

**AGENDA**  
**KERN COUNCIL OF GOVERNMENTS**  
**TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND**  
**CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE**

**WEDNESDAY, NOVEMBER 1, 2023 AT 10:00 A.M.**

**PRIMARY MEETING LOCATION:**

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

**SECONDARY MEETING LOCATIONS**

**(for Teleconference):**

City of California City – City Hall  
21000 Hacienda Blvd  
California City, California 93505

**TTAC GoToMeeting Information (Teleconference):**

<https://www.gotomeet.me/KernCOG/ttacmeeting>

Dial +1 (786) 535-3211

Access Code: 269-963-557

New to GoToMeeting? Get the app now and be ready when your first meeting starts: <https://global.gotomeeting.com/install/269963557>

**I. ROLL CALL:**

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

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

- III. APPROVAL OF DISCUSSION SUMMARY:** Minutes from meeting of October 4, 2023; ROLL CALL VOTE.

**IV. FY 2023-24 KERN REGION ESTIMATED SB 125 TRANSIT OPERATIONS AND CAPITAL PROJECT POPULATION-BASED APPORTIONMENT: \$51,329,661 (Snoddy)**

**Comment:** As of the writing of this staff report the following transit providers have yet to provide required documentation necessary to allow distribution of their share of \$5.1 billion statewide in one-time transit funding to be provided over 2 fiscal years to help transit services recover from record-low ridership caused by the pandemic. These agencies are Cities of Arvin, Delano, McFarland, Ridgecrest, Shafter, Taft, and Wasco.

**Action:** SB 125 Transit eligible member agencies **must submit** to Kern COG staff the three required documents **by Friday, November 3, 2023:** Current Transit Asset Management (TAM) Plan, FY 2022 National Transit Database record and a Four-Year TIRCP/ZETCP Financial Plan with project narration.

V. **SUSTAINABLE COMMUNITIES GRANTS/COG ASSISTANCE REQUESTS-GRANTFINDER SOFTWARE - STATUS REPORT** (Campbell)

**Comment:** The 2022 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) includes a strategy to provide sub regional feedback on SB 375 travel reduction goals and provide technical assistance and grant writing assistance to help sub areas of the County that need it most.

**Action:** Information.

VI. **PROPOSED MULTI-JURISDICTIONAL PAVEMENT MANAGEMENT SYSTEM** (Flickinger)

**Comment:** During the May 31, 2023 TTAC meeting, a referral was made to staff to research and propose a voluntary multi-jurisdictional pavement management system program for interested local agencies. As of the writing of this staff report, 3 agencies are exploring such a program further: California City, Delano & Wasco.

**Action:** Recommend to the Transportation Planning Policy Committee that Staff finalize a multi-agency agreement with the participating agencies and propose funding in the FY 26-27 RSTP cycle with a planned request to deliver 1-year early if funding from outside the region is available.

VII. **SECOND LOOK: LONG RANGE TRANSPORTATION PLAN PROJECT LISTING REVISIONS SUMMARY** (Ball)

**Comment:** 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 for the long-range transportation plan available at <https://www.kerncog.org/category/docs/rtp/>.

**Action:** Recommend that the Transportation Planning Policy Committee approve use of the draft list of constrained transportation projects to begin environmental and performance measure analysis, to be brought back for consideration in the Draft 2026 Regional Transportation Plan.

VIII. **PROJECT DELIVERY POLICY LETTERS – TDA Article 3** (Snoddy)

**Comment:** Per the “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview,” project delivery letters are **due January 12, 2024**, for Transportation Development Act (TDA) projects.

**Action:** Information.

IX. **PROJECT DELIVERY POLICY LETTERS – ATP, CMAQ, RSTP** (Valle)

**Comment:** Per the “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview,” project delivery letters are **due January 12, 2024** for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP) projects.

**Action:** Information.

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

**Comment:** Every two years in the odd-numbered year, regional transportation planning agencies are to submit a Regional Transportation Improvement Program (RTIP) to the California

Transportation Commission (CTC) in December of the same odd-numbered year for their later approval early the following year.

**Action:** Recommend adoption of the 2024 RTIP Capital Improvement Program to the Transportation Planning Policy Committee as shown in Attachment A.

**XI. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – WORKSHOP FOLLOW-UP** (Pacheco)

**Comment:** Nineteen CMAQ applications are under review. Kern COG to provide the latest updates.

**Action:** Information.

**XII. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – FUNDING REQUEST** (Pacheco)

**Comment:** Kern COG staff has received a request for CMAQ Program funds. Kern COG staff has reviewed options for the CMAQ funding available.

**Action:** Request for Transportation Technical Advisory Committee recommendation to the Transportation Planning Policy Committee.

**XIII. ANNOUNCEMENTS**

- a. Kern County Electric Vehicle Public Charging Spaces by Zip Code – November Report (attachment)

**XIV. MEMBER ITEMS**

- XV. ADJOURNMENT** – The next meetings will be held on December 1, 2023 (may be dark) and January 3, 2024.

**KERN COUNCIL OF GOVERNMENTS  
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND  
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE**

DISCUSSION SUMMARY FOR OCTOBER 4, 2023

KERN COG BOARD ROOM/GO TO MEETING  
1401 19<sup>th</sup> Street, Suite 300  
BAKERSFIELD, CALIFORNIA

Wednesday  
October 4, 2023  
10:02 A.M.

**SECONDARY MEETING LOCATIONS**  
(Teleconference):

- City of California City – City Hall 21000 Hacienda Blvd California City, CA 93505
- City of Taft – City Hall 209 E. Kern Street Taft, CA 93268

Chairman Schlosser called the meeting to order at approximately 10:02 a.m. A roll call was conducted by Ms. Invina-Jayasiri for attendance.

**I. ROLL CALL**

**MEMBERS PRESENT:**

Christine Viterelli	City of Arvin
Luis Topete	City of Bakersfield
Anu Doravari	City of California City
Ed Galero	City of Delano
Paul Saldana	City of McFarland
Yolanda Alcantar	County of Kern
Travis Reed	City of Ridgecrest
Alex Gonzalez	City of Shafter
Craig Jones	City of Taft
Jay Schlosser	City of Tehachapi
Kameron Arnold	City of Wasco
Steve Barnes	GET
Lorena Mendibles	Caltrans

**OTHER:**

Gregg Strakaluse	City of Bakersfield
Joe Barragan	City of California City
Ricardo Perez	GET
John Pinckney	Inyo County
Justine Kokx	Inyo County
Andrea Nason	Caltrans
Braden Duran	Caltrans
Rick Franz	Caltrans

**STAFF:**

Ahron Hakimi	Rob Ball
Bob Snoddy	Rochelle Invina-Jayasiri
Raquel Pacheco	Irene Enriquez
Becky Napier	Victoria Romero Valdivia
Angie Banuelos	Cesar Valle
Ed Flickinger	

- II. 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.**

No public comments.

III. **APPROVAL OF DISCUSSION SUMMARY:** Minutes from meeting of October 4, 2023

There were no comments or questions from the committee members. Mr. Barnes made a motion to approve the discussion summary; Ms. Alcantar seconded the motion. Ms. Invina-Jayasiri performed a roll call vote, and the motion was carried unanimously.

IV. **FY 2022-23 TDA STREETS & ROADS CLAIM – CITY OF DELANO**

Ms. Banuelos reported that KCOG staff received the City of Delano's fiscal year 2022-2023 streets and roads claim of \$620,346. This claim was 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 asked for the committee to review the claim and recommend approval to the Transportation Planning Policy Committee. Mr. Saldana made a motion to approve action; Mr. Galero seconded the motion. Ms. Invina-Jayasiri performed a roll call vote, and the motion was carried unanimously.

