2022-23	(Maximum)	Advance
					,	
Alameda	6,217	0	179,761	13,125	199,103	0
Alpine	0	(14)	5,155	0	5,141	0
Amador	1,678	0	11,676	38	13,392	0
Butte	341	0	32,399	0	32,740	0
Calaveras	0	(2,292)	13,648	0	11,356	0
Colusa	166	0	9,159	100	9,425	0
Contra Costa	12,455	(5.070)	122,920	0	135,375	0
Del Norte El Dorado LTC	5,164	(5,670) 0	8,380 23,909	0	2,710 29,073	0
Fresno	10,506	0	131.843	0	142,349	0
Glenn	0	(1,102)	9,586	0	8,484	0
Humboldt	775	(1,102)	34,102	5	34,882	0
Imperial	9,078	0	62,272	0	71,350	0
Inyo	0	(9,470)	48,898	0	39,428	0
Kern	1,500	0	179,582	0	181,082	0
Kings	0	(5,797)	24,696	0	18,899	0
Lake	1,919	0	15,040	71	17,030	0
Lassen	2,564	0	21,716	75	24,355	0
Los Angeles	0	(59,353)	1,033,059	18,170	991,876	0
Madera	0	(3,630)	23,498	0	19,868	0
Marin	0	(18,482)	31,574	0	13,092	0
Mariposa	0 0 170	(18)	8,832 32,583	0	8,814	0
Mendocino Merced	3,479 5,694	0	32,583 43,612	115 0	36,177 49,306	0
Modoc	859	0	11,677	0	12,536	0
Mono	0	(30)	36,546	0	36,516	0
Monterey	206	0	61,301	0	61,507	0
Napa	0	(7,577)	20,530	0	12,953	0
Nevada	735	0	18,804	0	19,539	0
Orange	0	(10,825)	331,500	0	320,675	0
Placer TPA	0	(16,056)	48,919	0	32,863	0
Plumas	367	0	13,067	0	13,434	0
Riverside	0	(13,972)	295,345	0	281,373	0
Sacramento	24,029	0	170,482	0	194,511	0
San Benito	0	(14,123)	12,042	0	0	(2,081)
San Bernardino	0	(18,583)	337,131	39,745	358,293	0
San Diego San Francisco	1,548	(21,008)	381,387 89,251	0 13,752	360,379 104,551	0
San Joaquin	1,346	(4,756)	93,589	26,000	114,833	0
San Luis Obispo	0	(1,490)	65,279	2,800	66,589	0
San Mateo	16,776	0	88,985	0	105,761	0
Santa Barbara	1,643	0	73,991	0	75,634	0
Santa Clara	0	(29,968)	207,856	0	177,888	0
Santa Cruz	0	0	34,442	0	34,442	0
Shasta	0	(2,524)	37,451	494	35,421	0
Sierra	28	0	6,453	0	6,481	0
Siskiyou	240	0	26,275	0	26,515	0
Solano	0	(22,751)	54,969	0	32,218	0
Sonoma	1,733	0	63,129	0	64,862	0
Stanislaus	0	(520)	65,994	0	65,994	0
Sutter	0	(529)	14,950	0	14,421	0
Tahoe RPA Tehama	10,279	(636) 0	7,388 19,080	136	6,752 29,495	0
Trinity	1,990	0	13,824	0	15,814	0
Tulare	386	0	82,671	0	83,057	0
Tuolumne	1,722	0	15,102	0	16,824	0
Ventura	80,977	0	107,631	0	188,608	0
Yolo	0	(2,400)	31,836	7,700	37,136	0
Yuba	3,602	0	12,042	0	15,644	0
Statewide Regional	208,656	(273,056)	5,058,819	122,326	5,118,826	(2,081)
						<u>-</u>
		(440 OFO)	1,686,273	9,000	1,577,214	0
Interregional	0	(118,059)	1,000,273	9,000	1,377,214	
Interregional TOTAL	208,656	(391,115)	6,745,092	131,326	6,696,040	(2,081)

Statewide SHA Capacity
Statewide PTA Capacity
Total 7,035,068 (339,028) 6,696,040

2024 STIP FUND ESTIMATE

Table 6 - Planning, Programming, and Monitoring (PPM) Limitations

(\$ in thousands)

		D-		\$ in thousands		5% PPM L	luultatla u
		Ba			Target	5% PPIVI L	imitation
	2020 STIP	2022 STIP	2024 STIP	Total	2024 STIP	FY 2024-25 -	EV 0000 00
County	FY 2024-25	FY 2024-25 - 2026-27	FY 2024-25 - 2027-28	FY 2024-25 - 2027-28	FY 2028-29	2027-28 ¹	FY 2028-29
Alameda	11,315	22,035	30,035	63,385	14,859	3,169	743
Alpine	337	659	861	1,857	426	93	21
Amador	765	1,495	1,951	4,211	965	211	48
Butte	2,264	4,403	5,413	12,080	2,679	604	134
Calaveras	915	1,787	2,280	4,982	1,129	249	56
Colusa	606	1,183	1,530	3,319	757	166	38
Contra Costa	7,747	15,118	20,538	43,403	10,161	2,170	508
Del Norte	565	1,099	1,400	3,064	693	153	35
El Dorado LTC	1,568	3,062	3,995	8,625	1,976	431	99
Fresno	8,540	16,670	22,028	47,238	10,899	2,362	545
Glenn	635	1,239	1,602	3,476	792	174	40
Humboldt	2,280	4,443	5,698	12,421	2,819	621	141
Imperial	4,036	7,879	10,405	22,320	5,147	1,116	257
Inyo	3,152	6,153	8,170	17,475	4,042	874	202
Kern	11,506	22,452 3,296	30,005	63,963 9,109	14,844 2,042	3,198 455	742 102
Kings Lake	1,687 990	3,296 1,934	4,126 2,513	5,437	1,243	455 272	62
Lassen	1,449	2,832	3,628	7,909	1,795	395	90
Los Angeles	68,508	133,672	172,604	374,784	85,396	18,739	4,270
Madera	1,570	3,067	3,926	8,563	1,943	428	97
Marin	2,119	4,131	5,275	11,525	2,610	576	131
Mariposa	593	1,158	1,476	3,227	730	161	37
Mendocino	2,150	4,191	5,444	11,785	2,693	589	135
Merced	2,802	5,472	7,287	15,561	3,605	778	180
Modoc	774	1,512	1,951	4,237	965	212	48
Mono	2,342	4,571	6,106	13,019	3,021	651	151
Monterey	4,032	7,873	10,242	22,147	5,067	1,107	253
Napa	1,395	2,724	3,430	7,549	1,697	377	85
Nevada	1,199	2,343	3,142	6,684	1,554	334	78
Orange	21,115	41,195	55,387	117,697	27,403	5,885	1,370
Placer TPA	2,928	5,706	8,174	16,808	4,043	840	202
Plumas	865	1,685	2,183	4,733	1,080	237	54
Riverside	18,432	35,968	49,346	103,746	24,414	5,187	1,221
Sacramento	10,720	20,919	28,484	60,123	14,093	3,006	705
San Benito	743	1,451	2,012	4,206	996	210	50
San Bernardino	21,436	41,832	56,328	119,596	27,868	5,980	1,393
San Diego	24,241	47,293	63,723	135,257	31,526	6,763	1,576
San Francisco	5,747	11,202	14,912	31,861	7,378	1,593	369
San Joaquin	5,820	11,361	15,637	32,818	7,736	1,641	387 270
San Luis Obispo San Mateo	4,274 5,848	8,341 11,415	10,907 14,868	23,522 32,131	5,396 7,356	1,176 1,607	368
Santa Barbara	4,804	9,374	12,363	26,541	6,116	1,327	306
Santa Clara	13,406	26,162	34,729	74,297	17,182	3,715	859
Santa Cruz	2,317	4,522	5,755	12,594	2,847	630	142
Shasta	2,476	4,822	6,257	13,555	3,096	678	155
Sierra	411	803	1,078	2,292	534	115	27
Siskiyou	1,702	3,327	4,390	9,419	2,172	471	109
Solano	3,511	6,854	9,184	19,549	4,544	977	227
Sonoma	4,314	8,423	10,548	23,285	5,218	1,164	261
Stanislaus	4,302	8,394	11,026	23,722	5,456	1,186	273
Sutter	989	1,931	2,498	5,418	1,236	271	62
Tahoe RPA	490	956	1,234	2,680	611	134	31
Tehama	1,261	2,464	3,188	6,913	1,577	346	79
Trinity	895	1,749	2,310	4,954	1,142	248	57
Tulare	5,331	10,384	13,813	29,528	6,833	1,476	342
Tuolumne	987	1,929	2,523	5,439	1,249	272	62
Ventura	7,114	13,882	17,983	38,979	8,897	1,949	445
Yolo	2,073	4,047	5,319	11,439	2,632	572	132
Yuba	759	1,482	2,012	4,253	995	213	50
<u> </u>				4			0
Statewide	327,152	638,326	845,232	1,810,710	418,175	90,536	20,909

¹Includes PPM shares distributed in the Adopted 2022 STIP

KERN COUNC	L OF	GOV	/ERN	MEN	ITS ·	202	4 REGION	AL T	TRANSF	PORTATIO	ON IN	MPROV	EMENT P	ROGRAM	- DI	RAFT CA	PITAL IMP	ROVEM	ENT	PROGR	AM	I (\$ X 1,0	00)					
	(0	≽		CURRENT AND PROPOSED					14	1000	SUMMAI	RY O	F ALL F	UNDING S	OURCES			KCOG R	TIP CAPI	TAI	_ IMPRO\	/EN	MENT PR	ROG	RAM - I	RIP ONL	Y	
PROJECT DESCRIPTION	NOTES	PRIORITY		PHA		_	PROJECT TOTAL		COG LL RIP			COG			,	PRIOR	2022 \$	STIP CAR	RYC	OVER		NE	EW 2	2024 RT	IP	20	2024 RTIP	
	N	III	ENV	DES	ROW	CON	TOTAL	T	OTAL	IIP		IARE RIP	OTHER	TOTAL		YEAR	2024-25	2025-2	6	2026-27	2	2027-28	20	28-29	MAX SHAR	Ξ	APDE	
PLANNING, PROGRAMMING & MONITORING							\$ 2,591	\$	2,591	\$ -	\$	2,591	\$ -	\$ 2,591	1		\$ 591	\$ 50	00	\$ 500	\$	500	\$	500		9	\$ -	
024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																												
SR 58/99 – CENTENNIAL CORRIDOR CONNECTOR - EB SR 58 to NB SR 99	1	1				•	\$ 26,093	\$	24,093	\$ -	\$	24,093	\$ 2,000	\$ 26,093	3 3	\$ -	\$ -	\$ 24,09	93	\$ -	\$	\$ -	\$	-	\$	- 4	\$ -	
SR 58/99 – CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 to WB SR 58	2	1		•	•	•	\$ 81,800	\$	25,000	\$ -	\$	25,000	\$ 56,800	\$ 81,800) (\$ -	\$ -	\$	-	\$ 25,000) \$	\$ -	\$	-	\$	- 4	\$ -	
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	3	1	•	•	•	•	\$ 63,211	\$	63,211	\$ -	\$	63,211	\$ -	\$ 63,211	1 \$	\$ 63,211	\$ -	\$	-	\$ -	4	\$ -	\$	-	\$	- 4	\$ -	
SR 46 - WIDENING SEGMENT 4B	4	2	•	•	•	•	\$ 40,503	\$	6,000	\$ -	\$	6,000	\$ 34,503	\$ 40,503	3 \$	6,000	\$ -	\$	-	\$ -	\$	\$ -	\$		\$	- \$	\$ -	
SR 46 - WIDENING SEGMENT 4C	5	2	•	•	•	•	\$ 38,050	\$	13,995	\$ -	\$	13,995	\$ 24,055	\$ 38,050) \$	13,995	\$ -	\$	-	\$ -	\$	\$ -	\$		\$	- \$	\$ -	
SR 46 ANTELOPE GRADE TRUCK CLIMBING LANE EXTENSION	6	2				•	\$ 2,451	\$	1,456	\$ -	\$	1,456	\$ 995	\$ 2,451	1 \$	\$ 1,456	\$ -	\$	-	\$ -	,	\$ -	\$	-	\$	- 4	\$ -	
SR 204 / HAGEMAN FLYOVER	7	В	•	•	•	•	\$ 84,002	\$	2,686	\$ -	\$	2,686	\$ 81,316	\$ 84,002	2 \$	\$ 2,686	\$ -	\$	-	\$ -	\$	\$ -	\$	-	\$	- 4	\$ -	
SR 58 TRUCK CLIMBING LANES	8	В	•				\$ 3,200	\$	2,272	\$ -	\$	2,272	\$ 928	\$ 3,200) \$	\$ 2,272	\$ -	\$	-	\$ -	*	\$ -	\$		\$	- \$	\$ -	
LONE PINE TOWN REHABILITATION	9	В				•	\$ 3,701	\$	3,400	\$ -	\$	3,400	\$ 301	\$ 3,701	1 5	\$ -	\$ -	\$ 3,40	00	\$ -	\$	\$ -	\$	-	\$	- 3	\$ -	
APDE PROJECTS (ADVANCE PROJECT DE	APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																											
NO APDE PROJECTS IDENTIFIED	10						\$ -	\$	-	\$ -	\$	-	\$ -	\$ -	,	\$ -	\$ -	\$	-	\$ -	9	\$ -	\$	-	\$	- \$	\$ -	
TOTAL FOR 2024 RTIP SUBMITTAL							\$ 345,602	2 \$ 1	144,704	\$ -	\$ 1	44,704	\$ 200,898	\$ 345,602	2 \$	89,620	\$ 591	\$ 27,99	93	\$ 25,500	\$	500	\$	500	\$	- 9	\$ -	

	REGIONAL EQUITY ANALYSIS														
METRO VS COUNTYWIDE		CURRENT CUMN	IULATIVE	PROPOSED	2024 STIP	2024 CUMMULATIVE									
METROPOLITAN BAKERSFIELD		\$235,449	60%	\$0	0%	\$ 235,449	56%								
COUNTYWIDE NON-METRO		\$156,658	40%	\$29,400	100%	\$ 186,058	44%								
TOTALS		\$392,107	100%	\$29,400	100%	\$ 421,507	100%								

5	SHARE ESTIMATES	TOTAL	60%	40%		
	MINIMUM SHARE	\$31,505	\$18,903	\$12,602		
	MAXIMUM SHARE	\$46,349	\$27,809	\$18,540		
	APDE	\$0				

NOTE 1: SR 58/99 CENTENNIAL CORRIDOR LOOP WAS ADDED AS PART OF 2022 STIP AMENDMENT.

NOTE 2: CALTRANS IS REQUESTING \$7.520 MILLION RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIGHT OF WAY (\$4.020 MILLION REQUIRED TCEP MATCH). \$25 MILLION RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIGHT OF WAY (\$4.020 MILLION REQUIRED TCEP MATCH). \$25 MILLION RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIGHT OF WAY (\$4.020 MILLION REQUIRED TCEP MATCH). \$25 MILLION RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIGHT OF WAY (\$4.020 MILLION REQUIRED TCEP MATCH). \$25 MILLION RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIGHT OF WAY (\$4.020 MILLION REQUIRED TCEP MATCH). \$25 MILLION RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIGHT OF WAY (\$4.020 MILLION REQUIRED TCEP MATCH). \$25 MILLION RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIP FOR SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR -

NOTE 3: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. ALL ALLOCATIONS HAVE BEEN RECEIVED. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 4: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION AND DOES NOT NEED TO MOVE FORWARD INTO THE 2024 RTIP.