*Mr. Reed arrived during this discussion.*

V. **TRANSPORTATION DEVELOPMENT ACT AUDIT COMPLIANCE BY MEMBER AGENCIES**

Ms. Napier reported that KCOG recently had a Triennial Performance Audit (Audit) prepared as the Regional Transportation Planning Agency (RTPA), and the twelve transit operators to which it allocated TDA funding for the three-year period ending June 30, 2021. Moore and Associates was selected to complete the Audit. It was found that several operators within KCOG's jurisdiction were delinquent in their TDA fiscal audits or submitted the audits late. The audits that are complete are CTSA/NOR, Tehachapi, Ridgecrest, California City, and Delano. Arvin and Kern County's were also received. Audits that are in progress are Bakersfield and Wasco, which should be completed by the end of October. Maricopa and Taft need to send their information, as Brown Armstrong is still working on their audits for previous years. Brown Armstrong is in contact with the City of McFarland and work is in progress on FY 2018 and 2019. These are expected to be caught up this year.

Mr. Reed asked for clarification whether the consequence of not receiving funding is only applicable to the agencies that are non-compliant with completing their audits on time, which was confirmed by Ms. Napier. Mr. Saldana, Mr. Arnold, Mr. Gonzalez, Mr. Topete, and Mr. Reed asked about the status of their audits and what is needed to have them completed.

Ms. Napier ends with the consequences that come with not having TDA audits completed through 2021-22.

This item is for information only.

VI. **PROPOSED MULTI-JURISDICTIONAL PAVEMENT MANAGEMENT SYSTEM**

Mr. Flickinger shared that there were some jurisdictions that were unable to respond to the survey due to the lack of resources that their agencies possessed. To avoid this from happening in the future, there is a suggestion of implementing Pavement Management System (PMS). This system could help maintain proper road conditions and stretch limited road maintenance funds. Many jurisdictions already use the PMS system, Streetsaver. Another survey conducted for the need of a PMS which showed eight of twelve local jurisdictions expressed initial interest in a regional PMS program, but all jurisdictions still have the option to participate. There were three attachments provided in the staff report: Local Jurisdiction interview summaries, a draft MOU, and a draft RFP. Member agencies were given two options from which they may choose which would be the best strategy to fund the PMS.

Mr. Schlosser inquired about the amount of RSTP funds they may be receiving, which was \$12.2 million every two years. Mr. Ball also chimed in with reassuring the Chairman that there are ways that the funding will not be affected by the purchase of this program. Some member agencies preferred that the PMS would be able to analyze data and requested that Kern COG would have more options for them by the next meeting. Agencies were able to voice whether they would be interested in utilizing their RSTP funds to fund PMS.

Kern COG staff asked each interested jurisdiction to provide feedback to staff on the attachments provided and if they would consider participating by October 17, 2023.

*Ms. Doravari and Mr. Barragan arrived during this item.*

**VII. SUSTAINABLE 2026 REGIONAL TRANSPORTATION PLAN - CAPITAL IMPROVEMENT PROGRAM UPDATE**

Mr. Ball stated that we are in the beginning stages of creating the Capital Improvement Program of the Regional Transportation Plan. This is a long-range plan of projects which may be eligible to be funded by the federal and state government. Mr. Ball urges that member agencies look at the attachment provided in the staff report, specifically in tables 5.1 and 5.2. Mr. Reed inquired if Bike Routes under the AHSC grant should be listed as well if they are not urgent. Mr. Ball confirmed by stating that all projects, no matter how critical or non-critical, should be listed under this CIP list. This would be a great form to show the government the efforts being made to improve our communities.

Mr. Ball asked the TTAC committee to provide staff with comments or adjustments on the Draft 2026 Capital Improvement Plan project listing – Tables 5.1 and 5.2, and Kern County Subarea Summary by October 17, 2023.

*Mr. Perez arrived during this discussion.*

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

Mr. Snoddy announced that the final guidelines for the Transit and Intercity Rail Capital Program (TIRCP). The guidelines describing the projects eligibility for the TIRCP are available at CALTRANS SB 125 pages 8,9, and 10. There will be a call for projects for the November TTAC meeting and then these projects will be adopted for submission to CALSTA for the November TTPC meeting. There should be a focus on the estimated budget provided as a goal to help decide on what projects to provide. Member agencies must have internal discussions about the four-year project funding.

This item is for information only. However, Mr. Snoddy asked member agencies to identify two years TIRCP projects and two more years for ZETCP this way there are four-year program of projects adopted by the November TTPC meeting with the estimated money.

**IX. FY 2023-24 KERN REGION ESTIMATED ZERO EMISSION TRANSIT CAPITAL PROGRAM (ZETCP) \$5,057,036**

Mr. Snoddy informed the committee that the ZETCP focuses on infrastructure plan that has to do with EV's or Hydrogen and the vehicle purchases. There is already a Kern County alternative Transportation Plan that Kern COG funded in 2020. It included a capital plan and a narration to help meet the qualifications of this program. This plan is found on Kern COG's website. Each member agency will decide on one project that qualifies for the ZETCP that will be recommended and supported by Kern COG on the CALSTA allocation package.

This item was for information only.

**X. MOBILITY INNOVATIONS AND INCENTIVES PROGRAM - STATUS REPORT**

Ms. Enriquez informed the committee of Linda Urata's retirement. She provided an update of where Ms. Urata left off in each work element. During October 10<sup>th</sup> – November 12<sup>th</sup>, the Spectrum Digital will run an online campaign to promote the EV Charging Station Blueprint, on October 14<sup>th</sup> "The Best Drive Ever" will be held at the Bakersfield Auto Mall, and the Safe Routes for Cyclists in Kern Disadvantaged Communities monthly bike rides and stakeholder meetings will be taking place as well. Ms. Enriquez ended her presentation with informing the committee that she will be taking care of the work elements Ms. Urata oversaw.

This item was for information only.

**XI. 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

Ms. Pacheco reported Kern COG staff is circulating the Draft 2024 RTIP Capital Improvement Program in Attachment F of the staff report. There have not been any changes since the Administrative Draft presented at the August 23<sup>rd</sup> and September 13<sup>th</sup> workshops. In November, staff will be requesting a recommendation for approval.

This item is for information only.

**XII. FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE**

Ms. Pacheco provided information on the upcoming amendment to the 2023 FTIP which will include revisions to the Non-motorized Program. The amendment documentation will be emailed to the TTAC when the public review period begins October 6<sup>th</sup>.

This item was for information only.

**XIII. CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – SUMMARY OF COMMENTS AND RESPONSES**

Ms. Pacheco informed the committee Kern COG and TTAC comments were circulated to respective applicants. A summary of comments and responses was prepared, posted to the Kern COG website, and a meeting invitation was sent to the TTAC and CMAQ applicants via email October 4, 2023. Applicant responses will be discussed at the TTAC peer review workshop on October 11th at 10:00 AM. If you are a CMAQ applicant and cannot attend the workshop, please make sure to invite a representative that can answer project questions.

Two attachments were provided as part of the staff report. 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 last four cycles. At the discretion of the TTAC Chairman, we can either have a discussion now regarding these two attachments or save the discussion for the workshop.

This item is for information only. Discussion of the attachments will occur during the October 11th workshop.

**XIV. PROJECT DELIVERY LETTERS – ATP, CMAQ, RSTP**

Ms. Pacheco stated per the Kern COG Project Delivery Policies and Procedures, 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. Kern COG staff is requesting that the TTAC consider a change to the protocol for the project delivery letter. Option 1: require that the project delivery letter be signed by the City Manager or Public Works Director. Option 2: do nothing.

The action requested is that the Transportation Technical Advisory Committee recommend that the Transportation Planning Policy Committee require the Project Delivery letter be signed by the City Manager or Public Works Director.

Motion was revised to “require the Project Delivery letter be signed by the City Manager or Department Head. Motion by Mr. Saldana and seconded by Ms. Viterelli. Ms. Invina-Jayasiri performed a roll call vote, and the motion was carried unanimously.

**XV. PROJECT ACCOUNTABILITY TEAM REPORT**

Ms. Pacheco provided the project accountability team report highlights which include: The August Caltrans Local Assistance Delivery report showed 157.6% delivery for CMAQ and RSTP in the Kern region. Since then, Delano received approval for their RSTP project bringing the Kern region to 161.1%.

This item was for information only.

**XVI. ANNOUNCEMENTS**

- a. Ms. Invina-Jayasiri discussed the 2024 EV Charging Station Blueprint Update and online survey (flyer)
- b. Ms. Invina-Jayasiri discussed the upcoming community rides for the ATP – Safe Routes for Cyclists in 13 Kern County Disadvantaged Communities – October Community Rides (flyer)
- c. Mr. Ball discussed KARGO C-CAMS - Kern COG received a Sustainable Communities Climate-Change Adaptation Grant from Caltrans for \$3M for a county-wide goods movement study titled the Kern Area Regional Goods-movement Operations (KARGO) Climate-Change Adaptation Mitigation Study (C-CAMS). It's the largest in the state under this program and will start with a Request for Proposals (RFP) process this Fall. Please let staff know of any local qualified consultants that can provide “30% conceptual design” for goods movement climate adaption/resiliency projects that may be interested in submitting a proposal.

**XVII. MEMBER ITEMS**

- Ms. Mendibles announced that Caltrans has a call for projects since there are similar grants that have been awarded. There will be an email sent out about a partner workshop with Caltrans Districts 9 and 6 in Fresno.
- Mr. Saldana announced that he will be asking the City Council of McFarland for the removal of an ordinance that has been in place since 1972 which makes it illegal to ride a bike in the City of McFarland without a license.

**XVIII. ADJOURNMENT – Meeting adjourned at 11:27 A.M. The next meeting will be held on November 1, 2023.**





## IV. TTAC

November 1, 2023

TO: Transportation Technical Advisory Committee (TTAC)

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Robert M. Snoddy, Regional Planner

SUBJECT: TTAC AGENDA ITEM: IV.  
FY 2023-24 KERN REGION ESTIMATED SB 125 TRANSIT OPERATIONS AND  
CAPITAL PROJECT POPULATION-BASED APPORTIONMENT: \$51,329,661

### DESCRIPTION:

As of the writing of this staff report the following transit providers have yet to provide required documentation necessary to allow distribution of their share of \$5.1 billion statewide in one-time transit funding to be provided over 2 fiscal years to help transit services recover from record-low ridership caused by the pandemic. These agencies are Cities of Arvin, Delano, McFarland, Ridgecrest, Shafter, Taft, and Wasco.

### DISCUSSION:

SB 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in state General Funds through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. Kern COG staff estimates that SB 125 Transit funds will be apportioned over five consecutive years. However, Kern COG and member agencies are required to provide a four-year financial plan that illustrates how the funds will be spent in the fiscal year.

The transportation bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program (ZETCP) to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. SB 125 includes an accountability program to govern the distribution of these funds, on which there is more detail below.

Eligible recipients of funding are the Regional Transportation Planning Agencies (RTPAs), as defined in Section 13987(j) of the Government Code. Kern COG is the RTPA for Kern County. Funding distributions will only be made to the RTPAs, using fund transfer instructions confirmed with CalSTA by the RTPA prior to transfer, which may in turn make funding available to public agencies in their jurisdiction. RTPAs have the discretion to suballocate or redistribute funds within their region based on local needs, existing procedures, policies or priorities, if required SB 125 program requirements and goals are met, including addressing how operating needs are expected to be met with SB 125 and/or other resources. **Funds should be apportioned to Kern COG between December 31, 2023, and April 2024.**

To receive SB 125 Transit funds, Kern COG staff must prepare and submit an Apportionment Package that publishes on its website eligible member agency Transit Asset Management Plans (TAM Plans), eligible member agency FY 2022 National Transit Database (NTD) reports, and finally, each eligible member agency must prepare and submit to Kern COG staff a four-year narrated financial plan that lists how the SB 125 Transit funds will be spent (Operations, Capital projects, or a combination of both). **To be eligible for funding, each eligible member agency must submit all required documents by Friday, November 3, 2023.** Member agencies that submit the required documents by the November 3, 2023, date will be attached to Kern COG's Apportionment Package for CalSTA staff's review and approval. Eligible member agencies that fail to make the required documents submission by the November 3, 2023, deadline will be recorded and filed by Kern COG staff.

Kern COG will have two options to apportion TIRCP and ZETCP SB 125 Transit funds to its eligible member agencies. Methods to allocate SB 125 Transit funds to eligible member agencies are listed below:

1. Kern COG staff will apportion TIRCP and ZETCP funds to those eligible member agencies that submit the required documents by the November 3, 2023, deadline.
2. Kern COG may prepare a second call for projects for funds of eligible member agencies that are unable to provide Kern COG staff with the required documents.

Kern COG staff will bring the above two choices back to the Kern COG Transportation Technical Advisory Committee and Transportation Planning Policy Committee for action in January 2024. Either way Kern COG will set up a separate and interest-bearing account to hold in reserve an eligible member agency's apportionment schedule until the required documents are submitted or the call for projects is awarded.

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) like the Proposition 1B program. **The SB 125 Transit Final Guidelines may be accessed at <https://calsta.ca.gov/-/media/calsta-media/documents/sb125-final-guidelines-comparison-document-a11y.pdf>.**

### **TIRCP Objectives**

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 micro-transit services that are eligible to report as public transit to the Federal Transit Administration), to achieve all of the following policy objectives, as codified in Section 75220(a) of the Precythe 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 w/ the HSR system
4. Improve transit safety

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

1. Provide one-time multiyear bridge funding for transit operators to address operational costs until long-term transit sustainability solutions are defined. The 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 significant 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**

Eligibility for TIRCP tracks with the existing competitive program: rail capital projects (including acquisition 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. CalSTA will apportion TIRCP funds to Kern COG in two consecutive payments of \$46,278,687 during FY 2023-24 and \$46,394,777 in FY 2024-25.

### **TIRCP Draft FY 2023-24 Regional Apportionment Schedule**

	<b>Population</b>	<b>Apportionment %</b>	<b>99313</b>	<b>99314</b>	<b>Total Apportionment</b>
Arvin	22,014	2.4110%	\$1,039,830	\$68,733	\$1,115,796
California City	14,120	1.5465%	\$666,958	\$44,086	\$715,683
Delano	51,070	5.5933%	\$2,412,289	\$159,453	\$2,588,522
GET	552,749	60.5387%	\$26,109,072	\$1,725,817	\$28,016,505
McFarland	14,044	1.5381%	\$663,368	\$43,849	\$711,831
Ridgecrest	29,591	3.2409%	\$1,397,729	\$92,390	\$1,499,842
Shafter	20,448	2.2395%	\$965,860	\$63,844	\$1,036,422
Taft	7,142	.7822%	\$337,352	\$22,299	\$361,998
Tehachapi	12,008	1.3152%	\$567,197	\$37,492	\$608,635
Wasco	26,815	2.9369%	\$1,266,605	\$83,723	\$1,359,139
Kern Transit	163,050	17.8577%	\$7,701,659	\$509,082	\$8,264,314
Kern COG			\$300,000	\$0	\$300,000
<b>Regional TIRCP Total</b>			<b>\$43,427,920</b>	<b>\$2,850,767</b>	<b>\$46,278,687</b>

### **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, contactless 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 funds will be apportioned by CalSTA in four annual payments: FY 2023-24 \$5,050,974, FY 2024-25 \$2,833,473, FY 2025-26 \$106,224,857, and FY 2026-27 \$106,224,857.