NOTE 5: SR 46 WIDENING SEGMENT 4C IS NOW UNDER CONSTRUCTION AND DOES NOT NEED TO MOVE FORWARD INTO THE 2024 RTIP.

NOTE 6: SR 46 ANTELOPE GRADE TRUCK CLIMBING LANE EXTENSION WAS ADDED WITH 2022 STIP AMENDMENT AND INCLUDES BOTH STIP (\$1.456 MILLION) AND NON-STIP (\$595,000) COVID FUNDING. TOTAL COVID \$2.051 MILLION.

NOTE 7: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.686 MILLION) AND NON-STIP (\$2.565 MILLION) COVID FUNDING. TOTAL COVID \$5.251 MILLION.

NOTE 8: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.272 MILLION) AND NON-STIP (\$928,000) COVID FUNDING. TOTAL COVID \$3.2 MILLION. FUTURE PHASES TO BE FUNDED WITH SHOPP AND DOES NOT NEED TO MOVE FORWARD INTO THE 2024 RTIP.

NOTE 9: INYO COUNTY IS REQUESTING \$3.400 MILLION RIP (FINANCIAL CONTRIBUTION ONLY) FOR LONE PINE TOWN REHABILITATION IN FY 25/26.

NOTE 10: APDE OPTIONS ARE OUTLINED IN STIP GUIDELINES AND DEPENDENT ON OUTER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARES. THERE IS NO APDE ESTIMATE.

Attachment G: Summary of Memorandum of Understanding Projects

2022 STIP	•	FY	IIP	Inyo	Kern	Mono	Total	Status
Kern	North Mojave 4-Lane	Actual Exp.	\$ 27,402	\$ 6,850	\$ 27,403	\$ 6,851	\$ 68,506	Constructed
		Formula	\$ 27,402	\$ 6,851	\$ 27,402	\$ 6,851	\$ 68,506	
Inyo	Olancha Cartago	Actual Exp.	\$ 67,607	\$ 41,487	\$ 13,793	\$ 15,043	\$ 137,930	In progress
	Environmental	07/08	\$ 3,748	\$ 3,748	\$ 937	\$ 937	\$ 9,370	Completed
	Design	12/13	\$ 2,924	\$ 2,924	\$ 731	\$ 731	\$ 7,310	Completed
	ROW	14/15	\$ 11,320	\$ 11,320	\$ 2,830	\$ 2,830	\$ 28,300	In progress
	Construction	21/22	\$ 49,615	\$ 23,495	\$ 9,295	\$ 10,545	\$ 92,950	In progress
		Formula	\$ 55,172	\$ 55,172	\$ 13,793	\$ 13,793	\$ 137,930	
Inyo	Olancha Cartago Arch	Actual Exp.	\$ 2,000	\$ 2,000	\$ 500	\$ 500	\$ 5,000	In progress
		18/19	\$ 2,000	\$ 2,000	\$ 500	\$ 500	\$ 5,000	
		Formula	\$ 2,000	\$ 2,000	\$ 500	\$ 500	\$ 5,000	
Mono	High Point	Actual Exp.	\$ 597	\$ 150	\$ 150	\$ 597	\$ 1,494	Constructed
	Environmental	02/03	\$ 541	\$ 135	\$ 135	\$ 541	\$ 1,352	
	Design	07/08	\$ 56	\$ 15	\$ 15	\$ 56	\$ 142	
	-	Formula	\$ 598	\$ 149	\$ 149	\$ 598	\$ 1,494	
Kern	Inyokern	Actual Exp.	\$ 1,240	\$ 310	\$ 1,240	\$ 310	\$ 3,100	Shelved
	Environmental	02/03	\$ 1,240	\$ 310	\$ 1,240	\$ 310	\$ 3,100	
		Formula	\$ 1,240	\$ 310	\$ 1,240	\$ 310	\$ 3,100	
Kern	Freeman Gulch Enviro	Actual Exp.	\$ 779	\$ 195	\$ 779	\$ 195	\$ 1,948	Completed
	Environmental	02/03	\$ 779	\$ 195	\$ 779	\$ 195	\$ 1,948	
		Formula	\$ 779	\$ 195	\$ 779	\$ 195	\$ 1,948	
Kern	Freeman Gulch Seg. 1	Actual Exp.	\$ 5,520	\$ 24,866	\$ 5,520	\$ 8,982	\$ 44,888	Completed
	Design	12/13	\$ 1,000	\$ 250	\$ 1,000	\$ 250	\$ 2,500	Completed
	ROW	14/15	\$ 4,520	\$ 1,130	\$ 4,520	\$ 1,130	\$ 11,300	Completed
	Construction	16/17	\$ -	\$ 23,486	\$ -	\$ 7,602	\$ 31,088	Completed
		Formula	\$ 17,955	\$ 4,489	\$ 17,955	\$ 4,489	\$ 44,888	
Kern	Freeman Gulch Seg. 2	Actual Exp.	\$ 1,481	\$ -	\$ 1,960	\$ 260	\$ 3,701	30% Design
	Design	18/19	\$ 1,481	\$ -	\$ 1,960	\$ 260	\$ 3,701	In Progress
	ROW	Future	\$ -	\$ -	\$ -	\$ -	\$ -	Not programmed
	Construction	Future	\$ -	\$ -	\$ -	\$ -	\$ -	Not programmed
		Formula	\$ 1,480	\$ 370	\$ 1,480	\$ 370	\$ 3,701	
Kern	Freeman Gulch Seg. 3	Actual Exp.	\$ -	\$ -	\$ -	\$ -	\$ -	Not Started
	Design	Future	\$ -	\$ -	\$ -	\$ -	\$ -	Not programmed
	ROW	Future	\$ -	\$ -	\$ -	\$ -	\$ -	Not programmed
	Construction	Future	\$ -	\$ -	\$ -	\$ -	\$ -	Not programmed
Total Expe	ended	Actual Exp.	\$ 106,626	\$ 75,858	\$ 51,345	\$ 32,738	\$ 266,567	
		Formula	\$ 106,627	\$ 69,536	\$ 63,300	\$ 27,105	\$ 266,567	1
		Difference	\$ (1)	\$ 6,322	\$ (11,955)	\$ 5,633		•





October 19, 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. L.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM -

SUMMARY OF COMMENTS AND RESPONSES

DESCRIPTION:

Nineteen CMAQ applications are under review. Kern COG and Transportation Technical Advisory Committee (TTAC) comments were circulated to respective applicants. On October 4, 2023, the summary of comments and responses was posted to the Kern COG website and notification was sent to the TTAC via email. The TTAC has reviewed this item.

DISCUSSION:

Background

Nineteen CMAQ applications were received for the 2023 CMAQ Call for Projects, requesting \$49.2 million in CMAQ funds. The CMAQ application summary and applications received were posted to the Kern COG website at http://www.kerncog.org/category/docs/ftip/. Kern COG staff has processed the submitted applications considering the following factors in the development of the proposed program of projects:

- A. Use of Kern COG CMAQ Policy and Procedures for technical analysis;
- B. Use of Federal Highway Administration CMAQ Program Guidance for eligibility criteria;
- C. Use of Air Resources Board's methodology to calculate emission reductions and costeffectiveness;
- D. Programming all available federal funds estimated by Caltrans; and
- E. Leveraging other possible funds available from outside sources.

Project Analysis

After Kern COG review, staff comments were sent on September 13th to the respective applicant to request responses. Deadline for applicants to respond to comments was September 26, 2023. Kern COG staff will continue to work with project applicants if there are still responses in progress to clarify the following concerns:

- Purpose and need issues;
- Potentially ineligible project elements;
- Emission calculation inputs and formulas;
- · Cost effectiveness based on revised emission calculations; and
- Verification of cost estimates.

Page 2 / CMAQ Summary of Comments

TTAC subcommittee comments were due September 8th. Comments were sent on September 13th to respective applicants to request responses. Deadline for applicants to respond to comments was September 26, 2023.

A summary of comments and responses was prepared to provide clarification of submitted application and/or data revision. On October 4, 2023, the summary of comments and responses was posted to the Kern COG website and notification was sent to the TTAC via email. Responses from the applicants were then discussed at the TTAC subcommittee review workshop on October 11, 2023.

There are two attachments that were prepared for distribution to the TTAC. 1. A letter was received from the City of Bakersfield to address revisions to the resolution template narrative. 2. A Draft CMAQ Obligation Report for the 2015, 2017, 2019 and 2021 CMAQ cycles.

Upcoming Activities/Dates

- Kern COG staff to transmit questionable applications for Caltrans eligibility review.
- Kern COG staff will not circulate the draft program of projects until after the TTAC subcommittee review of applications.

ACTION: Information.

Attachments: City of Bakersfield letter

Draft CMAQ Obligation Report – 2015, 2017, 2019, 2021



September 8, 2023

Mr. Ahron Hakimi Ms. Raquel Pacheco Kern Council of Governments 1401 19th Street, Suite 300 Bakersfield, CA 93301

RE: Resolution of Local Support for CMAQ Projects

Dear Ahron and Raquel,

In July of this year, the City of Bakersfield Public Works Department submitted applications for seven CMAQ projects. Along with the applications, a City Council resolution was included that indicated that the City of Bakersfield:

- 1. Has the financial capacity to complete, operate, and maintain the projects at the current year cost estimates;
- 2. Will ensure that funds required from other sources will be reasonably expected to be available in the time frame needed to carry out the projects; and
- 3. Is authorized to execute and file the applications.

Additionally, the resolution clearly states that City fully commits to providing \$2,780,351 in FY 24-25 and \$4,525,012 in FY 25-26, for a total financial commitment of \$7,305,363.

In preparing the resolution for City Council consideration, Public Works staff went to the Kern County Council of Governments (COG) Project Delivery Policies & Procedures sample resolution (Appendix A). This sample resolution was created to help jurisdictions by providing a framework for an agency-specific resolution. As the Bakersfield resolution was being drafted, staff believed that it was especially important this year to expand the City's adopted resolution with the following key points:

- 1. Unprecedented inflation on project costs.
- 2. Consideration of a process by which an agency could modify, or value engineer a project without sacrificing the overall CMAQ project goals so that it may continue to move forward to completion rather than be rejected outright and funding lost; and
- 3. Consideration of a process by which an agency's CMAQ funding, or a portion thereof, could be used to offset deficiencies within another agency project for that year.



APWA 2



Kern Council of Governments Page 2 September 8, 2023

The importance for agency Resolutions remains, but since the original Resolution was developed in 2017, cities and counties are facing new and unique challenges. Making note of these realities is timely and important, particularly to spur conversation and awareness from the local agency level all the way to the Federal level. A similar grant program, the Active Transportation Project (ATP), has some limited flexibility through the California Transportation Commission. The CMAQ program might consider processes with a greater degree of flexibility in delivering a project without compromising the overall CMAQ project goal stated within a project's application. Details such as material type, location (in some cases), color, size, quantity, etc. should not be completely governed by what is contained in an application with conceptualized details, but rather by achieving the CMAQ goals related to congestion mitigation and air quality improvements.

It's our hope to raise awareness of today's challenges through the City's Resolution of commitment and stimulate conversations that leads to possible process and rule changes for CMAQ that provide some degree of flexibility in how 3 - 5-year-old grant applications, submitted with conceptual plans, get built given the circumstances at the time of bidding and construction. Design flexibility and value engineering should be concepts for consideration.

Other agencies may have had similar or other unique experiences in facilitating CMAQ grant projects. If so, they too may be interested in updates to the resolution template contained within the Kern COG Project Delivery Policies & Procedures, as well as any processes by which CMAQ may be facilitated locally. It is our hope to further discuss ways to facilitate and expedite CMAQ projects at a future Technical Advisory Committee meeting.

In conclusion, the Department's purpose for custom-fitting the COG's sample resolution for Bakersfield is to raise awareness for needed flexibility in delivering CMAQ projects without jeopardizing the overall CMAQ goals. The City's financial commitment is clearly stated in its Resolution, and with it, an acknowledgment that we continue to look for flexibility in delivering projects subject to significant cost escalations. It's our hope that this Department can work with COG staff and other agencies to modernize Federal processes, rules, conditions, and interpretations that were created decades ago for CMAQ. Thank you for this opportunity to explain the City's adopted CMAQ Resolution.

Sincerely

Gregg Strakaluse, P.E.

Public Works Director - City of Bakersfield

Cc: Mr. Jay Schlosser, Chairman TTAC

Public Works Department 1501 Truxtun Avenue, Bakersfield, CA 93301 661-326-3724 FAX: 661-852-2120





			201	6-17	201	7-18	Federal ID	Obligation Date	Complete Y/N
Category	Lead	Project	CMAQ	LOCAL	CMAQ	LOCAL			-
0-Regional	Kern COG	IN KERN COUNTY: COMMUTEKERN'S RIDESHARE PROGRAM	\$0	\$0	\$215,912	\$27,974	CMLNI-6087(059)	2/26/2018	Y
0-Regional	Kern COG	IN KERN COUNTY: COMMUTEKERN'S RIDESHARE PROGRAM	\$204,876	\$26,544	\$0	\$0	CMLNI-6087(056)	2/22/2017	Y
1-Transit	Tehachapi	IN TEHACHAPI: TEHACHAPI BLVD BETWEEN MILL ST AND PAULEY ST; CONSTRUCT PARK-AND-RIDE (\$86,500 PTMISEA)	\$158,035	\$10,300	\$1,316,998	\$95,437	CML-5184(029)	10/31/2016 4/13/2018	Y
1-Transit	Kern Co.	IN MOJAVE: CONSTRUCT TRANSIT CENTER	\$650,000	\$350,000	\$0	\$0	CML-5961(004)	8/3/2017	Y
1-Transit	GET	IN BAKERSFIELD: PURCHASE TWO 40' HYDROGEN ELECTRIC BUSES	\$1,327,950	\$172,050	\$0	\$0	FTACML-6013(023)	2/16/2017	Y
2-Partnership	KCSOS	IN BAKERSFIELD: CNG SCHOOL BUS REPLACEMENT	\$462,500	\$462,500	\$0	\$0			N/A, Buy America
4-Traffic Operations	Bakersfield	IN BAKERSFIELD ON TRUXTUN AVE.: BETWEEN EMPIRE DR. AND OAK ST.; OPERATIONAL IMPROVEMENTS	\$0	\$1,645,500	\$2,655,900	\$344,100	STPL-5109(228)	8/16/2017	Y
4-Traffic Operations	Bakersfield	IN BAKERSFIELD AT STINE RD. AND MCKEE RD.; INSTALL TRAFFIC SIGNAL	\$0	\$0	\$221,300	\$28,700	CML-5109(241)	9/13/2018	Y
4-Traffic Operations	Bakersfield	IN BAKERSFIELD AT UNION AVE AT BERKSHIRE RD.; INSTALL TRAFFIC SIGNAL	\$221,300	\$28,700	\$0	\$0	CML-5109(231)	5/2/2017	Y
4-Traffic Operations	Kern Co.	IN BAKERSFIELD: BRUNDAGE LN & STERLING RD; INSTALL TRAFFIC SIGNAL	\$327,561	\$42,439	\$0	\$0	CML-5950(418)	6/15/2017	Y
4-Traffic Operations	Kern Co.	IN BAKERSFIELD: AIRPORT DR AT DAY AVE; INSTALL TRAFFIC SIGNAL	\$358,547	\$46,453	\$0	\$0	CML-5950(417)	5/11/2017	Y
4-Traffic Operations	Kern Co.	IN BAKERSFIELD: MEACHAM RD & VERDUGO LN; INSTALL TRAFFIC SIGNAL	\$301,000	\$39,000	\$0	\$0	CML-5950(416)	2/21/2017	Y
4-Traffic Operations	Kern Co.	IN BAKERSFIELD: MEACHAM RD & JEWETTA AVE; INSTALL TRAFFIC SIGNAL	\$398,385	\$51,615	\$0	\$0	CML-5950(415)	6/16/2017	Y
5-Discretionary	Kern Co.	IN BAKERSFIELD ON PETROL RD.: BETWEEN AIRPORT DR. TO GREENVIEW LN.; SHOULDER IMPROVEMENTS	\$159,354	\$20,646	\$0	\$0	CML-5950(427)	2/22/2017	Y
5-Discretionary	Kern Co.	NEAR BAKERSFIELD ON VIRGINIA AVE.: BETWEEN WASHINGTON ST. AND MT. VERNON AVE.; SHOULDER IMPROVEMENTS	\$0	\$0	\$132,795	\$17,205	CML-5950(432)	3/23/2018	Y

			201	6-17	201	7-18	Federal ID	Obligation Date	Complete Y/N
Category	Lead	Project	CMAQ	LOCAL	CMAQ	LOCAL			
5-Discretionary	Kern Co.	NEAR MOJAVE, BACKUS RD.:FROM TEHACHAPI WILLOW SPRINGS ROAD TO SR 14; SHOULDER IMPROVEMENTS	\$0	\$0	\$1,327,950	\$172,050	CML-5961(006)	2/21/2018	Υ
5-Discretionary	Kern Co.	NEAR ARVIN ON EDISON RD.: BETWEEN SR 223 TO SR 58; SHOULDER IMPROVEMENTS	\$1,770,600	\$229,400	\$0	\$0	CML-5950(422)	4/17/2017	Y
5-Discretionary	Kern Co.	NEAR WASCO ON KIMBERLINA RD.: BETWEEN BELL RD. TO SR 43; SHOULDER IMPROVEMENTS	\$1,505,010	\$194,990	\$0	\$0	CML-5950(429)	2/22/2017	Y
5-Discretionary	Kern Co.	NEAR BUTTONWILLOW ON 7TH STANDARD RD: BETWEEN CORN CAMP RD. TO BUTTONWILLOW DR.; SHOULDER IMPROVEMENTS	\$531,180	\$68,820	\$0	\$0	CML-5950(426)	2/2/2017	Υ
5-Discretionary	Kern Co.	NEAR BAKERSFIELD ON ROUND MTN RD.: 3.5 MILES EAST OF CHINA GRADE LOOP TO CHOCTAW VALLEY; SHOULDER IMPROVEMENTS	\$0	\$0	\$1,186,302	\$153,698	CML-5950(434)	3/15/2018	Y
5-Discretionary	Kern Co.	NEAR BUTTONWILLOW ON CORN CAMP RD.: BETWEEN SR 58 TO 7TH STANDARD RD.; SHOULDER IMPROVEMENTS	\$796,770	\$103,230	\$0	\$0	CML-5950(425)	2/22/2017	Y
5-Discretionary	Kern Co.	IN SHAFTER ON SHAFTER AVE.: BETWEEN 7TH STANDARD RD. AND RIVERSIDE RD.; SHOULDER IMPROVEMENTS	\$641,843	\$83,157	\$0	\$0	CML-5950(421)	2/22/2017	Y
5-Discretionary	State	IN BAKERSFIELD ON SR 43: SR 119 (PM 0.11) TO PANAMA LN (PM 2.10); SHOULDER IMPROVEMENTS (\$1,000,000 SHOPP)	\$0	\$0	\$1,000,000	\$0			N
5-Discretionary	Kern Co.	IN ROSAMOND ON 90TH ST WEST: BETWEEN AVENUE A AND ROSAMOND BLVD; SHOULDER IMPROVEMENTS	\$0	\$0	\$796,770	\$103,230	CML-5961(005)	4/3/2018	Y
5-Discretionary	Kern Co.	NEAR TEHACHAPI ON BANDUCCI RD.: BETWEEN STALLION SPRINGS DR. TO PELLISER RD.; SHOULDER IMPROVEMENTS	\$0	\$0	\$354,120	\$45,880	CML-5961(007)	5/29/2018	Y
5-Discretionary	Ridgecrest	IN RIDGECREST ON SUNLAND ST: BOWMAN AVE TO DOLPHIN AVE; SURFACE UNPAVED STREET	\$65,430	\$8,478	\$610,687	\$79,121	CML-5385(058)	4/11/2018	Y

Lead	Description	Federal 18/19	Local 18/19	Total 18/19	Federal ID	Obligation Date	Complete Y/N
Delano	IN DELANO ON CECIL AVE.: BETWEEN ALBANY ST. AND MELCHER RD.; SHOULDER IMPROVEMENTS	\$442,932	\$62,387	\$505,319	CML-5227(058)	3/7/2018	Υ
Wasco	IN WASCO: PURCHASE ONE REPLACEMENT CNG SANITATION TRUCK	\$309,855	\$40,145	\$350,000	CML-5287(048)	2/8/2017	Υ
Wasco	IN WASCO: PURCHASE ONE REPLACEMENT CNG STREET SWEEPER	\$309,855	\$40,145	\$350,000	CML-5287(049)	2/8/2017	Y

			2018	3-19	201	9-20	Federal ID	Obligation Date	Complete Y/N
Category	Lead	Project	CMAQ	LOCAL	CMAQ	LOCAL			
0-Regional	KCOG	IN KERN COUNTY: COMMUTEKERN'S RIDESHARE PROGRAM	\$0	\$0	\$190,960	\$24,741	CMLNI-6087(065)	1/23/2020	Y
0-Regional	KCOG	IN KERN COUNTY: COMMUTEKERN'S RIDESHARE PROGRAM	\$179,343	\$23,236	\$0	\$0	CMLNI-6087(062)	2/6/2019	Y
1-Transit	Kern Co.	KERN REGION: BAKERSFIELD AND SANTA CLARITA VIA FRAZIER PARK; PROVIDE COMMUTER BUS SERVICE	\$280,000	\$40,000	\$0	\$0	FTACML-6285(017)	11/13/2018	Y
1-Transit	GET	METRO BAKERSFIELD PROGRAM FOR FREE TRANSIT FARE TRIPS DURING UNHEALTHY AIR QUALITY DAYS	\$301,735	\$39,094	\$301,735	\$39,094	FTACML-6013(024)	6/8/2018	Y
2-Alternative Fuel	McFarland	MCFARLAND: CONSTRUCT PUBLIC TRANSIT ELECTRIC VEHICLE CHARGING STATION	\$94,718	\$12,272	\$421,469	\$4,606	CML-5343(014)	1/22/2019 4/15/2020	Y
3-Traffic Operations	Kern Co.	BAKERSFIELD: UNION AVE FROM CASA LOMA DR/MING AVE TO FAIRVIEW RD; SIGNAL COORDINATION (INTERCONNECT)	\$512,600	\$66,500	\$0	\$0	CML-5950(457)	5/2/2019	Y
3-Traffic Operations	Bakersfield	BAKERSFIELD: STOCKDALE HWY AT SR 43/ENOS LN; CONSTRUCT ROUNDABOUT	\$2,921,490	\$378,510	\$0	\$0	CML-5109(246)	9/10/2018	Y
3-Traffic Operations	Bakersfield	BAKERSFIELD: MING AVE AT STINE RD; CONSTRUCT LEFT TURN LANES	\$0	\$0	\$265,590	\$34,410	CML-5109(256)	4/2/2020	Y
3-Traffic Operations	Kern Co.	OILDALE: MERLE HAGGARD DR (WINGS WAY TO MCCRAY ST 1.25MI); AIRPORT DR (MERLE HAGGARD DR TO NORRIS RD; NORRIS RD (AIRPORT DR TO MCCRAY ST); SIGNAL COORDINATION INTERCONNECT	\$536,000	\$69,500	\$0	\$0	CML-5950(454)	5/2/2019	Y
3-Traffic Operations	Bakersfield	BAKERSFIELD: MING AVE AT ALLEN RD AND MING AVE BETWEEN ALLEN RD AND BUENA VISTA RD; INSTALL NEW TRAFFIC SIGNAL AND INTERCONNECT	\$0	\$0	\$440,463	\$57,067	CML-5109(258)	3/30/2020	Y
3-Traffic Operations	Kern Co.	BAKERSFIELD: FAIRFAX RD AT ZEPHYR LN; CONSTRUCT TRAFFIC SIGNAL AND ANCILLARY FACILITIES	\$0	\$385,900	\$561,300	\$72,800	CML-5950(467)	2/11/2020	Y
4-Discretionary	Arvin	ARVIN: DERBY ST (TEJON HWY) BETWEEN HAVEN DR AND SCHIPPER AVE; SHOULDER PAVING AND CONSTRUCT CLASS	\$44,265	\$5,735	\$335,619	\$55,000			N
4-Discretionary	Kern Co.	BUTTONWILLOW: BANNING ST BETWEEN SR 58 TO SULLIVAN RD; SURFACE UNPAVED ROAD	\$481,400	\$896,400	\$2,214,400	\$287,000			N, advanced contingency projects
4-Discretionary	Kern Co.	ROSAMOND: HOLIDAY AVE BETWEEN 65TH ST W AND 60TH ST W; SURFACE UNPAVED ROAD	\$0	\$271,400	\$789,000	\$102,300	CML-5961(014)	4/1/2020	Y

			201	8-19	201	9-20	Federal ID	Obligation Date	Complete Y/N
Category	Lead	Project	CMAQ	LOCAL	CMAQ	LOCAL			
4-Discretionary	Kern Co.	DELANO: CHRISTINA ST BETWEEN MATHEWS AVE TO CECIL AVE; SURFACE UNPAVED ROAD	\$203,100	\$550,400	\$934,200	\$121,100	CML-5950(463)	5/11/2020	Y
4-Discretionary	Kern Co.	DELANO: MATHEWS AVE BETWEEN TIMMONS AVE TO METTLER AVE (.75 MILES); SURFACE UNPAVED ROAD	\$288,700	\$412,500	\$1,328,100	\$172,100	CML-5950(463)	5/11/2020	Y
4-Discretionary	Kern Co.	BUTTONWILLOW: HAIL RD BETWEEN SR 58 TO SULLIVAN RD; SURFACE UNPAVED ROAD	\$456,400	\$743,200	\$2,099,400	\$272,100			N, advanced contingency projects
4-Discretionary	Kern Co.	LAMONT: WILSON RD APPROXIMATELY 250 FEET; SURFACE UNPAVED ROAD; HOPE AVE AND TATUM ST	\$144,000	\$233,700	\$539,500	\$209,000	CML-5950(449) CML-5950(462)	5/14/2018 3/5/2020	Y
4-Discretionary	Kern Co.	BAKERSFIELD: NORD AVE BETWEEN STOCKDALE HWY AND REINA RD; SURFACE UNPAVED SHOULDERS AND INSTALL CLASS	\$969,100	\$125,600	\$0	\$0	CML-5950(458)	1/25/2019	Y
4-Discretionary	Kern Co.	BAKERSFIELD: BRECKENRIDGE RD FROM MONICA ST TO COMANCHE DR; SURFACE UNPAVED SHOULDERS	\$1,138,500	\$147,600	\$0	\$0	CML-5950(456)	1/30/2019	Y
4-Discretionary	Kern Co.	BAKERSFIELD: VINELAND RD FROM EDISON HWY TO PIONEER DR; SURFACE UNPAVED SHOULDERS AND AND INSTALL CLASS II BIKE LANES	\$299,700	\$38,900	\$0	\$0	CML-5950(464)	3/28/2019	Y
4-Discretionary	Kern Co.	ARVIN: S. COMANCHE DR BETWEEN SYCAMORE RD TO SHANE CT; SURFACE UNPAVED SHOULDERS	\$414,400	\$53,800	\$0	\$0	STPCML-5950(459)	4/19/2019	Y
4-Discretionary	Kern Co.	BAKERSFIELD: RENFRO RD BETWEEN ROSEDALE HWY TO HAGEMAN RD; SURFACE UNPAVED SHOULDERS AND CLASS II BIKE LANE	\$280,800	\$34,600	\$0	\$0	CML-5950(455)	11/2/2018	Y
4-Discretionary	Kern Co.	GOLDEN HILLS: RED APPLE AVE AT WESTWOOD BLVD; CONSTRUCT TRAFFIC SIGNAL AND ANCILLARY FACILITIES	\$496,400	\$64,400	\$0	\$0	CML-5961(010)	3/26/2019	Y

Lead	Description	Federal 20/21	Local 20/21	Total 20/21	Federal ID	Obligation Date	Complete Y/N
Bakersfield	BAKERSFIELD: BUENA VISTA RD (STOCKDALE HWY TO WHITE LN), ALLEN RD (WESTSIDE PKWY WB RAMP TO STOCKDALE HWY), CALLOWAY DR (BRIMHALL RD TO STOCKDALE HWY); SIGNAL COORDINATION (INTERCONNECT)	\$561,111	\$72,698	\$633,809	CML-5109(252)	9/5/2019	Y
Bakersfield	BAKERSFIELD: HOSKING AVE BETWEEN STINE RD AND S H ST; SIGNAL COORDINATION (INTERCONNECT)	\$376,482	\$48,778	\$425,260	CML-5109(259)	1/13/2020	Y
Bakersfield	BAKERSFIELD: ROSEDALE HWY BETWEEN VERDUGO LN AND JET WAY; SIGNAL COORDINATION (INTERCONNECT)	\$336,214	\$43,561	\$379,775	CML-5109(260)	4/2/2020	Y
Bakersfield	BAKERSFIELD: BRIMHALL RD BETWEEN CALLOWAY DR AND JEWETTA AVE; SIGNAL COORDINATION (INTERCONNECT)	\$360,950	\$46,765	\$407,715	CML-5109(260)	4/2/2020	Y
Kern Co.	DELANO: BRUTTON ST BETWEEN MATHEWS AVE TO CECIL AVE; SURFACE UNPAVED ROAD	\$801,900	\$759,900	\$1,561,800	CML-5950(463)	5/11/2020	Y
Kern Co.	BAKERSFIELD: KRATZMEYER RD BETWEEN ENOS LN TO NORD AVE; SURFACE UNPAVED SHOULDERS	\$1,021,500	\$132,400	\$1,153,900	CML-5950(465)	2/21/2019	Y
Kern Co.	NEAR BAKERSFIELD: PANAMA LN BETWEEN SR 43 TO BAKERSFIELD CITY LIMITS; SURFACE UNPAVED SHOULDERS	\$920,900	\$119,400	\$1,040,300	STPCML-5950(461)	3/19/2019	Y
Kern Co.	ROSAMOND: ROSAMOND BLVD, STEVENSON ST TO 25TH ST W; 30TH ST W, ORANGE ST TO ROSAMOND BLVD; 25TH ST W, HOLIDAY AVE TO ROSAMOND BLVD; SURFACE UNPAVED SHOULDERS, INSTALL CLASS II BIKE LANES	\$1,139,100	\$147,600	\$1,286,700	CML-5961(011)	0.440.0000	V
Ridgecrest	RIDGECREST: W. DOLPHIN AVE BETWEEN S. CHINA LAKE BLVD AND COLLEGE HEIGHTS BLVD; SURFACE UNPAVED STREET	\$700,857	\$262,904	\$963,761	CML-5389(064)	3/10/2020 2/11/2020	
Kern Co.	BAKERSFIELD: FRUITVALE AVE BETWEEN NORRIS RD TO SNOW RD; SURFACE UNPAVED SHOULDERS AND INSTALL CLASS II BIKE LANES	\$397,700	\$51,600	\$449,300	CML-5950(460)	1/10/2019	Y
Kern Co.	BUTTONWILLOW: BRITE RD BETWEEN BUTTONWILLOW RD TO WASCO WAY; SURFACE UNPAVED SHOULDERS	\$539,500	\$286,400	\$825,900	STHIPCML- 5950(466)	2/19/2020	Y
Kern Co.	BUTTONWILLOW: MIRASOL AVE BETWEEN BRITE RD AND SR 58; SURFACE UNPAVED SHOULDERS	\$666,500	\$334,100	\$100,600	STHIPCML- 5950(466)	2/19/2020	Y