#### **ZETCP Draft FY 2023-24 Regional Apportionment Schedule**

	<b>Population</b>	<b>Apportionment %</b>	<b>99313</b>	<b>99314</b>	<b>Total Apportionment</b>
Arvin	22,014	2.4110%	\$113,114	\$7,461	\$121,927
California City	14,120	1.5465%	\$72,552	\$4,785	\$78,204
Delano	51,070	5.5933%	\$262,411	\$17,309	\$282,856
GET	552,749	60.5387%	\$2,840,173	\$187,358	\$3,061,469
McFarland	14,044	1.5381%	\$72,162	\$4,759	\$77,783
Ridgecrest	29,591	3.2409%	\$152,046	\$10,029	\$163,892
Shafter	20,448	2.2395%	\$105,067	\$6,930	\$113,253
Taft	7,142	.7822%	\$36,698	\$2,420	\$39,557
Tehachapi	12,008	1.3152%	\$61,700	\$4,070	\$66,509
Wasco	26,815	2.9369%	\$137,783	\$9,089	\$148,518
Kern Transit	163,050	17.8577%	\$837,795	\$55,263	\$903,068
Kern COG			\$50,000		\$50,000
<b>Kern Region Total</b>	<b>\$5,050,974</b>		<b>\$4,741,501</b>	<b>\$309,473</b>	<b>\$5,050,974</b>

Kern COG will be apportioned \$350,000 (or \$70,000 per year over the four-year program schedule) to administer the program for FY 2023-24 through FY 2027-28 (combined TIRCP and ZETCP program funds). During the four-year period, Kern COG staff will maintain SB 125 Transit required documents on its website, manage apportionment funds in separate, interest-bearing accounts, participate in program audits, and prepare required project monitoring reports. For further information, contact Bob Snoddy at 661-635-2916, 661-477-2205 (cellphone) or email [bsnoddy@kerncog.org](mailto:bsnoddy@kerncog.org).

**ACTION:** SB 125 Transit eligible member agencies **must submit** to Kern COG staff the three required documents **by Friday, November 3, 2023:** Current Transit Asset Management (TAM) Plan, FY 2022 National Transit Database record and a Four-Year TIRCP/ZETCP Financial Plan with project narration.

November 1, 2023

TO: Transportation Technical Advisory Committee (TTAC)

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Rob Ball, Planning Director  
Ed Flickinger, Regional Planner III

SUBJECT: TTAC AGENDA ITEM: VI  
PROPOSED MULTI-JURISDICTIONAL PAVEMENT MANAGEMENT SYSTEM

DESCRIPTION:

During the May 31, 2023 TTAC meeting, a referral was made to staff to research and propose a voluntary multi-jurisdictional pavement management system program for interested local agencies. As of the writing of this staff report, 3 agencies are exploring such a program further: California City, Delano & Wasco.

DISCUSSION:

**Background** - The 2022 results of the biennial Statewide Local Streets and Roads survey were presented at the May 31, 2023 TTAC. The survey showed a slight decrease in pavement condition from the prior survey 2 years earlier, however some of the jurisdictions lacked staff resources to fully respond to the survey. Preventive maintenance is crucial to roadway and bridge longevity. More information can be found on <http://www.savecaliforniastreet.org> along with the 2022 report and previous reports. To get more accurate and consistent survey responses and tracking data, a Pavement Management System (PMS) could be implemented to help maintain proper road conditions and stretch limited road maintenance funds. This is especially important for smaller jurisdictions with high staff turnover rates.

**Potential Participants** – During the October 4, 2023 TTAC meeting Kern COG staff their regional PMS proposal. Three out of 12 local jurisdictions responded to a follow up email by the October 18, 2023 requested deadline, and want to explore participation in a Kern COG led regional contract for a PMS similar to the 9 local jurisdictions that participated in the Local Roads Safety Plans regional agreement and contract. It is possible for additional jurisdictions to still be added if interested.

A Draft Multi-Jurisdictional Agreement is included as Attachment 1 and a Draft Request for Proposal (RFP) is included as Attachment 2. The draft scope of work was taken from the consultant that performed a multi-jurisdictional PMS project administered by Fresno COG, in which 9 of their 16 jurisdictions participated. The following jurisdictions are currently exploring participating in a regional PMS program: **California City, Delano, and Wasco**. A PMS cost estimate per task list was sent to each jurisdiction. Staff requested each jurisdiction to choose the tasks that they needed and if they wanted a 1 year or 5 year term in the contract. The following cities chose the listed tasks in Table 1 (The full task description is listed in the attached RFP).

**Table 1 – Participating Agencies chosen tasks**

<b>Task</b>	<b>Participating Agencies</b>
1. Kickoff Meeting and Project Coordination	Delano, Wasco
2. Pavement Condition Surveys and Database Development	
Opt 1 - Automated Survey*	Wasco
Opt 2 - Hybrid Survey*	Cal City, Delano
3. StreetSaver Database Setup	Cal City, Delano, Wasco
4. Data Entry and PCI Calculation*	Cal City, Delano, Wasco
5. M&R Strategies and Decision Tree*	Cal City, Delano, Wasco
6. Budgetary Analysis and Report*	Cal City, Delano, Wasco
7. Training and User Manual	Cal City, Delano, Wasco
8. Presentations	Delano, Wasco
9. GIS Integration with StreetSaver	Cal City, Delano, Wasco

(For Task 2, Option 1 is an automated survey, but this requires an up to date and accurate GIS shapefile. Option 2 will include manual surveys if they are not available.)

\*Task cost based on centerline miles (Originally based on 531.03 centerline miles)

The cost estimate by city for chosen tasks are listed in Table 2.

**Table 2 – PARTICIPATING AGENCIES: Estimate Cost of Tasks Chosen Assuming a 1-Year Implementation**

<b>AGENCY</b>	<b>FY 26/27 RSTP Contribution</b>	<b>Non-State Match 11.47%</b>	<b>Total Cost estimate for agency's chosen tasks</b>
CALIFORNIA CITY	\$ 58,942.93	\$ 7,636.68	\$ 66,579.61
DELANO	\$ 52,805.86	\$ 6,841.56	\$ 59,647.42
WASCO	\$ 30,146.79	\$ 3,905.84	\$ 34,052.63
<b>TOTAL</b>	\$ 141,895.58	\$ 18,384.08	\$ 160,279.66

**Table 3 – NON-PARTICIPATING AGENCIES: Estimated Cost to Add Other Agencies NOT Currently Participating** (Assumes all tasks requested & 1-year Implementation)

<b>AGENCY</b>	<b>FY 26/27 RSTP Contribution</b>	<b>Non-State Match 11.47%</b>	<b>Total Cost estimate for agency's chosen tasks</b>
ARVIN	\$ 24,791.01	\$ 3,211.94	\$ 28,002.95
BAKERSFIELD	\$ 394,979.10	\$ 51,173.73	\$ 446,152.83
MARICOPA	\$ 13,255.49	\$ 1,717.39	\$ 14,972.88
MCFARLAND	\$ 21,495.15	\$ 2,784.92	\$ 24,280.07
RIDGECREST	\$ 46,156.35	\$ 5,980.04	\$ 52,136.39
SHAFTER	\$ 49,815.35	\$ 6,454.11	\$ 56,269.46
TAFT	\$ 24,177.49	\$ 3,132.45	\$ 27,309.94

TEHACHAPI	\$ 28,086.88	\$ 3,638.95	\$ 31,725.83
UNICORP. KERN	\$ 1,227,954.48	\$ 159,094.52	\$ 1,387,049.00
<b>TOTAL</b>	<b>\$ 1,830,711.30</b>	<b>\$ 237,188.06</b>	<b>\$ 2,067,899.35</b>

**Potential RSTP Funding Source** - Staff proposes that the funding come from each participating jurisdiction's estimated Regional Surface Transportation Program (RSTP) funds fair share funds via the next cycle competitive call for projects application process in FY 26/27. Kern COG will invoice each jurisdiction the full amount including match, prior to signing the contract. RSTP funding will not become available till the next cycle in FY26/27. But since the funding is needed earlier, we plan to submit the request 1-year early so that it might not count against our region's share of RSTP. If funding is requested annually, requesting the funds 1-year early could be done each year. However, if the program does not expend its RSTP 1-year early, it would count against the region's RSTP share in the next fiscal year. For any RSTP application, an 11.47% local match of non-state funds is required. These funds will need to be provided by each participating local jurisdiction.