			202	0-21	202	1-22	Federal ID	Obligation Date	Complete Y/N
Category	Lead	Project	CMAQ	LOCAL	CMAQ	LOCAL			
0-Regional	Kern COG	Kern County: CommuteKern Rideshare Program	\$0	\$0	\$222,148	\$28,782	CML-6087(073)	2/17/2022	Y
0-Regional	Kern COG	Kern County: CommuteKern Rideshare Program	\$211,602	\$27,416	\$0	\$0	CML-6087(069)	4/23/2021	Y
3-Traffic Operations	Bakersfield	Bakersfield: Signal Coordination Part 2	\$0	\$0	\$1,239,420	\$160,580	CML-5109(275)	7/1/2022	Y
3-Traffic Operations	Bakersfield	Bakersfield: Signal Coordination Part 1	\$1,593,540	\$206,460	\$0	\$0	CML-5109(268)	4/28/2021	Y
3-Traffic Operations	Bakersfield	Bakersfield: New Stine Rd between Panama Lane and Mohawk St & Calloway Dr between White Ln and Brimhall Rd; install traffic signals communication	\$531,180	\$68,820	\$0	\$0	CML-5109(269)	4/9/2021	Y
3-Traffic Operations	Kern Co.	Kern County (Bakersfield): Intersection of Flower Street and Virginia Street; Construct a traffic signal and ancillary facilities	\$594,703	\$77,051	\$0	\$0	CML-5950(485)	4/12/2021	Y
3-Traffic Operations	Bakersfield	Bakersfield: Wible Rd at McKee Rd; traffic signal & Wible Rd between McKee Rd and Hosking Ave;	\$586,319	\$75,964	\$0	\$0	CML-5109(264)	4/20/2021	Y
3-Traffic Operations	Bakersfield	Bakersfield: McKee Rd at Ashe Rd; install traffic signal	\$287,722	\$37,278	\$0	\$0	CML-5109(265)	4/20/2021	Y
3-Traffic Operations	Kern Co.	Kern County (Oildale): Intersection of Manor St and Day Ave; Construct a traffic signal and ancillary facilities	\$838,419	\$108,627	\$0	\$0	CML-5109(484)	4/20/2021	Y
4-Discretionary	Kern Co.	Kern County (Delano): Lytle Avenue from West Cecil Avenue to County Line Road; Pave dirt Rd	\$0	\$0	\$1,436,028	\$186,053	CML-5950(490)	5/6/2021	Y
4-Discretionary	Tehachapi	Tehachapi: Pinon Street from Brandon Lane east to Dennison Road; pave an unpaved street and install Class II bike lane	\$885,299	\$114,701	\$0	\$0	CML-5184(038)	3/16/2021 5/12/22	Y
4-Discretionary	Shafter	Shafter: Santa Fe Way (SR 43) and E Los Angeles Ave/S Beech Ave Intersection; Operational Improvement/Construct Roundabout	\$1,327,950	\$172,050	\$0	\$0	CML-6206(030)	12/3/2020	Y
4-Discretionary	Kern Co.	Kern County (Walker Basin): Williams Rd from Johns Road to Basin Street; Pave dirt Rd	\$1,094,280	\$141,776	\$0	\$0			N, advanced contingency

			202	0-21	202	1-22	Federal ID	Obligation Date	Complete Y/N
Category	Lead	Project	CMAQ	LOCAL	CMAQ	LOCAL			
4-Discretionary	Kern Co.	Kern County (Lake Isabella): Intersection of Elizabeth Norris Rd and Lake Isabella Blvd; Construct a traffic signal and ancillary facilities	\$638,692	\$82,750	\$0	\$0	CML-5950(482)	2/8/2021	Y
4-Discretionary	Cal. City	In California City: Mendiburu Rd from Hacienda Blvd to Neuralia Rd; surface unpaved street	\$33,641	\$4,359	\$1,693,381	\$246,897	CML-5399(031)	1/28/2021 2/16/2022	Y
4-Discretionary	State	Near Lamont: SR 223 at SR 184/Wheeler Ridge Road: construct single-lane roundabout (State fund source \$2,741,000)	\$0	\$0	\$1,500,000	\$500,000	CML-6206(032)	7/26/2021	
4-Discretionary	Kern Co.	Kern County (Tehachapi): Sand Canyon Rd from Tehachapi Blvd to Country Canyon Rd, approximately 7.2 miles in length; Construct 6-foot asphalt concrete shoulders and	\$2,362,277	\$306,059	\$0	\$0			N, advanced contingency
4-Discretionary	Shafter	Shafter: Santa Fe Way from Los Angeles Ave to Galpin St; Construct 8' shoulders on both sides of roadway	\$0	\$0	\$1,327,950	\$172,050	CML-5281(031)	4/18/2022	Y
4-Discretionary	Wasco	Wasco: N. Palm Ave. between Margalo St. and Gromer Ave. (1/4 mile length); pave shoulders, construct bicycle and pedestrian facilities	\$140,266	\$18,174	\$350,671	\$45,434	CML-5287(058)	3/17/2021 12/7/2022	Y
4-Discretionary	Bakersfield	Bakersfield: Bounded by 7th Standard Rd, Kern River Parkway and approx 6 miles Friant-Kern Canal; construct Class I multi-use path ((ATP \$4,306,000)	\$0	\$0	\$3,447,358	\$446,642	ATPCML- 5109(272)	9/12/2022	Y, project not complete

Lead	Description	Local	Federal 22/23	Federal 23/24	Total	Federal ID	Obligation Date	Complete Y/N
Ridgecrest	Ridgecrest: City corporation yard; Install electric vehicle charging station and solar photovoltaic system	\$77,743		\$556,457	\$634,200	CML-5385(069)	2/2/2021	Y
Bakersfield	Bakersfield: Hageman Rd easterly across SR99 and connect with SR204; construct multi-use path	\$3,179,903	\$5,247,756		\$8,427,659	CML-5109(271)	1/24/2022	Y, project not complete
Bakersfield	Bakersfield: along Pacheco Rd between Stine Rd and Wible Rd; construct multi-use path	\$56,880	\$439,020		\$495,900	CML-5109(266)	5/11/2021	Υ
Bakersfield	Bakersfield: Stockdale Ranch Dr to Kern River bike path south of Stockdale Hwy crossing Kern River; construct multi-use path	\$529,400		\$1,770,600	\$2,300,000	CML-5109(261)	8/2/2021	Υ
Kern Co.	**Kern County (Wasco): Scofield Avenue from West Lerdo Highway to Wasco City Limit, approximately 5.6 miles in length; Construct 6-foot asphalt concrete shoulders and ancillary facilities	\$388,230		\$2,996,510	\$3,384,740	STHIPCML-5950(486)	1/18/2022	Y
Kern Co.	**Kern County (Delano): Browning Road from Elmo Highway to Skyline Drive; Pave Shoulders	\$350,152		\$1,349,779	\$1,699,931	CML-5950(489)	12/28/2021	Υ
Kern Co.	**Kern County (Bakersfield): Hughes Lane from Terrace Way to Bakersfield City Limits, and a portion of Colton Street (0.3 miles); Construct asphalt concrete shoulders and ancillary	\$83,325	\$643,135		\$726,460	STPCML-5950(483)	5/11/2021	Y

			2022	-23	2023-2	4	Federal ID	Obligation Date	Complete Y/N
Category	Lead	Project	CMAQ	LOCAL	CMAQ	LOCAL		June 1	
O-Regional	Kern COG	Kern County: COMMUTEKERN Rideshare Program	\$0		\$256,470	\$33,229			N, expect to submit Jan 2024
O-Regional	Kern COG	Kern County: COMMUTEKERN Rideshare Program	\$240,187	\$31,119	\$0		CMLNI-6087(067)	2/13/2023	Y
1-Transit	Taft	Taft: 550 Supply Rd; install charging infrastructure and solar microgrid	\$229,514	\$29,736	\$2,726,626	\$353,264	CML-5193(045)	5/1/2023	Y for PE; N for CON, expect to submit 2024
3-Traffic Operations	Kern Co.	Kern County (Bakersfield): Various areas in Metro Bakersfield; Traffic Signal Coordination (Interconnect)	\$1,353,004	\$175,296	\$0	\$0	CML-5950(517)	4/7/2023	Y
3-Traffic Operations	Kern Co.	Kern County (Oildale): Within and around the community of Oildale; Traffic Signal Coordination (Interconnect)	\$1,055,189	\$136,711	\$0	\$0	CML-5950(517)	4/7/2023	Y
3-Traffic Operations	Kern Co.	Kern County (Metro Bakersfield): Intersection of Allen Rd and Jomani Dr; Construct a traffic signal and ancillary facilities	\$536,725	\$69,538	\$0	\$0	CML-5950(510)	3/15/2023	Y
3-Traffic Operations	Bakersfield	Bakersfield: White Ln from Wible Rd to Buena Vista Rd; installation of adaptive signal coordination	\$0	\$0	\$775,080	\$100,420			N, expect to submit Jan 2024
3-Traffic Operations	Kern Co.	Kern County (Metro Bakersfield): Intersection of Cottonwood Rd and Cheatham Ave; Construct a traffic signal and ancillary facilities	\$567,807	\$73,565	\$0	\$0	CML-5950(505)	2/22/2023	Y
3-Traffic Operations	Bakersfield	Bakersfield: Stockdale Hwy from Renfro Rd to Coffee Rd; installation of adaptive signal coordination	\$0	\$0	\$336,768	\$43,632			N, expect to submit Jan 2024
3-Traffic Operations	Kern Co.	Kern County (Metro Bakersfield): Intersection of Snow Rd and Quail Creek Rd; Construct a traffic signal and ancillary facilities	\$0	\$0	\$626,174	\$81,128			N, expect to submit 2024
3-Traffic Operations	Bakersfield	Bakersfield: H St from White Ln to Panama Ln, Panama Ln from Akers Rd to Parsons Wy; installation of adaptive signal coordination	\$0	\$0	\$509,048	\$65,953			N, expect to submit Jan 2024
3-Traffic Operations	Bakersfield	Bakersfield: Mt Vernon Ave from Bernard St to Panorama Dr; installation of adaptive signal coordination	\$529,409	\$68,591	\$0	\$0	CML-5109(281)	8/1/2023	Y
4-Discretionary	Kern Co.	Kern County (Tehachapi): Intersection of Cummings Valley Rd and Bear Valley Rd; Construct a roundabout and ancillary facilities	\$572,929	\$74,229	\$3,061,415	\$396,639	CML-5961(016)	5/25/2022	Y for PE; N for CON, expect to submit 2024
4-Discretionary	Wasco	Wasco: Poso Ave from Central Ave to Martin St; bicycle and pedestrian improvements, pave southside unpaved shoulders	\$49,156	\$6,369	\$308,994	\$40,034	CML-5287(062)	7/26/2022	Y for PE; N for CON, expect to submit 2024
4-Discretionary	Kern Co.	Kern County (Bakersfield): Rosedale Highway between SR-43 and Heath Road; Surface 4 miles of dirt shoulders	\$2,875,285	\$372,524	\$0	\$0	CML-5950(511)	3/27/2023	Y

2021 CMAQ Cycle - Draft Obligation Report

			2022-	23	2023-24	1	Federal ID	Obligation Date	Complete Y/N
Category	Lead	Project	CMAQ	LOCAL	CMAQ	LOCAL			·
4-Discretionary	Kern Co.	Kern County (Metro Bakersfield): Northside of Casa Loma Dr (S Union Ave - Pogososo St); Surface 0.25 miles of unpaved shoulder	\$421,690	\$54,634	\$965,910	\$124,144	CML-5950(503)	4/11/2022	Y for PE; N for CON, expect to submit 2024
4-Discretionary	Cal. City	California City: Redwood Blvd from 560 ft east of Hacienda Blvd to 98th St; surface unpaved shoulders/roadway, install Class II bike lanes, sidewalks and raised median island approx 1,500 ft	\$0	\$10,000	\$846,966	\$109,734			N, expect to submit Jan 2024
4-Discretionary	Kern Co.	Kern County (Tehachapi): Backes Ln (Highline Rd - Schout Rd), Schout Rd (Backes Ln - Woodford Tehachapi Rd), Woodford Tehachapi Rd (Schout Rd - SR 202); pave shoulder and bike lane	\$1,832,751	\$237,452	\$0	\$0	CML-5961(017)	5/10/2023	Y
4-Discretionary	Kern Co.	Kern County (Metro Bakersfield): Mills Dr (SR 184 - Park Dr) & Park Dr (Mills Dr - Eucalyptus Dr); Surface unpaved shoulder	\$1,113,330	\$144,244	\$0	\$0			N, advanced contingency

		Federal 24/25	Local 24/25	Total 24/25	Federal ID	Obligation	Complete Y/N
						Date	
Lead	Description						
	Kern County (Lake Isabella, Rosamond, Wheeler Ridge): Lake Isabella Blvd (Erskine Creek Rd - Nugget Ave), Laval Rd West (Tejon Industrial Dr - Dennis McCarthy Dr), Laval Rd East (Outlet Dr - Wheeler Ridge Rd, Wheeler Ridge Rd: Laval Rd - Santa Elena Dr), and Rosamond Blvd (35th St W - United St); Traffic Signal Coordination (Interconnect)	\$598,197	\$77,503	\$675,700	CML-5950(517)	4/7/2023	Y



IV. M. TPPC

October 19, 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. M.

MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT

DESCRIPTION:

To help meet more stringent air standards, Kern COG promotes early deployment of alternative fuel vehicle technologies such as plug-in electric vehicles (EVs) and compressed natural gas-fueled vehicles This report was presented to the TTAC on October 4, 2023, and covers the period May 20, 2023, to September 30, 2023.

DISCUSSION:

Linda Urata retired from Kern Council of Governments on September 30, 2023. Her last day of work was Friday, September 29, 2023. During this quarter, Ms. Urata continued to train her colleagues to carry out the 2023-2024 Overall Work Program in Work Elements 203.3A and 603.3 Mobility Innovations and Incentives, 603.4 EV Ready Communities, 608.2 ATP Cycle 5 Safe Routes for Cyclists in 13 Kern County Disadvantaged Communities, and 801.1 Grant Writing.