By improving road conditions in all participating jurisdictions, the cost to maintain roads in that jurisdiction should decrease over time as fewer roadways need to be re-built, potentially stretching the limited RSTP funds available for road maintenance.

**Term of Contract** – Participating cities voted on two options to determine the term of the contract.

Option 1: Complete full scope of services from the sample RFP in Attachment 2 as a 1-time contract.

Option 2: Over 5 years, complete the full scope of services except for Over 5 years, complete all tasks selected except for Field Survey related tasks. Instead, complete 1/5<sup>th</sup> of Tasks 2,4,5, and 6 annually with the option to re-negotiate the contract every 5 years.

The majority of the participating cities voted for Option 1 so staff is recommending option 1 for this initial trial. If successful we may expand the participation and consider option 2 next time.

**Timeline:**

Agreements by participants' councils	January 25, 2024
Kern COG board approval	February 15, 2024
Request for Proposals Released	March 1, 2024
Contract start	July 1, 2024
Contract end	June 30, 2025

Attachments –1) Draft MOU; 2) Draft RFP

**ACTION:** Recommend to the Transportation Planning Policy Committee that Staff finalize a multi-agency agreements with the participating agencies and propose funding in the FY 26-27 RSTP cycle with a planned request to deliver 1-year early if funding from outside the region is available.

**DRAFT**

MEMORANDUM OF UNDERSTANDING

**Kern Regional Multi-jurisdictional Pavement Management Systems**

THIS MEMORANDUM OF UNDERSTANDING is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2023 by and among the CITY OF CALIFORNIA CITY, CITY OF DELANO, and the CITY OF WASCO ("CITIES" herein) charter governments of the State of California, and the KERN COUNCIL OF GOVERNMENTS ("KERN COG" herein), a Joint Powers Agency formed pursuant to the California Government Code.

RECITALS

WHEREAS, California Government Code Section 6502 authorizes cities and counties to enter into agreements for their mutual benefit; and

WHEREAS, CITIES, and KERN COG have a compelling and mutual interest in developing Multi-jurisdictional Pavement Management Systems (PMSs) among participating cities; and

WHEREAS, CITIES, and KERN COG recognize that consolidated development effort of PMSs will benefit the citizens of the CITIES by reducing local agency staff requirements, improving the efficiency of local government, providing greater consistency, better quality; and

AGREEMENT

NOW, THEREFORE, BE IT UNDERSTOOD AND AGREED by PARTICIPATING CITIES, and KERN COG that:

1. The foregoing recitals are true and correct, and are adopted into this contract as if set forth in full.
2. KERN COG will access local funds from CITIES identified in this MOU through invoices sent directly to CITIES.
3. The table below reflects the estimated costs to the CITIES for KERN COG to hire a consultant that will develop individual PMSs.

CITY	Cost estimate for chosen tasks
CALIFORNIA CITY	\$ 66,579.61
DELANO	\$ 59,647.42
WASCO	\$ 34,052.63
<b>TOTAL</b>	<b>\$ 160,279.66</b>



4. Should the consultant contract be less than total estimated costs concurrently with approval of consultant contract, the MOU amounts shall be prorated according to final amount of consultant contract including match.
5. CITIES and KERN COG agree that KERN COG will act as lead agency on managing the PMS consulting contract. Utilizing the previously-identified funds, Kern COG shall hire a consultant to develop PMS documents for the CITIES.
6. CITIES and KERN COG agree that KERN COG staff will require member agency staff to participate in the consultant selection process and product development to ensure quality PMSs for each city.
7. The failure of any party to enforce against another a provision of this Agreement shall not constitute a waiver of that party's right to enforce such a provision at a later time, and shall not serve to vary the terms of this Agreement.
8. All notices relative to this Agreement shall be given in writing and shall be personally served or sent by certified or registered mail and be effective upon actual personal service or depositing in the United States mail. The parties shall be addressed as follows, or at any other address designated by notice:

CITY: CITY OF CALIFORNIA CITY  
City Clerk  
21000 Hacienda Blvd.  
California City, CA 93505

CITY: CITY OF DELANO  
City Clerk  
P.O. Box 3010  
Delano, CA 93216

CITY: CITY OF WASCO  
City Clerk  
746 8th Street  
Wasco, CA 93280

KERN COG: KERN COUNCIL OF GOVERNMENTS  
1401 19th Street, Suite 300  
Bakersfield, CA 93301

9. This Agreement sets forth the entire Agreement between the parties and supersedes all other oral or written representations. This Agreement may be modified only in a writing approved by the City Councils and the Kern Council of Governments, Board of Directors.
10. Any services of CITIES or KERN COG are provided as independent contractors. No party is an agent or employee of any other party for any purpose and is not entitled to any of the benefits provided by any party to its employees. This Agreement shall not be construed as forming a partnership or any other association between CITIES, and KERN COG other than that of an independent contractor.

11. No party shall be liable to any other party for any loss, damage, liability, claim or cause of action for damage to or destruction of property or for injury to or death of persons arising from any act or omission of the other party's officers, agents, or employees. Further, no party is liable to any other party for loss or inaccuracy of data. Each party is encouraged to have current backup storage of all data and other relevant information. Further, no party is liable to any other party for any damage to information or equipment, which results from the transfer of data.
12. A party against whom any claim arising from any subject matter of this Agreement is filed shall give prompt written notice of the filing of the claim to all other parties.
13. This Agreement is effective upon execution. It is the product of negotiation and, therefore, shall not be construed against any party.
14. Any party to this Memorandum of Understanding may terminate its participation in the activities herein described upon thirty (30) days' written notification to the other parties. Termination by one party does not terminate the agreement between the remaining parties.

-----oOo-----

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed, the day and year first-above written.

"CITY of CALIFORNIA CITY"

RECOMMENDED AND APPROVED  
AS TO CONTENT:

\_\_\_\_\_  
City Manager *or Mayor/Council Member*  
City of CALIFORNIA CITY

\_\_\_\_\_  
Public Works Director  
City of CALIFORNIA CITY

APPROVED AS TO FORM:

\_\_\_\_\_  
Legal Counsel

[Remainder of page left blank intentionally]

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed, the day and year first-above written.

"CITY of DELANO"

RECOMMENDED AND APPROVED  
AS TO CONTENT:

\_\_\_\_\_  
City Manager *or Mayor/Council Member*  
City of DELANO

\_\_\_\_\_  
Public Works Director  
City of DELANO

APPROVED AS TO FORM:

\_\_\_\_\_  
Legal Counsel

[Remainder of page left blank intentionally]

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed, the day and year first-above written.

"CITY of WASCO"

RECOMMENDED AND APPROVED  
AS TO CONTENT:

\_\_\_\_\_  
City Manager or Mayor/Council Member  
City of WASCO

\_\_\_\_\_  
Public Works Director  
City of WASCO

APPROVED AS TO FORM:

\_\_\_\_\_  
Legal Counsel

[Remainder of page left blank intentionally]

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed, the day and year first-above written.