Advertising and Marketing Materials: Kern COG updated the Mobility Innovations and Incentives/ATDM program brochure for distribution at the Kern County Fair, September 20 to October 1, 2023.

Fall EV Awareness Media Campaign: In September, Kern COG placed an ad campaign with Spectrum to run from October 10 to November 12 and then again from January 15 to February 15, 2024. The campaign will encourage public input to the 2024 EV Charging Station Blueprint by directing them to a website: tinyurl.com/kernevcs.

Kern EV Charging Spaces: Kern COG will work to capture the CALeVIP Golden State Priority funding to update the Zip Code Report in November 2023.

Kern County Medium- and Heavy-Duty Zero Emission Vehicle Infrastructure Blueprint

During this reporting period, Kern COG staff worked with the consultant, Gladstein, Neandross and Associates to complete the final MD|HD ZEVI Blueprint Document, and the Final Report to the CEC. Monthly meetings were held by the CEC Contract Agreement Manager that included Kern COG staff and GNA staff. The project agreement with the CEC was closed out by June 28, 2023. The final document is posted on the Kern COG website: https://www.kerncog.org/wp-content/uploads/2023/04/2023__MD-HD_ZEV_Infrastructure_Blueprint.pdf

\$20 million available! NEW: On September 19, 2023, the California Energy Commission released its funding opportunity GFO-23-603 Implementation of Medium- and Heavy-Duty Zero-Emission Vehicle

Infrastructure Blueprints. Fleets identified in CEC-funded blueprints, such as Kern COG's, are eligible to compete for \$20 million. The deadline to apply for funding is November 10, 2023, 11:59 pm. A pre-application workshop was held October 4, 2023. Questions are due by October 9, 2023, 5:00pm. The five organizations developed in the Kern Blueprint are The Wonderful Company, Frito-Lay, WattEV, City of Arvin, and Tejon Ranch. Other fleets mentioned are: Here is a link to the website:

https://www.energy.ca.gov/solicitations/2023-09/gfo-23-603-implementation-medium-and-heavy-duty-zero-emission-vehicle

ATP Cycle 5 Safe Routes for Cyclists in 13 Kern County Disadvantaged Communities (SR4C)

Kern COG staff worked with the consultant Bike Bakersfield and their partners at CalWalks and the Kern County Library to deliver the SR4C program. Administratively, invoices were brought current. During this reporting period a "May is Bike Month" countywide scavenger hunt was completed. Bike Rodeos and Bike Maintenance Workshops were held in all 13 communities. These will be offered again in communities with low turn-out. Kern COG staff participate in monthly program meetings, process invoices, and report on the program to Caltrans via the Calsmart reporting system. Program Review meetings were held in August and September to determine where the program needs to be adjusted to increase community participation. Kern COG ran a television ad campaign on KGET TV17 to promote the summer outreach activities. Please visit www.bikebakersfield.org to find your local event schedule.

EV Ready Communities

- Administration: Two amendments were made to the agreement with the CEC. One was to reallocate matching funds from Direct Labor to Subrecipients. Another was to update the Terms and Conditions. Kern COG worked on a third amendment to amend the budget, scope of work, and schedule of products to submit in September. This will take a few months to work through with the California Energy Commission process. The Miocar electric carshare portion of the project was cancelled. Kern COG proposed replacement projects to the CEC, but those were rejected. This necessitates a change in scope and budget. Station opening delays will necessitate an extension of the termination date, so that 12 months of data may be collected and analyzed. Once the CEC PRIME agreement with Kern COG is executed, Kern COG will amend the sub-agreements. Kern COG Staff completed written reports to the CEC and participated in monthly calls with the CEC Contract Agreement Manager.
- EV Charging Stations in ten locations throughout Kern County: During this period, delays in electrical
 installations, parts, permits, and location site readiness have served to delay all the site openings
 such that only the McFarland Charging Station is open. Kern COG is working with all the station hosts
 to keep the delays to 8 months (April 2024). Station opening celebrations will roll out as the stations
 open.
- Workforce Development: Kern Community College District reports that the curriculum is under development and that charging stations would be installed at Bakersfield College by the end of October 2023. The curriculum continues to work its way through the review process.
- Electric Bike (eBike) Pilot: Bike Bakersfield purchased bike kits and constructed six eBikes. However, three bikes had mechanical difficulties and the bikes were returned. Replacement eBikes will be purchased to pilot and demonstrate through the SR4C community outreach activities. Accessories also remain to be purchased.
- 2024 Kern EVCS Blueprint: The EV Ready Communities funding is being used to implement the 2019 EVCS Blueprint. A five-year update to the Blueprint is scheduled to be completed in 2024. Following an RFP process with panel interviews, Kern COG entered into an agreement on August 17th with DKS Associates to develop the 2024 Kern EVCS Blueprint.
- Outreach: Kern COG created a project information sheet that was distributed to the TTAC, RPAC, TPPC, the Arvin Clean Energy Fair (June 24), and the Kern County Fair.

Participation in committees and workgroups

Kern COG staff participated in monthly or quarterly meetings held by several working groups committees as time and schedule allowed, including the

- CEC Workshop for Municipal Fleets ZEVI solicitation development
- PG&E Transportation Electrification Advisory Group semi-annual meeting
- CARB Public Work Group for Clean Transportation Equity and Light-Duty Vehicle Investments meeting. Attend, take notes, ask questions, make comments.
- California Energy Commission (CEC) workshop where they presented and discussed findings
 from the second <u>Assembly Bill (AB) 2127 Electric Vehicle Charging Infrastructure Assessment</u>
 Staff Draft Report. The purpose of this workshop was to share the assessment charging
 infrastructure needs, discuss the differences from the first AB 2127 assessment, and solicit public
 feedback on these results.
- Community Action Board SUMMATION WATT EV meeting on September 15, 2023.
- Valley Strong Energy Institute/California Renewable Energy Lab Steering Committee meeting on September 21, 2023.
- California Transportation Commission Road Charge Technical Advisory Committee.

Kern COG Staff attended the California Energy Commission Workshop on September 7, 2023 where they presented and discussed findings from the second <u>Assembly Bill (AB) 2127 Electric Vehicle Charging Infrastructure Assessment</u> Staff Draft Report. The purpose of this workshop was to share the assessment charging infrastructure needs, discuss the differences from the first AB 2127 assessment, and solicit public feedback on these results. Link to the website: https://www.energy.ca.gov/event/workshop/2023-09/assembly-bill-ab-2127-assessment-workshop-staff-draft-report

Upcoming activities:

October 10 to November 12: Spectrum digital campaign online and on social media to promote the 2024 Kern EV Charging Station Blueprint website collecting information on siting future charging stations. Visit tinyurl.com/kernevcs to participate.

October 14, 2023: Best Drive EVer at the Bakersfield AutoMall. Kern COG is a sponsor.

Kern Active Transportation Alliance (KATA) will host Safe Routes for Cyclists in Disadvantaged Communities monthly Community Bike Rides, Stakeholder Meetings, and other activities to increase bicycling skills and confidence, offer bike maintenance, and demonstrate electric bicycles. A Community Rides schedule for September and October is attached to this staff report. Visit www.BikeBakersfield.org to find future events' dates and places.

California Plan for National Electric Vehicle Infrastructure (NEVI) Program: The California Deployment Plan for NEVI was approved in September 2022 by the US Joint Office of Energy and Transportation. Under NEVI California will receive \$56 million in the first year and a total of \$384 million over five years, while California has announced plans to invest \$10 billion over multiple years. NEVI was authorized under the federal Infrastructure and Investment and Jobs Act of 2021 (IIJA). The program in California was put together in partnership between the California Department of Transportation (Caltrans) and the California Energy Commission (CEC), with Caltrans designated as the lead agency.

NEVI funds must be used initially on federally designated Alternative Fuel Corridors. Starting with Round 1 in 2016, Kern COG has been assertive in seeking FAST Corridor designations in Kern County, working with Caltrans Districts 6 and 9.

In June and July, workshops were held on the Development of the 2023 Update to California's Deployment Plan for the NEVI Formula Program. Here is the website hosted by the CEC: https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-program-nevi

There is a NEVI mapping tool to show when specific corridors are eligible for funding. You can find that here: https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc

Resources For more funding resources and tools, please visit https://www.kerncog.org/wp-content/uploads/2022/06/EVCS Toolkit Resources 202206.pdf,

Also visit the websites of agencies that provide funding, such as the CEC, CARB, the EKAPCD and the San Joaquin Valley Air Pollution Control District.

If member agencies are interested in identifying funds for a specific project, Kern COG staff may be able to assist you. Please contact Irene Enriquez, Regional Planner at ienriquez@kerncog.org.

ACTION: Information.



IV. N. TPPC

October 19, 2023

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,

Executive Director

By: Rob Ball, Deputy Director/Planning Director

Ben Raymond, Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. N.

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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

DISCUSSION:

This discussion provides an 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.

September 21, 2023 – California Air Resources Board (ARB) provided an email update on the status of Kern COG's promised 2022 RTP/SCS acceptance letter. A key upper management review person is not available this month pushing the issuance of the final letter into October 2023, 4-months after ARB indicated acceptance of Kern COG's SCS in their June 13th email.

August 10, 2023 - ARB staff announced at the quarterly San Joaquin Valley Inter-Agency Consultation meeting that Kern, Stanislaus, and Tulare COGs have received their approval and will receive official documentation in September. Fresno and San Joaquin COGs have completed their reviews and are in the process of making some required board actions before they can receive their official approval. Kings, Madera, and Merced are still under review by ARB staff.

July 26, 2023 – 2026 RTP/SCS Roundtable Meeting was held for environmental, equity, business & industry groups on the public outreach process at Kern COG and included 14 representatives

from the Delores Huerta Foundation, Central California Asthma Collaborative, Sierra Club, Home Builders Association, Golden Empire Transit, Caltrans, County Public Works, and staff from the cities of McFarland. Taft. and Wasco.

July 13, 2023 - ARB staff emailed Kern COG and the California, the final acceptance letter is still working its way through upper management reviews and may not be issued till September due to staffing and vacation issues.

June 15, 2023 – Kern COG Board approved the 2023 Public Involvement Procedures document after a 45-day public review. The document is online at https://www.kerncog.org/policies/.

June 13, 2023 – ARB staff emailed Kern COG and the California Transportation Commission that "the SCS is officially approved." However, the final acceptance letter is still working its way through upper management reviews and will take several weeks before it is issued.

May 19, 2023 – ARB staff acknowledged receipt of the requested transmittal letter signed by the Kern COG Chair, and associated TPPC staff report. ARB staff indicated they would provide a status update by May 31, and try to meet Kern COG's request for an expedited review by June 8, but that they could not commit to any date earlier than June 27.

May 5, 2023 - Kern COG submitted a draft of a Kern COG TPPC staff report and transmittal letter to ARB with a request for the Kern COG Chair to sign. The item was approved by the Board on May 18, 2023, and signed by the Chair. The letter documents technical changes that do not affect the adopted RTP/SCS text or conclusions. The document contains updates from the November 2022 SCS technical data submittal to ARB consistent with ARB guidelines.

May 1, 2023 – Kern COG circulated the draft Public Involvement Procedure for 45-day public review period to be concluded on June 15. In addition, the Kern COG Executive Director and other COG directors from the San Joaquin Valley met with the SJV representative on the California Air Resources Board. At that meeting ARB staff indicated that Kern was close to receiving the acceptance finding for their SCS.

April 26, 2023 – Kern COG submitted to ARB a cover letter and revised technical methodology data submittal with all the requested updates since the November data submittal. ARB requested that the Kern COG's chair's signature be approved by the Kern COG Board,

April 17, 2023 – Kern COG web conferenced with ARB staff for the 14th time in 3 years to discuss the 2022 SCS technical methodology. One final methodology issue remains out of 27 identified in CARB's January 20th memorandum. Additional adjustments were made to the elasticity used to adjust the hybrid NCST tool method used by Fresno COG. Documentation of the adjustment was submitted to ARB on April 18, 2023. ARB is required to provide their findings and recommendations 2 months after the submitted package from Nov. 29, 2023, is found complete.

March 29, April 7, April 14, 2023 – Kern COG web conferenced with ARB to further refine SCS modeling methodology.

February 17, 2023 – Kern COG submitted responses to the ARB January 20, 2023 questions.

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

December 16, 2022 – The 2022 RTP/Federal Transportation Improvement Program (FTIP) short range transportation program air quality conformity was federally approved.

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 on the Kern COG website 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/	-10.9%	-15.1%
required off-model adjustments (2020 is pre-COVID)		
2018 RTP/SCS demonstration (August 15, 2018)	-12.5%	-12.7%
Targets for 2022 RTP/SCS (set March 22, 2018, by	- 9%	-15%
ARB, effective October 1, 2018)		

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. 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

- June 2023 Update Public Involvement Procedure
- July 2023 Stakeholder roundtable process to vet outreach and performance measures
- Spring 2023 to Spring 2026 Annual Statistically Valid Community Phone Surveys
- Spring 2023 to Spring 2026 RTP/SCS Public Outreach Process
- September 2023 Regional Growth Forecast Update Kickoff
- September each year Technical Assistance Requests to Kern COG Due
- October 17, 2023 Comment Due on Early Draft 2026 Capital Improvement Program
- Spring 2024 Adopt Regional Growth Forecast Update
- Fall 2023 to Fall 2025 Fairs/Festivals/Farmer's Market Outreach
- Fall 2024 to Fall 2025 Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents.

ACTION: Information.



IV. O. TPPC

October 19, 2023

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,

EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner Robert M. Snoddy, Regional Planner

SUBJECT: Transportation Planning Policy Committee Consent Agenda Item: IV. O.

PROJECT ACCOUNTABILITY TEAM REPORT

DESCRIPTION:

Kern COG staff to provide the latest updates. The Transportation Technical Advisory Committee has reviewed this item.

DISCUSSION:

The Project Accountability Team meetings are held quarterly as needed to discuss project implementation issues and to develop solutions. Participants review project status information for projects in the Federal Transportation Improvement Program (FTIP). Since no meeting has been held recently, this report is meant to provide the latest updates.

- 1. Transportation Development Act (TDA) Article 3 invoices should be submitted to Bob Snoddy at bsnoddy@kerncog.org. Please see project list attached.
- 2. Caltrans' monthly Local Assistance Delivery report includes funding authorizations (obligations) and de-obligations for formula federal funds. As of the August 2023 report, the Kern region had the highest delivery rate in the state for fiscal year 22/23 Congestion Mitigation Air Quality Program and Regional Surface Transportation Program delivery 157.6%. Since then, Delano has received advanced approval for \$698,000 Regional Surface Transportation Program funds bringing the Kern region to 161.1%.
- 3. The FY 23/24 Active Transportation Program (ATP), Congestion Mitigation Air Quality Program (CMAQ), Regional Surface Transportation Program (RSTP) project list is provided to remind agencies to deliver early.

ACTION: Information.

Attachments: September 20, 2023 TDA Article 3 project list

August 31, 2023 FY 2022-23 Caltrans Local Assistance Delivery report

September 22, 2023 FY 23/24 ATP/CMAQ/RSTP project list

, .	Develop	ment Act Art	icle 3 Program - Funded and Un-Funded Projects FY 20	21	-22		
Project Status							
Status Code: 1=N	lot Started	d 2=Under Co	nstruction 3=Completed				
Jurisdiction	Auth. Date	Auth. Minute Order	Project Name		Funding	Status Code	
Bakersfield/Kern County	7/15/2021	MO#21-5	Addition of a Class 1 bike path along County Dump Rd. between Fairfax Rd. and Paladan Dr. Kern County will be a sub applicant	\$	267,000	2	Project estimated to be comp. September 30, 2023
2nd Priority				\$	267,000		
Total Funded Proiects				\$	267,000		
McFarland	7/15/2021	MO#21-01	Remove and replace non-ADA compliant curb ramps on Ebell St. Mast Ave. to Woodruff Ave. & 6th St. and California Ave.	\$	156,158	1	Est. June 2023
Tehachapi	7/15/2021	MO#21-02	Complete pedestrian facilities on both sides of Brentwood Dr. between Cury St. and Oakwood St. with a new ADA compliant sidewalk, curb, and gutter	\$	284,750	1	Should be completed January 2024
Taft	7/15/2021	MO#21-03	Construct new curb and gutter, sidewalk, ADA compliant ramps, drive approaches and related pedestrian improvement on west side of 4th St. from Supply Row to Main St.	\$	169,080	3	Should receive invoice in January 2024
Wasco	7/15/2021	MO#21-04	Remove existing non-ADA compliant ramps and replace with ADA compliant curb and ramps on D St. Blvd. between Filburn and Stephen Court east side and on Filburn St. between Gaston St. amd D St. north side	\$	156,831	1	Should be completed July 2023
California City	7/15/2021	MO#21-05	Construct new sidewalk, curb & gutter, ADA curb ramps, and related pedestrian improvements on Hacienda Blvd.	\$	170,538	1	Should be completed November 2023
3rd Priority Projects (Unfunded)	1			\$	937,357		
TDA Article 3 project	⊥ ts funded a	nd unfunded		\$	1,204,357		

TDA Article 3 FY 2023 Adopted Project

Project Status

Status Code" 1= Not Under Construction 2=Under Construction 3=Completed

Minute Orde	er Jurisdiction	Auth. Date	Project Name	Funding	Status Code
23-02	Kern County	8/19/2023	Bike facilities	\$21,000	1
23-03	Ridgecrest	8/19/2023	Bike Facilities	\$3,000	1
23-04	Shafter	8/19/2023	Bike facilities	\$3,000	1
23-06	Taft	8/19/2023	Bike Facilities	\$3,000	1
23-08	Wasco	8/19/2023	Bike facilities	\$3,000	1
23-01	Kern County	8/19/2023	Bike Safety	\$22,000	1
23-08	Wasco	8/19/2023	Bike Safety	<u>\$2,000</u>	1
	Total 1st Priority Projects			\$57,000	
			Complete class II bike lane on westside of Dennison Rd. between Valley		
23-11	Tehachapi	8/19/2023	Rd. and Pinon St.	\$212,000	1
	Total 2nd Priority Projects			\$212,000	
			10th St. pedestrian improvements from Supply Row to Main St. ADA		
23-07	Taft	8/19/2023	ramps, curb and gutter	\$194,500	1
			Pedestrian improvements along Shafter Ave. between Lerdo Hwy. and		
23-05	Shafter	8/19/2023	James St. Wheelchair ramp, gross gutters, curb and gutter	\$157,500	1
			Dennison Rd. sidewalk/ADA Improvements		
23-12	Tehachapi	8/19/2023		\$29,888	
			Pedestrian Improvements 11th St. from D St. to Birch Ave. new sidewalk,		
23-10	Wasco	8/19/2023	curb and gutter, and ADA ramps	\$425,592	1
	Total 3rd Priority Projects			\$807,480	
	Total Article 3 Projects			\$1,076,480	

FFY 2022 - 23
Local Assistance Delivery
Estimated Formula OA Funds as of August 31, 2023

Region	Estimated FFY 2023 OA ¹	Adjustment to FFY 2023 OA for FFY 2022 Over - Under Delivery ²	Estimated FFY 2023 Oversight Adjustment ³	Contribution for LS&R Needs Assessment FFY 2023 ⁴	LS&R Needs Assessment Funding Offset	Adjusted FFY 2023 Estimated OA ⁵	FFY 2023 Obligations as of 8/31/23	Percent Estimated OA Delivered	Balance FFY 2023 Estimated OA ⁶
Amador	960,573	1,144,051	(13,822)	_	-	2,090,802	1,430,537	68.4%	660,265
Butte	5,244,654	1,582,819	(75,071)	-	-	6,752,401	8,869,327	131.4%	(2,116,925)
Calaveras	1,122,584	480,452	(16,117)	-	-	1,586,919	767,585	48.4%	819,334
Fresno	25,086,307	(2,493,338)	(394,131)	-	-	22,198,839	28,230,326	127.2%	(6,031,487)
Kern	22,483,402	(1,736,595)	(353,107)	-	-	20,393,701	32,148,594	157.6%	(11,754,893)
Kings	4,263,139	2,500,352	(61,895)	-	-	6,701,596	3,668,674	54.7%	3,032,922
Madera	4,290,868	8,165,881	(62,403)	-	-	12,394,345	4,624,685	37.3%	7,769,660
Mariposa	445,316	1,885,299	(6,386)	_	-	2,324,229	307,994	13.3%	2,016,235
Merced ¹⁰	7,484,496	(764,951)	(109,097)	-	-	6,450,448	5,388,712	83.5%	1,061,736
Nevada	2,619,804	3,759,912	(37,874)	-	-	6,341,841	1,661,288	26.2%	4,680,553
Sacramento (SACOG) ¹⁴	54,599,995	(27,710,016)	(857,883)	-	-	26,032,097	41,750,031	160.4%	(15,717,935)
San Diego	79,755,948	(16,603,900)	(1,254,400)	_	-	61,897,648	90,437,152	146.1%	(28,539,503)
San Francisco Bay Area (MTC)	165,261,095	(65,135,599)	(2,598,807)	-	-	97,526,688	122,568,833	125.7%	(25,042,145)
San Joaquin ¹⁰	18,887,833	10,939,921	(297,153)	_	-	29,690,602	6,629,541	22.3%	23,061,060
San Luis Obispo	6,740,095	8,042,914	(96,911)	-	-	14,686,099	3,891,046	26.5%	10,795,053
Southern California (SCAG)9,11,14	510,511,826	60,122,234	(8,026,878)	-	-	562,607,182	717,284,587	127.5%	(154,677,404)
Stanislaus	13,728,582	4,698,622	(215,985)	-	-	18,211,219	9,713,333	53.3%	8,497,886
Tahoe	3,380,692	(525,986)	(53,187)	-	-	2,801,520	3,826,061	136.6%	(1,024,541)
Tehama	1,582,517	2,680,688	(22,747)	-	-	4,240,458	1,068,808	25.2%	3,171,650
Tulare	12,323,665	(1,956,530)	(186,339)	-	-	10,180,795	13,003,819	127.7%	(2,823,024)
Tuolumne	1,366,151	1,498,936	(19,618)	-	-	2,845,469	1,132,128	39.8%	1,713,341
Exchange Counties	33,697,676	1,622,606	(460,031)	-	-	34,860,251	34,863,828	100.0%	(3,577)
TOTAL LOCAL AGENCIES	975,837,220	(7,802,229)	(15,219,841)	-	-	952,815,150	1,133,266,888	118.9%	(180,451,738)
HBP	293,061,128	(66,824,980)	(4,628,969)	-	-	221,607,178	255,095,162	115.1%	(33,487,984)
Safety ⁸	80,560,701	(38,862,297)	(1,682,396)	-	-	40,016,009	67,711,917	169.2%	(27,695,908)
Carbon Reduction Program (CRP) ^{7,12}	62,237,262	63,340,535	-	-	-	125,577,797	40,368,980	0.0%	85,208,817
PROTECT Program ⁷	43,549,677	44,321,678	-	-	-	87,871,355	-	0.0%	87,871,355
SRTS	-	5,827,293	-	-	-	5,827,293	(365,470)	0.0%	6,192,762
TOTAL ¹³	1,455,245,988	(0)	(21,531,206)	-	-	1,433,714,782	1,496,077,477	104.3%	(62,362,695)
FFY 2022 Formula OA Obligations YTD (8/31/22) (Total)	Prior year data displayed for informational purposes	-	-	-	-	1,493,049,850	1,425,439,924	95.5%	67,609,927

FFY 2022 - 23

Local Assistance Delivery Estimated Formula OA Funds as of August 31, 2023

Information:

- < This August 31, 2023 report is based on the Department's Federal Aid Data System (FADS) transactions.
- < Obligations include obligations, deobligations and Federal Transit Administration (FTA) transfers.
- < The federal fiscal year (FFY) 2022-23 (FFY 2023) RSTP Exchange is included in the March 2023 Obligation Authority (OA) delivery report in the FFY 2023 Obligations amount.

Footnotes:

- ¹ The Locals' estimated base Federal Fiscal Year (FFY) 2022-23 (FFY 2023) Obligation Authority (OA) is based on the draft amount provided by our Department's Office of Federal Resources (OFR) on June 23, 2023. Previous reports reflected a draft amount from February 8, 2023. The OFR's amount is based on the Federal Highway Administration (FHWA) FY 2023 OA notice (FHWA N4520.278) dated February 1, 2023. The OA spread between regions and programs was updated based on the Department's Division of Financial Programming FFY 2023 Estimated apportionment distributions issued on November 10, 2022. The estimated OA amounts may be updated in the future if there is a change to the local OA share.
- ² Balance of FFY 2022 OA (last FFY's OA balance) -- This is the amount a Region/Program must pay back if over delivered or the amount a Region/Program will receive to "make whole" if under delivered based on the Division of Local Assistance's (DLA's) OA Management Policy. Amounts shown in parenthesis are amounts owed and positive (non-parenthesis numbers) amounts are to be repaid to Regions/Programs. Please see September 30, 2022 OA delivery report for details on this amount.
- ³ Required by Sections 182.6(n) and 182.7(k) of the California Streets and Highways Code. The distribution of the estimated oversight amount is based on the FFY 2022 State/Local Splits report from OFR dated October 10, 2022 and Division of Local Assistance's Oversight Spread to Programs dated October 11, 2022. The total oversight amount increased by \$708,000 in FFY 2023 due to increased Construction Oversight Engineer (COE) costs.
- ⁴Received agreements during FFY 2023 from Region(s) for the Local Streets and Roads (LS&R) Statewide Needs Assessment Funding Concurrence.
- ⁵ This is the FFY 2023 adjusted estimated base OA, which includes adjustments for the FFY 2022 OA over or under delivery, the FFY 2023 Estimated Oversight Adjustment, and the LS&R Needs Assessment.
- ⁶ Balance of FFY 2023 estimated OA per date of report -- This is the running balance of FFY 2023 estimated OA. At the end of the FFY, this is the amount a Region/Program must pay back if over delivered or the amount a Region/Program will receive to "make whole" if under delivered based on DLA's OA Management Policy. Amounts shown in parenthesis are owed back and positive (non-parenthesis numbers) amounts are owed to those Regions/Programs. If OA is lost to the State due to DLA under delivery as a whole, under delivered OA may not be available to repay Regions and/or Programs.
- ⁷ CRP and PROTECT OA will be treated similar to HBP and Safety based on the program administration.
- In May 2023, \$42,531,243 of Local federal-aid Safety apportionments and OA were transferred to OFR per Reference 2.5h from August 17-18, 2022, and Reference 3.12 from June 28-29, 2023, California Transportation Commission meetings, in exchange for State Highway Account (SHA) funds. The transfer and exchange is allowed per Senate Bill (SB) 137 (Chapter 639 of the 2019 Statutes), effective October 8, 2019, which authorized the Department to allow up to \$100,000,000 of federal Local Assistance funds to be exchanged for SHA funds. The purpose of the exchange is to fund local Highway Safety Improvement Program (HSIP) projects with State and local funds. The exchange will lead to increased efficiency for local agencies by reducing the time and resources needed to deliver HSIP projects.
- ⁹The Riverside County Transportation Commission (RCTC) and the San Bernardino County Transportation Authority (SBCTA) entered into a transfer agreement dated May 22, 2023, for RCTC to transfer \$15,000,000 OA to SBCTA for the Interstate 15 Corridor Freight and Express Lans Project Contract 1. The same amount of CMAQ apportionment will also be transferred and is reflected on RCTC's and SBCTA's Monthly CMAQ/STBGP Activity report.
- ¹⁰The Merced County Association of Governments (MCAG) and the San Joaquin Council of Governments (SJCOG) entered into a transfer agreement dated June 23, 2023, for MCAG to transfer \$160,000 OA to SJCOG for the purposed of funding a shared ridesharing service. The same amount of CMAQ apportionment will also be transferred and is reflected on MCAG's and SJCOG's Monthly CMAQ/STBGP Activity report.
- ¹¹Due to the Federal Corrective Actin Plan, ICTC, LAMTA, OCTA, RCTC, SBCTA, and VTC will be combined under SCAG starting July 1, 2023.
- ¹²In July, SCAG-Riverside FTA transfer FTACML-6052(011) totaling \$4,500,000 was transferred using local Y601 apportionment and state OA.
- ¹³OFR agreed to let DLA and the local regions/programs go negative with OA in August in order to continue delivering projects. The overage is temporary and will be corrected when August Redistribution OA is included in the September 2023 report.
- ¹⁴In August 2023, SACOG and SCAG-OCTA obligated Y001 NHPP funds which were provided as loan repayments from FFY 2022 loans with the DLA Bridge Program. SACOG obligated \$9,552,155 for CML-5475(038) and SCAG-OCTA obligated \$5,420,508 for STPLN-6071(177). Both projects use regional OA.