"KERN COUNCIL OF GOVERNMENTS"

RECOMMENDED AND APPROVED  
AS TO CONTENT:

---

AHRON HAKIMI  
Executive Director  
Kern Council of Governments  
APPROVED AS TO FORM:

---

Bob Smith, Chairman  
Kern Council of Governments

---

Deputy Counsel for  
Kern Council of Governments

[Remainder of page left blank intentionally]

**Attachment 2**

**DRAFT**

**REQUEST FOR PROPOSALS**

**CONSULTANT SERVICES FOR  
MULTI-JURISDICTIONAL PAVEMENT MANAGEMENT SYSTEMS**

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

Additional background information on this Request for Proposals can be found on  
the Kern COG website:

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

Refer to tab:

“Working with Kern COG”

**DRAFT**  
**REQUEST FOR PROPOSALS**  
**CONSULTANT SERVICES FOR**  
**MULTI-JURISDICTIONAL PAVEMENT MANAGEMENT SYSTEMS**

**MARCH 1, 2024**  
**PROPOSALS DUE: APRIL 19, 2024**

**INTRODUCTION AND BACKGROUND**

Kern Council of Governments (Kern COG) requests proposals from qualified consultants for multi-jurisdictional pavement management systems (PMSs). The project will commence from July 1, 2024, through June 30, 2025. The amount of the contract is not to exceed **\$160,279.66** through June 30, 2025.

Kern COG is a state-designated public agency with regional transportation planning responsibilities that cross city-county boundaries. There are twelve member jurisdictions represented by Kern COG. Due to funding constraints, pavement maintenance and repair has been limited in the Kern region, especially in the rural cities. The average pavement condition index (PCI) for the entire region was reported with PCI at 65 in 2020 and has decreased to 63 in 2022.

The passing of SB 1, the Road Repair and Accountability Act of 2017, provide a reliable source of funds for local governments to maintain their multi-modal transportation system. It enables the communities to catch up with the maintenance needs that were not met due to historical funding issues. To manage the SB 1 funding more efficiently, a pavement management system is highly desirable for local governments to assess the roadway conditions, create an inventory of maintenance and repair needs, estimate the costs, develop a prioritization list and plan the budget accordingly. Additionally, the PMS will be able to serve as a great communication tool between the local government staff, elected officials and the residents about the needs of the community as they plan, prioritize, design and construct the improvement projects.

Kern COG has allocated funds to develop the Multi-jurisdictional PMS for seven local governments within the Region that currently do not have such a program in place or want to improve the one that they have. By assisting these agencies with the creation of a pavement management system, the entire Region will have the resource available to them to prioritize roadway improvements and better manage their pavement investments. By providing this tool to local agencies that need the system, Kern COG will provide a consistent pavement management platform in the region that will help local jurisdictions plan and manage the roadway repair and maintenance more efficiently. The seven local governments that do not currently have a



pavement management system or want to improve it include: California City, Delano, and Wasco. The Region has selected MTC's StreetSaver Program as the platform for the Multi-jurisdictional PMS. Here is the breakdown of the estimated street centerline miles for each of the seven cities:

CITY	CENTERLINE MILES
CALIFORNIA CITY	486.15
DELANO	126.23
WASCO	70.54

## **PURPOSE AND OBJECTIVES OF THE PROPOSAL**

Below is a sample scope of work to provide more detail on what Kern COG staff is looking for in this proposal sample scope of work is provided to give proposers an idea of Kern COG's expectations for this project. It is anticipated that the final scope of work for this project will be a product created through the negotiation process with changes based upon the professional input from the selected consultant.

The successful consultant(s) will work closely with Kern COG and participating city staff to prepare PMSs for each participating city.

## **SCOPE OF SERVICES**

The multi-jurisdictional PMS will include individual pavement management systems for each of the seven local governments mentioned above. The consultant will help the seven local governments set up the StreetSaver program, conduct initial pavement assessment, calculate PCI, provide cost estimates for proposed maintenance treatments, train the local staff, and provide analysis and system reports. The first year license fees for the StreetSaver program for each of the seven entities are included in the cost of the project. The scope of work to be performed by the consultant is specified below in the "TASKS":

### **TASKS:**

#### **Task 1: Kickoff meeting and project coordination**

- a. Kickoff meeting.
- b. Monthly progress update and report.

#### **Task 2: Pavement condition survey and database development (Option 1 is an automated survey, but this requires an up to date and accurate GIS shapefile. Option 2 will include manual surveys if they are not available.)**

- a. Review existing inventory, shapefile or map.
- b. Use existing data to develop pavement inventory for field data collection.
- c. Conduct field inspections and collect distress data.

- d. Conduct Quality Assurance/Quality Control QA/QC of inspection data.

**Task 3: StreetSaver database setup**

- a. Include one-year StreetSaver license fee for each agency; not including GIS integration.
- b. Coordinate with Metropolitan Transportation Commission (MTC) and submit pavement inventory to setup database.

**Task 4: Data entry and PCI calculation**

- a. Upload inspection data and calculate PCE for each section.
- b. QC in the database and finalize network condition.

**Task 5: Maintenance and Rehabilitation (M&R)**

- a. Maintenance and Rehabilitation (M&R) meeting to discuss pavement strategies.
- b. Review bid tabs from each agency and calculate pavement costs by treatments.
- c. Update treatment types and costs in the decision tree for agency to review.
- d. Update decision tree into StreetSaver database.
- e. Update historical maintenance and rehabilitation records in the database.

**Task 6: Budget analysis and report**

- a. Conduct budgetary analysis.
- b. Prepare summary report of pavement condition, pavement needs and impacts of PCI or unfunded backlog by various funding assumptions.

**Task 7: Training and user manual**

- a. Conduct StreetSaver training with cities (total 6 hours virtual meeting).
- b. Provide meeting agenda and StreetSaver user manual.

**Task 8: Presentation**

- a. Meeting with cities to discuss presentation outline, approach, audiences, etc.
- b. Include two presentations.
- c. In-person presentation.

**Task 9: GIS integration with StreetSaver**

- a. Update GIS shapefile to StreetSaver if available.
- b. Conduct GIS linkages.
- c. Agency will be able to generate various maps (condition, historical paving records, future work plan, etc.).

**The following cities chose the listed tasks:**

<b>Task</b>	<b>Cities participating</b>
1. Kickoff Meeting and Project Coordination	Delano, Wasco
2. Pavement Condition Surveys and Database Development	
Opt 1 - Automated Survey	Wasco
Opt 2 - Hybrid Survey	Cal City, Delano
3. StreetSaver Database Setup	Cal City, Delano, Wasco
4. Data Entry and PCI Calculation	Cal City, Delano, Wasco
5. M&R Strategies and Decision Tree	Cal City, Delano, Wasco
6. Budgetary Analysis and Report	Cal City, Delano, Wasco
7. Training and User Manual	Cal City, Delano, Wasco
8. Presentations	Delano, Wasco
9. GIS Intergration with StreeSaver	Cal City, Delano, Wasco

**COORDINATION**

The consultant will take primary direction from the Kern COG Project Manager. It is intended that all work will be completed within **Twelve** months of negotiating a contract in accordance with the schedule component and that the consultant's work will begin immediately upon receiving a notice to proceed.

The selected consultant will best demonstrate the ability to deliver quality work on schedule and in a cost- effective manner, consistent with the tasks and deliverables in this RFP.

File copies of all correspondence, technical memoranda and reports should be delivered to the Kern COG Project Manager on CD or file in MS Office 365.

All data, maps and all other materials prepared or collected under this contract will become the property of Kern COG.

## **SCHEDULE**

### **Activity**

### **Date**

Request for Proposals Released	March 1, 2024
Last Day to Submit Written Questions	April 10, 2024
Deadline for Proposal Submittal	April 19, 2024
Selection Process/Interviews	April 19, 2024 – May 3, 2024
Kern COG Board Approval	June 20, 2024
Notice to Proceed	June 21, 2024

These dates are subject to change; schedule updates and more information about Kern COG RFPs will be posted on the Kern COG website:

<http://www.kerncog.org/category/working-with-kern-cog/request-for-proposals/>

## **PROPOSAL REQUIREMENTS**

Proposal content and completeness are important. Clarity and conciseness are essential and will be considered in assessing the proposer's capabilities. A review committee will screen all consultant proposals submitted in response to this request.