		Project No./		Federal/	Federal/		Date Expect	Note
Lead	PIN	Grant No.	Description	State PE	State CON	Total	to Submit	Note
			Panama Ln from Gosford Rd to Stine Rd; pavement	<u>-</u>				
			rehabilitation using either a combination of both and/or hot mix					
			asphalt (HMA) and rubberized hot mix asphalt (R-HMA),		4			
Bakersfield	KER180403		installation of striping and markings, installation of traffic	\$0	\$5,167,000	\$5,836,440		1
			detector loops, installation of pedestrian access ramps, and					
			adjustments of existing manholes and monuments					
			White Ln from Wible Rd to Buena Vista Rd; installation of		1			
Bakersfield	KER180507		adaptive signal coordination	\$0	\$775,080	\$875,500	Jan 2024	1
			Stockdale Hwy from Renfro Rd to Coffee Rd; installation of	4.5	4			
Bakersfield	KER180507		adaptive signal coordination	\$0	\$336,768	\$380,400	Jan 2024	1
	V5D400507		H St from White Ln to Panama Ln, Panama Ln from Akers Rd to	40	4500.040	Å575.004	. 2024	
Bakersfield	KER180507		Parsons Wy; installation of adaptive signal coordination	\$0	\$509,048	\$575,001	Jan 2024	1
			Hacienda Blvd from Manzanita Ave to Redwood Blvd; cold plane					
Cal. City	KER180403	STPL-	existing asphalt surface, cement treat sub-grade surface, apply 4	\$0	\$313,078	\$541,389	Jan 2024	1
can city	KEN100 103	5399(033)	in type a asphalt, striping markings and signage. install curb and	γo	4313,070	73 11,303	3411 202 1	_
			gutter and sidewalk, and ADA curb ramps					
			Redwood Blvd from 560 ft east of Hacienda Blvd to 98th St;					
Cal. City	KER220502		surface unpaved shoulders/roadway, install Class II bike lanes,	\$0	\$846,966	\$956,700	Jan 2024	1
			sidewalks and raised median island approx 1,500 ft					
			Randolph St from Cecil Ave to 9th Ave and High St from Cecil					
Dolono	VED100403	STPL-	Ave to Garces Hwy; pavement resurfacing and rehabilitation	ćo	¢600 000	¢700 422	dono	2
Delano	KER180403	5227(071)	including 1-1/2 inch grinding and hot mix asphalt overlay and	\$0	\$698,000	\$788,433	done	3
			striping					
Delano	KER211001	Cycle 5	ATP-5 SRTS Intersection Enhancement and NI Work Plan	\$0	\$1,024,000	\$1,038,000		1
Delatio	KLNZIIOOI	Statewide		, Ç	71,024,000	71,036,000		<u> </u>
Delano	KER211003	Cycle 5 MPO	ATP-5 Bike Lane and Sidewalk Gap Improvement Project	\$120,000	\$791,000	\$925,000		3, 1
KCOG	KER220401		In Kern County: Regional Traffic Count Program	\$0	\$79,677	\$90,000	Jan 2024	1
KCOG	KER220501		In Kern County: CommuteKern Rideshare Program	\$0	\$256,470	\$289,699	Jan 2024	1
Kern Co.	KER180403		Kern County: Buena Vista Rd from South Fairfax Rd to Main St; 1 mile of road rehabilitation	\$0	\$1,600,000	\$1,807,297		1
			Kern County: Buena Vista Blvd from South Vineland Rd to South					
Kern Co.	KER220402		Edison Rd; reconstruct 1 mile of road by recompacting the	\$0	\$1,600,000	\$1,807,297		1
			subgrade and installing new road base	, -	, , , , , , , , , ,	. , . , . ,		
			n request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. App	roved.				
NOTES		request to CT	·C.					
NOTES	A. Amendme	nt pending						

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Date Expect to Submit	Note
Kern Co.	KER180507	CML- 5950(503)	Kern County (Metro Bakersfield): Northside of Casa Loma Dr (S Union Ave - Pogososo St); Surface 0.25 miles of unpaved shoulder	\$0	\$965,910	\$1,090,054		1
Kern Co.	KER180507		Kern County (Metro Bakersfield): Intersection of Snow Rd and Quail Creek Rd; Construct a traffic signal and ancillary facilities	\$0	\$626,174	\$707,302		1
Kern Co.	KER200506	CML- 5961(016)	Kern County (Tehachapi): Intersection of Cummings Valley Rd and Bear Valley Rd; Construct a roundabout and ancillary facilities	\$0	\$3,061,415	\$3,458,054		1
Kern Co.	KER191003	Cycle 4 Statewide	In Lake Isabella: Walk Isabella - Lake Isabella Blvd and Erskine Creek Rd; pedestrian and cyclist safety and accessbility improvements (CTC approved time extension to 6/30/2024)	\$0	\$4,286,000	\$4,841,000		1
Kern Co.	KER231001		In Oildale: Norris Rd from Melody Ln to Airport Dr; construct sidewalk; Norris Rd from Airport Dr to N. Chester Ave; construct pedestrian accessbility and crossing improvements	\$1,059,000	\$0	\$1,059,000		1
McFarland	KER220403	STPL- 5343(020)	Intersection of W. Perkins and 3rd St; improve safer communte and increase safety by installing flashing stop lights, high visibility flashing crosswalk, resurfacing road on a crosswalk and surrounding crosswalk area, striping road, and ADA ramps	\$0	\$346,601	\$391,507		1
Ridgecrest	KER180403	STPL- 5385(075)	W. Ward Ave. from N. Norma St. to N. Downs St.; approximately 2,600ft. multi-lane roadway of resurfacing, drainage and intersection improvements	\$0	\$1,088,192	\$1,339,139	done	3
Taft	KER180403		10th St from Pilgrim Ave to Kern St (approximately 2,350 linear ft); pavement rehabilitation	\$0	\$252,000	\$531,650		1
Taft	KER220503	CML- 5193(045)	550 Supply Rd; Install charging infrastructure and solar microgrid	\$0	\$2,726,626	\$3,079,890		1
NOTES		n request to C7	on request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. App	proved.				

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Date Expect to Submit	Note
Tehachapi	KER180403	STPL- 5184(042)	Valley Blvd from Beech St to Curry St; rehabilitate 0.30 miles of ac pavement by grinding approximately 3" and overlaying new asphalt and applying slurry seal to the remaining 0.30 miles of roadway, for an approximate 0.60 miles of roadway rehabilitation	\$0	\$314,746	\$355,525	done	3
Tehachapi	KER211005	Cycle 5 MPO	SRTS Dennison Road Bicycle / Pedestrian Corridor Improvement project (CTC approved time extension to 2/28/2025)	\$0	\$2,087,000	\$2,087,000		1
Tehachapi	KER231008	Cycle 6 MPO	In Tehachapi: Northside of West Valley Blvd between Oakwood St and Curry St and Mill S between Valley Blvd and Tehachapi Blvd; install sidewalk, curb, gutter, curb ramps, improve corsswalks, and install Class II bicycle lane on Northside of Valley Blvd and on Mill St	\$65,000	\$0	\$65,000		1
Wasco	KER180403	STPL- 5287(061)	Central Ave Rd from Filburn St to SR 46 (approximately 6,567 ft); pavement rehabilitation	\$0	\$691,204	\$780,757		1
Wasco	KER180507	CML- 5287(062)	Poso Ave from Central Ave to Martin St; bicycle and pedestrian improvements, pave southside unpaved shoulders	\$0	\$308,994	\$349,028		1
Wasco	KER231009	Cycle 6 MPO	In Wasco: East side of Central Ave from 1310' north of Filburn St to Via Morocco Blvd and between Bettis Ave and SR 46; install Class I and Class II bicycle trails, ADA curb ramps, drive approaches, and related pedestrian and landscaping improvements	\$5,000	\$0	\$5,000	August for October CTC	2a
NOTES		n request to CT	n request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. App C.	roved.				





October 19, 2023

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,

Executive Director

By: Irene Enriquez,

Regional Planner

SUBJECT: Transportation Planning Policy Committee Agenda Item: V.

PUBLIC HEARING - UNMET TRANSIT NEEDS IN KERN COUNTY

DESCRIPTION:

Kern Council of Governments (Kern COG) annually holds a public hearing to identify any unmet transit needs and those that are reasonable to meet, and this is the last of 10 public hearings held this year throughout the County. The Social Services Transportation Advisory Committee has reviewed input from the prior meetings.

DISCUSSION:

Prior to making any allocation from the Transportation Development Act (TDA) funds to uses other than public transportation or pedestrian/bikeway facilities, Kern COG is legally required under California Public Utilities Code Section 99401.5 to determine whether unmet transit needs have been identified within its jurisdiction.

Through newspaper advertisements, members of the public were requested to provide their input. Public input was also obtained through public hearings held in the cities, rural communities of Kern, Golden Empire Transit District (GET), and the City of Delano. Kern COG's Social Services Transportation Advisory Committee (SSTAC) reviewed the results of these public hearings.

Large Urbanized Area (Large UZA) Operator

GET, the Large UZA operator (Population above 200,000), held its unmet transit needs public hearing on March 21, 2023. The GET Board found that there are no unmet transit needs that are reasonable to meet within its service area.

Small Urbanized Area (Small UZA) Operator

The City of Delano, the County's Small UZA (population above 50,000 but below 200,000), held its unmet transit needs public hearing on March 6, 2023. The City Council of Delano found that there were no unmet transit needs that were reasonable to meet within its service area.

Rural Transit Operators

Kern Transit held its public hearing on May 23, 2023. The Kern County Board of Supervisors found that there are no unmet transit needs that are reasonable to meet. The cities of Arvin, California City,

Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco held unmet transit needs public hearings between February and July 2023. None of the cities reported unmet transit needs that were reasonable to meet.

At its August 9, 2023, meeting, the Social Services Transportation Advisory Committee (SSTAC) reviewed a countywide analysis of unmet transit needs provided by Kern COG staff and the members of the SSTAC determined that there are no unmet transit needs that are reasonable to meet within Kern County.

Tonight, is the public hearing for FY 2023-24 unmet transit needs assessment and determination, at which time Kern COG should decide through resolution, one of the following:

- 1. There are no unmet transit needs; or
- 2. There are no unmet transit needs that are reasonable to meet: or
- 3. There are unmet transit needs, including those that are reasonable to meet.

OPEN PUBLIC HEARING RECEIVE COMMENTS CLOSE PUBLIC HEARING

ACTION:

Staff and members of the SSTAC recommend a finding that there are no unmet transit needs that are reasonable to meet in Kern County and authorize the Chair to sign Resolution No. 23-21. ROLL CALL VOTE

Attachment: Resolution No. 23-21.

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

RESOLUTION NO. 23-21

In the matter of:

UNMET TRANSIT NEEDS FOR FISCAL YEAR 2023-24

WHEREAS, pursuant to California Government Code Section 29350, the County of Kern and the State Board of Equalization have entered into an agreement that provides for the collection of certain additional sales and use taxes in Kern County that are returned to Kern County, administered by the regional transportation planning agency (Kern Council of Governments) and used for the purpose specified in California Public Utilities Code Section 99200 et seq.; and

WHEREAS, pursuant to Public Utilities Code 99401.5, Kern Council of Governments (Kern COG) is required to establish and define the term "unmet transit needs". Kern COG Resolution 90-04 defines "unmet transit needs" as follows: "An unmet transit need exists if an individual of any age or physical condition is unable to transport himself or herself due to deficiencies in the existing transportation system." Excluded are 1) Those requests for minor operational improvements, and 2) Those improvements are funded and scheduled for implementation in the following year. The term "reasonable to meet" is defined as A) Operational Feasibility. The requested improvement must be safe to operate, and there must be adequate roadways for transit vehicles; B) Duplication of Service. The proposed service shall not duplicate other transit services; C) Timing. The proposed service shall be in response to an existing, rather than future need; and D) Service must meet the legally required farebox ratio (PUC Sections 99268.2, 99268.5, and CAC Section 6633.2 66333.5) with fares close to fares of similar service."

WHEREAS, pursuant to Public Utilities Code 99401.5, Kern COG is required to establish a Social Services Transportation Advisory Committee, identify transit needs, adopt a finding that there are no unmet transit needs that are reasonable to meet within kern County, prior to approving the allocation of transportation Development Act monies for any purpose not directly related to public and specialized transportation services of facilities for the exclusive use of pedestrian and bicycles; and

WHEREAS, the Social Services Transportation Advisory Committee finds that currently, there are no unmet transit needs that are reasonable to meet; and

WHEREAS, pursuant to Public Utilities Code Section 99238.5, Kern COG shall provide for the conduct of at least one public hearing for the purpose of identifying transit needs.

NOW, THEREFORE BE IT RESOLVED by Kern Council of Governments that:

- The facts herein are true, and the Committee has jurisdiction to consider and make findings in the matter mentioned; and
- 2) The Committee hereby determines that there are no unmet transit needs that are reasonable to meet within Kern County; and
- 3) The Executive Director is directed to submit this finding and supporting documentation to the California Department of Transportation; and
- 4) Kern Council of Governments staff is directed to continue work on transit issues with all interested individuals, organizations, transit operators, and entities.

SIGNED AND AUTHORIZED ON THE 19th of October 2023

AYES: NOES: ABSTAIN: ABSENT:

	Bob Smith, Chair Kern Council of Governments
I hereby certify that the foregoing is a true copy of a resol scheduled meeting held on the 19th day of October 2023.	ution of the Kern Council of Governments duly authorized at a regularly
Date:	_
Ahron Hakimi, Executive Director	





October 19, 2023

TO: Transportation Planning Policy Committee

FROM: AHRON HAKIMI,

EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: Transportation Planning Policy Committee Agenda Item: VI.

2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM -

DRAFT AMENDMENT NO. 9

DESCRIPTION:

Amendment No. 9 includes changes to the Non-Motorized Program. The amendment was circulated to the Transportation Technical Advisory Committee via email October 6, 2023.

DISCUSSION:

Amendment No. 9 includes changes to the Non-Motorized Program. Amendment No. 9 is financially constrained, has been submitted through the interagency consultation process, and includes:

NON-MOTORIZED PROGRAM

The City of Bakersfield requests to add a project funded by a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. Please see record KER231010 in Attachment for details.

Review Process

The public review period for this amendment began October 6, 2023 and ends October 20, 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 October 23, 2023. State and federal approval is required. The expected federal approval date is December 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 October 6, 2023



October 6, 2023

To: Interagency Consultation Partners and Public

From: Raquel Pacheco, Regional Planner

Subject: Availability of Draft Amendment No. 9 to the 2023 FTIP for Interagency

Consultation and Public Review

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. 9 revises the 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. 9 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.
- 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. 9 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 October 6 2023. The public hearing is scheduled for 6:30 PM October 19, 2023. Comments may be submitted in writing no later than October 20, 2023. No Kern COG Board action is required.

The Kern COG Executive Director will consider adoption of the proposed amendment on October 23, 2023. Kern COG anticipates State and Federal approval by December 2023. Amendment No. 9 documentation is available at: 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

ATTACHMENT 1

Caltrans Summary of Changes

CTIPS Printout

Caltrans Summary of Changes

Amendment Type: Formal

Amendment #: 9

Existing or New Project	MPO FTIP	PROJECT TITLE	FFY of Current Programming	FFY to be Programmed	Phase	Fund Source	% Cost Increase/ Decrease	DESCRIPTION OF CHANGE
New	KED231010	IN BAKERSFIELD: CHESTER AVE BETWEEN BRUNDAGE LN AND TRUXTUN AVE (APPROX. 1.4 MI); REDEVELOPMENT WITH COMPLETE STREET ENHANCEMENTS, ADA ACCESSIBLE SIDEWALKS, CLASS II	N/A	FFY 23/24	CON	RAISE	N/A	Add \$10,000,000
IVEW	KEN251010	BIKE LANES, ROADWAY IMPROVEMENTS AND RELATED INFRASTRUCTURE IMPROVEMENTS INCLUDING LIGHTING AND STORMWATER DRAINAGE	N/A	FFY 23/24	CON	Local	N/A	Add \$5,190,000

Legend

RAISE Rebuilding American Infrastructure with Sustainability and Equity

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

DIST: CT PROJECT ID:

COUNTY:

Kern County

PPNO:

ROUTE:

CTIPS ID: 204-0000-1005

MPO ID.: KER231010 PM:

TITLE (DESCRIPTION): CHESTER AVE CONNECTIVITY AND CLIMATE

ADAPTATION (RAISE GRANT: IN BAKERSFIELD: CHESTER AVE BETWEEN BRUNDAGE LN AND TRUXTUN AVE (APPROX. 1.4 MI); REDEVELOPMENT WITH COMPLETE STREET ENHANCEMENTS, ADA ACCESSIBLE SIDEWALKS, CLASS II BIKE LANES, ROADWAY IMPROVEMENTS AND RELATED INFRASTRUCTURE IMPROVEMENTS INCLUDING

LIGHTING AND STORMWATER DRAINAGE)

MPO Aprv: State Aprv: Federal Aprv:

EPA TABLE II or III EXEMPT CATEGORY

Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Bakersfield, City of PROJECT MANAGER:

PHONE:

EMAIL:

PROJECT	VERSION H	ISTORY (Printed Ve	ersion is Shaded)							(Dollars in who	ole)	
Version	Status	Date	Updated By	Change Rea	son		Amend	l No.		Prog Con	Prog RW	<u>PE</u>
1	Active	10/05/2023	RPACHECO	Amendment	- New Project			9		15,190,000		
* Federal Dis	sc			PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
* Fund Sour	ce 1 of 2		PE									
			RW									
* Fund Type	: RAISE Disc	cretionary Grants	CON			10,000,000						10,000,000
* Funding Aç	gency:		Total:			10,000,000						10,000,000
* Local Fund	de -			PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
			PE	INON	22-23	23-24	24-23	25-20	20-21	21-20	BETOND	TOTAL
* Fund Sour	ce 2 of 2		RW									
* Fund Type	: City Funds		CON			5,190,000						5,190,000
* F				-								
* Funding Aç	gency:		Total:			5,190,000						5,190,000
Project To	tal:			PRIOR	22-23	23-24	24-25	25-26	26-27	27-28	BEYOND	TOTAL
			PE									
			RW									
			CON			15,190,000						15,190,000
			Total:			15,190,000					,	15,190,000

<u>Comments:</u>
******* Version 1 - 10/04/2023 ******** Per 9/15/23 Bakersfield letter

RTP Reference: 2022 RTP p.5-30

Prior Yr Status: ---Total Project Cost: ---

ATTACHMENT 2

Updated Financial Plan

TABLE 1: REVENUE

Kern Council of Governments

2023 Federal Transportation Improvement Program Amendment No. 9 (\$'s in 1,000)

		N			4 Y	EAR (FTIP Period)				
		O FY 20	23	FY 20	24	FY 202	25	FY 202	16	
		Amend	nent	Amendr	ment	Amendm	nent	Amendm	ent	TOTAL
		s Prior	Current	Prior	Current	Prior	Current	Prior	Current	CURRENT
		No. 7	No. 9	No. 7	No. 9	No. 7	No. 9	No. 7	No. 9	4
	Gas Tax (Subventions to Cities)	\$24,825	\$24,825	\$22,088	\$22,088	\$8,336	\$8,336	\$1,291	\$1,291	\$56,540
ب	Gas Tax (Subventions to Counties)			\$55,000	\$55,000					\$55,000
LOCAL	Street Taxes and Developer Fees				\$5,640					\$5,640
	Transit Fares	\$111	\$111							\$111
	Local Total	\$24,936	\$24,936	\$77,088	\$82,728	\$8,336	\$8,336	\$1,291	\$1,291	\$117,291
	SHOPP	\$150,327	\$150,327	\$106,143	\$106,143	\$274,792	\$274,792	\$146,385	\$146,385	\$677,647
	SHOPP Prior	\$16,944	\$16,944							\$16,944
	State Minor Program			\$3,590	\$3,590					\$3,590
	STIP	\$27,808	\$27,808	\$300	\$300	\$591	\$591	\$24,593	\$24,593	\$53,292
쁜	Active Transportation Program (ATP) 1	\$4,656	\$4,656	\$7,350	\$7,350	\$8,951	\$8,951	\$7,241	\$7,241	\$28,198
STATE	Highway Maintenance (HM) Program ¹									
	Highway Bridge Program (HBP) 1			\$77	\$77					\$77
	Road Repair and Accountability Act of 2017 (SB1)	\$10,162	\$10,162	\$57	\$57					\$10,219
	Other (See Appendix 3)	\$10,178	\$10,178	\$2,076	\$2,076	\$64,700	\$64,700			\$76,954
	State Total	\$220,075	\$220,075	\$119,593	\$119,593	\$349,034	\$349,034	\$178,219	\$178,219	\$866,921
	5307 - Urbanized Area Formula Grants	\$24,324	\$24,324	\$14,966	\$14,966					\$39,291
ISI	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
S S	5311 - Formula Grants for Rural Areas	\$2,156	\$2,156	\$2,156	\$2,156					\$4,312
	5311f - Intercity Bus	\$300	\$300							\$300
ER	5339 - Bus and Bus Facilities Formula Grants	\$2,946	\$2,946	\$212	\$212					\$3,158
FEDERAL TRANSIT	Other (See Appendix 4)	\$3,346	\$3,346	\$6,181	\$6,181	\$5,750	\$5,750			\$15,277
_	Federal Transit Total	\$33,072	\$33,072	\$23,516	\$23,516	\$5,750	\$5,750			\$62,338
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$11,926	\$11,926	\$12,165	\$12,165	\$12,408	\$12,408	\$12,656	\$12,656	\$49,156
_	Highway Infrastructure Program (HIP)									
∑ €	High Priority Projects (HPP) and Demo	\$10,055	\$10,055	\$400	\$400					\$10,455
E E	Highway Safety Improvement Program (HSIP)	\$744	\$744							\$744
프	Railway-Highway Crossings Program									
₩	Recreational Trails Program									
FEDERAL HIGHWAY	Surface Transportation Block Grant Program (STBGP/RSTP)	\$13,588	\$13,588	\$13,951	\$13,951	\$14,390	\$14,390	\$14,799	\$14,799	\$56,729
	Other (see Appendix 5)	\$5,851	\$5,851	\$3,400	\$13,400	\$24,000	\$24,000			\$43,251
	Federal Highway Total	\$42,165	\$42,165	\$29,916	\$39,916	\$50,799	\$50,799	\$27,456	\$27,456	\$160,335
	Federal Total	\$75,237	\$75,237	\$53,432	\$63,432	\$56,549	\$56,549	\$27,456	\$27,456	\$222,674
REVENUE	TOTAL	\$320,248	\$320,248	\$250,113	\$265,753	\$413,919	\$413,919	\$206,966	\$206,966	\$1,206,885

Financial Summary Notes:

This financial plan includes 2023 FTIP Amendment No. 8

¹ State Programs that include both state and federal funds.

TABLE 1: REVENUE - APPENDICES

Kern Council of Governments

2023 Federal Transportation Improvement Program Amendment No. 9 (\$'s in 1,000)

Appendix 3 - State Other

1 ppolitix o date date:											
State Other	FY 20	FY 2023		FY 2024		025	FY 2026		CURRENT		
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL		
Low Carbon Transit Operations Program	\$58	\$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							\$120		
COVID21			\$1,456	\$1,456					\$1,456		
CRRSAA			\$595	\$595					\$595		
State Other Total	\$10,178	\$10,178	\$2,076	\$2,076	\$64,700	\$64,700			\$76,954		

Appendix 4 - Federal Transit Other

Federal Transit Other	FY 20	FY 2023		FY 2024		025	FY 2026		CURRENT
		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	\$2,933	\$2,933					\$5,855
FTA Section 5339 (c) Discretionary Program			\$3,249	\$3,249	\$5,750	\$5,750			\$8,999
Federal Transit Other Total	\$3,346	\$3,346	\$6,181	\$6,181	\$5,750	\$5,750			\$15,277

Appendix 5 - Federal Highway Other

Federal Highway Other	FY 2	FY 2023		FY 2024		25	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
BUILD	11.1				\$24,000	\$24,000			\$24,000
2023 APPROPRIATIONS EARMARK	\$600	\$600	\$3,400	\$3,400					\$4,000
RAISE	100			\$10,000					\$10,000
Federal Highway Other Total	\$5,851	\$5,851	\$3,400	\$13,400	\$24,000	\$24,000			\$43,251

TABLE 2: PROGRAMMED

Kern Council of Governments

2023 Federal Transportation Improvement Program Amendment No. 9 (\$'s in 1,000)

		N				4 YI	EAR (FTIP Period	d)			
	FUNDING SOURCES		FY 202	3	FY 20	24	FY 20)25	FY 20)26	
			Amendm	ent	ent Amendment		Amend	ment	Amendment		TOTAL
		E S	Prior	Current	Prior	Current	Prior	Current	Prior	Current	CURRENT
			No. 7	No. 9	No. 7	No. 9	No. 7	No. 9	No. 7	No. 9	
LOCAL	Local Total		\$24,936	\$24,936	\$77,088	\$82,728	\$8,336	\$8,336	\$1,291	\$1,291	\$117,291
	SHOPP		\$150,327	\$150,327	\$106,143	\$106,143	\$274,792	\$274,792	\$146,385	\$146,385	\$677,647
	SHOPP Prior		\$16,944	\$16,944							\$16,944
	State Minor Program				\$3,590	\$3,590					\$3,590
	STIP		\$27,808	\$27,808	\$300	\$300	\$591	\$591	\$24,593	\$24,593	\$53,292
2	Active Transportation Program ¹		\$4,656	\$4,656	\$7,350	\$7,350	\$8,951	\$8,951	\$7,241	\$7,241	\$28,198
STATE	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) 1				\$77	\$77					\$77
	Road Repair and Accountability Act of 2017 (SB1)		\$10,162	\$10,162	\$57	\$57					\$10,219
	Other (See Appendix B)		\$10,178	\$10,178	\$2,076	\$2,076	\$64,700	\$64,700			\$76,954
	State Total		\$220,075	\$220,075	\$119,593	\$119,593	\$349,034	\$349,034	\$178,219	\$178,219	\$866,921
	5307 - Urbanized Area Formula Grants		\$24,324	\$24,324	\$14,966	\$14,966					\$39,291
E	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities										
TRANSIT	5311 - Formula Grants for Rural Areas		\$2,156	\$2,156	\$2,156	\$2,156					\$4,312
-	5311f - Intercity Bus		\$300	\$300							\$300
FEDERAL	5339 - Bus and Bus Facilities Formula Grants		\$2,946	\$2,946	\$212	\$212					\$3,158
문	Other (See Appendix C)		\$3,346	\$3,346	\$6,181	\$6,181	\$5,750	\$5,750			\$15,277
	Federal Transit Total		\$33,072	\$33,072	\$23,516	\$23,516	\$5,750	\$5,750			\$62,338
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$11,213	\$11,213	\$10,413	\$10,413	\$10,345	\$10,345	\$1,882	\$1,882	\$33,853
>=	Highway Infrastructure Program (HIP)										
Ž	High Priority Projects (HPP) and Demo		\$10,055	\$10,055	\$400	\$400					\$10,455
\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \	Highway Safety Improvement Program (HSIP)	**************	\$744	\$744							\$744
Ę	Railway-Highway Crossings Program										
FEDERAL HIGHWAY	Recreational Trails Program Surface Transportation Block Grant Program (STBGP/RSTP)		\$12,081	\$12,081	\$12,150	\$12,150					\$24,232
田	Other (see Appendix D)	-	\$12,061	\$5,851	\$12,150	\$12,150	\$24,000	\$24,000			\$24,232 \$43,251
	Federal Highway Total		\$39,944	\$39,944	\$26,364	\$36,364	\$34,345	\$34,345	\$1,882	\$1,882	\$112,534
	Federal Total		\$73,016	\$73,016	\$49,880	\$59,880	\$40,095	\$40,095	\$1,882	\$1,882	\$174,873
PROGRAM	MED TOTAL		\$318,027	\$318,027	\$246,561	\$262,201	\$397,465	\$397,465	\$181,391	\$181,391	\$1,159,084

This financial plan includes 2023 FTIP Amendment No. 8

MPO Financial Summary Notes:

1 State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED - APPENDICES

Kern Council of Governments

2023 Federal Transportation Improvement Program Amendment No. 9 (\$'s in 1,000)

Appendix B - State Other

State Other	FY 20	FY 2023		FY 2024)25	FY 2026		CURRENT
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	TOTAL
LCTOP	\$58	\$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							\$120
COVID21			\$1,456	\$1,456					\$1,456
CRRSAA			\$595	\$595					\$595
State Other Total	\$10,178	\$10,178	\$2,076	\$2,076	\$64,700	\$64,700			\$76,954

Appendix C - Federal Transit Other

Federal Transit Other	FY 20)23	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	\$2,933	\$2,933					\$5,855
FTA Section 5339 (c) Discretionary Program			\$3,249	\$3,249	\$5,750	\$5,750			\$8,999
Federal Transit Other Total	\$3,346	\$3,346	\$6,181	\$6,181	\$5,750	\$5,750			\$15,277

Appendix D - Federal Highway Other

Federal Highway Other	FY 2	FY 2023		FY 2024		025	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
BUILD					\$24,000	\$24,000			\$24,000
2023 APPROPRIATIONS EARMARK	\$600	\$600	\$3,400	\$3,400					\$4,000
RAISE				\$10,000					\$10,000
Federal Highway Other Total	\$5,851	\$5,851	\$3,400	\$13,400	\$24,000	\$24,000			\$43,251

TABLE 3: REVENUE-PROGRAMMED

Kern Council of Governments

2023 Federal Transportation Improvement Program Amendment No. 9 (\$'s in 1,000)

					4 YE	AR (FTIP Per	riod)			
		FY 2	023	FY 2	2024	FY 2025		FY 2026		
FUNDING SOURCES		Amendment		Amen		Amen		Amendment		TOTAL
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	CURRENT
		No. 7	No. 9	No. 7	No. 9	No. 7	No. 9	No. 7	No. 9	
LOCAL	Local Total									
STATE	SHOPP SHOPP Prior State Minor Program STIP Active Transportation Program Highway Maintenance (HM) Program Highway Bridge Program (HBP) 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 5311f - Intercity Bus 5339 - Bus and Bus Facilities Formula Grants Other									
田	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program Highway Infrastructure Program (HIP) High Priority Projects (HPP) and Demo Highway Safety Improvement Program (HSIP) Railway-Highway Crossings Program	\$714	\$714	\$1,751	\$1,751	\$2,063	\$2,063	\$10,775	\$10,775	\$15,303
FEDERA	Recreational Trails Program Surface Transportation Block Grant Program (STBGP/RSTP) Other	\$1,507	\$1,507	\$1,801	\$1,801	\$14,390	\$14,390	\$14,799	\$14,799	\$32,498
	Federal Highway Total	\$2,221	\$2,221	\$3,552	\$3,552	\$16,454	\$16,454	\$25,574	\$25,574	\$47,801
	Federal Total	\$2,221	\$2,221	\$3,552	\$3,552	\$16,454	\$16,454	\$25,574	\$25,574	\$47,801
REVENUE -	PROGRAM TOTAL	\$2,221	\$2,221	\$3,552	\$3,552	\$16,454	\$16,454	\$25,574	\$25,574	\$47,801

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. October 19, 2023 at Kern COG's office, 1401 19th Street, Suite 300, Bakersfield, CA 93301 regarding Draft Amendment No. 9 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 Non-Motorized Program.
- The Draft 2023 FTIP Amendment No. 9 contains a project list, summary of changes, and financial plan.

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 October 6, 2023 and conclude October 20, 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/

Public comments are welcomed at the hearing, or may be submitted in writing by 5 P.M. October 20, 2023 to Ahron Hakimi at the address below.

After considering the comments, the documents will be considered for approval, by Kern COG Executive Director, October 23, 2023. The documents will then be submitted to state and federal agencies for approval.

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