One (1) reproducible, five (5) copies, and one (1) electronic copy of the proposal must be received at Kern Council of Governments no later than April 19, 2024, at 4:00 p.m. Proposals received later than that date and time will not be considered.

### **1. Provide contact and email address**

Proposers will provide a contact person and email address to be used in responding to questions and for notification of updated RFP information.

### **2. Proposal Organization**

In order to simplify the review process and maximize the degree of comparative analysis, the proposal should be organized in the following manner:

#### **A. Transmittal letter**

The transmittal letter should be signed by an official authorized to bind the consultant contractually and will contain a statement to the effect that the proposal is a firm offer for 90 days. The letter accompanying the proposal will also provide the following: name, title, address, and telephone number of individuals with the authority to negotiate and contractually bind the company. The transmittal shall contain a statement of understanding of the RFP.

#### **B. Table of Contents**

Include identification of the material by section and page number.

### **C. Overview**

This section should clearly convey the Consultant's understanding of the nature of the work and the general approach to be taken to its performance. This section should include, but not be limited to, a discussion of the purpose of the project, the organization of the project effort, and a summary of the proposed approach.

### **D. Detailed Work Plan**

The prospective contractor will provide a schedule for completing the project, within the schedule set forth in this RFP. The schedule shall identify the major tasks to be undertaken and the time frame for each task.

This section should include the following components:

#### **i. Task Description**

Include a full description of each step to be followed. The work description should be presented in sufficient detail (tasks, subtasks, etc.) to show a clear understanding of the work and the proposed approach.

#### **ii. Deliverables**

Please provide a description of the format, content, and level of detail that can be expected for each deliverable.

#### **iii. Schedule**

A schedule showing the expected sequence of tasks, subtasks, etc. should accompany the work description. Important milestones should be identified on the schedule.

### **E. Management Approach**

This section should describe the firm's management approach. If the proposal is a team effort, the distribution of work among the team members should be indicated. Describe the organization of the management, the structure of the work assignments, and any specific features of the management approach that require special explanation. No substitutions of the identified project manager will be allowed without prior approval of Kern COG's Project Manager.

Include the name and qualifications of all professional personnel to be employed, and a resume for each professional. Staffing assignments should be specific enough to demonstrate understanding of skills

required and commitment of proper resources. The selected consultant will not substitute members of the project team without prior approval of the Kern COG's Project Manager.

## **F. Budget and Billing Format**

Under various circumstances the budget could be subject to Pre-audit and/or the final cost subject to Post-audit by Kern COG or Caltrans' Division of Audits and Investigations. Whether individual items of cost can be allowed will be determined by 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31 et seq. The Contractor will also be required to comply with 49 CFR, Part 18, and Uniform Administrative Requirement for Grants and Cooperative Agreements to State and Local Governments. The contractor should have an accounting system capable of segregating direct cost from indirect costs per the above cited regulations. The Contractor and Subcontractors will comply with all applicable laws and maintain books, documents, papers, and accounting records for a period of three years from the date of final payment.

### **i. Project Budget**

A maximum of \$160,279.66 has been budgeted for consultant services for this project for the fiscal year 2024/2025.

### **ii. Estimated Costs for Tasks**

Provide hourly rates for each task category including a breakout of overhead rates. Provide a detailed description of each task in the project description section of the proposal. The budget total should equal \$160,279.66 in fiscal year 2024/2025. Hourly rates and the total hours available may vary depending on staff working on the project.

### **iii. Budget and Cost Breakdown**

- a. Direct Labor Costs** – A schedule of billing rates by employee or category of employee is required of the prime contractor and all subcontractors. Billing rates shall be based on actual pay rates and should cover all costs associated with the employee (salary, benefits, and anticipated cost of living and/or merit increases during the term of the contract). Depending on the individual cost structure, overhead may be applied as a component of the billing rate or applied separately. The proposer should be prepared to validate billing rates with payroll registers, wage agreements, or other payroll documentation.
- b. Overhead Rates** – The overhead rate should include all indirect cost not readily assignable to cost objectives specifically benefited. Typically, an overhead rate is calculated on a

company or division wide basis by segregating expenses into direct cost and indirect cost categories and then dividing the indirect costs by a direct cost base such as direct labor to arrive at an overhead rate. The overhead rate is then applied on a contract-by-contract basis to recapture the indirect costs that are not chargeable directly to a final objective such as general and administrative, facilities, equipment, supplies, accounting, maintenance, materials, etc. Some cost structures may be broken into various overhead rates that are applied to different bases. The proposer should be prepared to provide supporting documentation such as prior agreements with government agencies or audits of prior year activities to validate overhead rates structures.

- c. Direct Cost** – Direct costs are those incremental costs that can be identified specifically with a particular final cost objective. Although in some instances direct cost and indirect cost may include similar categories, incremental direct cost attributable to final objectives must be separated and not included in the overhead calculation. All direct cost specifically attributed to the project and not included in the billing rates must be itemized by budget category to be eligible for reimbursement. Once contractually authorized, direct cost budgets may not be substituted without prior written consent of Kern COG.
- d. Sub-Consultant Fees** – Sub-Consultants must provide the same cost data detail as the prime contractor.
- e. Fixed Fee** – A fixed fee is calculated as a basis of total direct and indirect costs. State law permits a 10% maximum fee.

## **G. Insurance Requirements**

Without limiting Kern COG's right to obtain indemnification from the consultant or any third parties, the consultant, at its sole expense, shall maintain in full force and affect the following insurance policies throughout the term of the contract:

- 1) Worker's Compensation in the amount required by law; 2) Commercial general liability insurance, including contractual liability coverage, covering all of its actions under this contract with limits of not less than \$2,000,000 combined single limit for bodily injury and property damage or \$1,000,000 per person and per occurrence for bodily injury and \$1,000,000 per each occurrence for property damage and \$2,000,000 aggregate; and 3) Commercial automobile liability coverage with the same limits as the commercial general liability insurance described above, covering all owned, hired, and non-owned automobiles and any other vehicle or equipment used by Consultant or its agents in performance of this contract.

This insurance shall not be canceled or changed without a minimum of thirty (30) days advance written notice given to Kern COG. The consultant shall provide certification of said insurance to Kern COG within twenty-one (21) days of the date of the execution of the contract. Such certification shall show, to Kern COG's satisfaction, that such insurance coverage has been obtained and are in full force; that Kern COG, its officers, agents, and employees will not be responsible for any premiums on the policies; that as and if required such insurance names Kern COG, its officers agents, and employees individually and collectively as additional insured (comprehensive and general liability only), but only insofar as the operations under the contract are concerned; that such coverage for additional insured shall apply as primary insurance and any other insurance, or self-insurance, maintained by Kern COG, its officers, agents, and employees, shall be excess only and not contributing with insurance provided under the consultant's policies herein; and that this insurance shall not be canceled or changed without a minimum of thirty (days) advance, written notice given to Kern COG.

In the event the consultant fails to always keep in effect insurance coverage as herein provided, Kern COG may, in addition to other remedies it may have, suspend or terminate the contract upon the occurrence of such event.

#### **H. Disadvantaged Business Enterprise (DBE) Certification**

It is the policy of Kern COG, the California Department of Transportation and the U.S. Department of Transportation, that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with local, state or federal funds.

Consultant shall ensure that DBEs, as defined in 49 CFR Part 23, have the maximum opportunity to participate in the performance of this contract. In this regard, Consultant shall take all necessary and reasonable steps to ensure that DBEs have the maximum opportunity to compete for and to perform subcontracts arising out of this contract. Failure to carry out the requirements of this paragraph shall constitute a breach of contract and may result in termination of this contract, or such other remedy Kern COG may deem appropriate.

During the period of this contract, the Consultant shall maintain records of all applicable subcontracts advertised and entered germane to this contract, documenting the opportunity given to DBEs to participate in this contract, actual DBE participation, and records of materials purchased from DBE suppliers. Such documentation shall show the name and business address of each DBE subcontractor or vendor, and the total dollar amount actually paid each DBE subcontractor or vendor. Upon completion of the contract, a summary of these records shall be



prepared and certified correct by the Consultant and shall be furnished to Kern COG.

#### **I. Conflicts of Interest**

The prospective contractor shall disclose any financial, business, or other relationship with Kern COG, or other entities such as the other MPOs involved in this project, that may have an outcome on the selection.

#### **J. Summary of Qualifications**

Proposals shall include a summary of the firm's qualifications, including resumes of assigned staff.

#### **K. Signing of Proposal/Authorization to Negotiate**

The proposal shall be signed by an official authorized to bind the proposer and shall contain a statement to the effect that the proposal is a firm offer for a 90-day period. The proposal shall also provide the following: name, title, address, and telephone number of individuals with authority to negotiate and contractually bind the company.

#### **L. Attachments**

Attachments A, B and C to be included at the end of the proposal are as follows:

- Attachment A: Title VI Assurance
- Attachment B: Budget and Cost Schedule
- Attachment C: Scope of Work

### **PROPOSAL SUBMITTAL**

#### **1. Preparation of Proposal**

The proposal shall be formatted in accordance with the requirements specified in the Section titled "Proposal Requirements" of this RFP. Proposal forms shall be executed by an authorized signatory as described herein. All proposals shall be prepared by and at the expense of the proposer.

#### **2. Examination of RFP Document**

The proposer shall be solely responsible for examining, with appropriate care, the RFP, including Attachment A and any addenda issued during the proposal period. The proposer shall also be responsible for informing itself with respect to any and all conditions, which may in any way affect the amount or nature of the proposal or the performance of the work in the event the proposer is selected. Failure of the proposer to examine and inform itself in this manner shall be at the proposer's own risk and no relief for error or omission shall be given.

### **3. Submission of Proposal/Period of Acceptance**

One reproducible master, five copies, and one electronic copy of all proposals must be delivered to Kern COG no later than 4:00 p.m., Thursday, April 19, 2024. Proposals will not be accepted after 4:00 p.m. PDT. Postmarks will not be accepted. Proposals should be delivered to:

Ahron Hakimi  
Executive Director  
Kern Council of Governments  
1401 19<sup>th</sup> Street, Suite 300  
Bakersfield, CA 93301

All proposals will remain firm for a period of ninety (90) days following the final date for submission. All proposals will become the sole property of Kern COG and a part of its official records without obligation on the part of Kern COG.

This RFP is not to be construed as a contract of commitment on the part of Kern COG. Kern COG reserves the right to reject all proposals, to seek additional information from each proposer, or to issue another RFP, if deemed appropriate.

### **4. Modification or Withdrawal of Proposals**

Any proposal received before the date and time specified above for receipt of proposals may be withdrawn or modified by written request of the proposer. To be considered, however, the modified proposal must be received by the proposal due date and time specified previously.

All verbal modifications to these conditions or provisions are ineffective for proposal evaluation purposes. Only written changes issued by proposers to Kern COG are authorized and binding.

### **5. Rejection of Proposals**

Failure to meet the requirements for the Request for Proposals will be cause for rejection of the proposal. Kern COG may reject any proposal if it is conditional, incomplete, or contains irregularities or inordinately high cost rates. Kern COG may waive an immaterial deviation in a proposal. Waiver of an immaterial deviation shall in no way modify the Request for Proposals document or excuse the proposer from full compliance with the contract requirements if the proposer is awarded the contract.

### **CONSULTANT SELECTION**

The actual award of the contract will be by the Kern COG Transportation Planning and Policy Committee (tentatively set for the June 20, 2024, meeting). Proposal opening does not constitute the awarding of a contract.

The contract is not in force until it is awarded by Kern COG and executed by the Kern COG designees. A subcommittee of the PSC will evaluate, interview and recommend the selected consultant to the Kern COG Transportation Planning and Policy Committee for approval.

Note that since this contract is for a fixed amount, proposals should explain how their proposal would provide the best value and expertise to assist the participating cities in their pavement management systems.

### **PROPOSER OBJECTIONS**

A proposer may object to any of the terms or provisions set forth in the RFP's Scope of Work or to the selection of a particular proposer on the grounds that Kern COG's procedures, the provisions of this RFP, or applicable provisions of federal, state, or local law have been violated or inaccurately or inappropriately applied by submitting Kern COG a written explanation of the basis for the objection. Deadlines for submittal of objections are:

- No later than two weeks prior to the date proposals are due, for objections to RFP provisions; or
- Within three working days before the date on which the contract award is authorized for objections to proposer selection.

If the proposer does not state any objections, Kern COG will assume that the RFP Scope of Work is acceptable to the proposer and has been fully factored into the firm's response. If the proposer intends to negotiate with Kern COG concerning any part of the Scope of Work the proposer finds objectionable, the proposer must provide specific language in the firm's response that would address or cure its objections.

### **KERN COG RIGHTS**

Kern COG may investigate the qualifications of any proposer under consideration, require confirmation of information furnished by a proposer, and require additional evidence of qualifications to perform the work described in this RFP.

Kern COG reserves the right to:

- Reject any or all of the proposals if it deems such action is in the public interest;
- Issue subsequent Requests for Proposals;
- Cancel the entire Request for Proposal;
- Remedy technical errors in the Request for Proposals process;
- Appoint an evaluation committee to review the proposals and make the selection based upon the written proposal only;
- Seek the assistance of outside technical experts in proposal evaluation;
- Approve or disapprove the use of particular subcontractors;
- Establish a short list of proposers eligible for interviews after review of written proposals;

- Negotiate with some, all, or none of the respondents to the RFP;
- Solicit best and final offers from all or some of the proposers;
- Award a contract to one or more proposers;
- Accept an offer other than the lowest price offer;
- Waive informalities and irregularities in proposals and the bid process; and
- Waive any element of the procurement process it finds convenient.

This RFP does not commit Kern COG to enter into a contract, nor does it obligate Kern COG to pay for any costs incurred in preparation and submission of proposals or in anticipation of a contract. All proposals will be subject to public disclosure as required by the California Public Records Act.

Kern COG reserves the right to investigate the qualifications of all firms under consideration to confirm any part of the information furnished by a proposer, or to require other evidence of managerial, financial, or other capabilities which are considered necessary for the successful performance of the contract.

### **RFP QUESTIONS**

All questions on the RFP should be submitted in writing via email to:

[eflickinger@kerncog.org](mailto:eflickinger@kerncog.org)

Ed Flickinger, Project Manager  
Kern Council of Governments  
1401 19<sup>th</sup> Street, Suite 300  
Bakersfield, CA 93301

All questions shall be submitted no later than **April 10, 2024**. Written questions submitted by this date will be answered and posted at <http://www.kerncog.org>. Refer to tab: "Working with Kern COG."

## **Attachment A**

### **TITLE VI ASSURANCE**

Kern Council of Governments, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, department of Transportation, Subtitle A, Office of the Secretary, Part 21 Nondiscrimination in Federally Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority businesses enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or nation origin in consideration of an award.

## Attachment B

### BUDGET AND COST SCHEDULE TEMPLATE

	(Name) (Role)		(Name) (Role)		(Name) (Role)			
TASKS	(Hourly Billing Rate)		(Hourly Billing Rate)		(Hourly Billing Rate)		Total Task Hours	Total Task Cost
Task	Hours	Cost	Hours	Cost	Hours	Cost		
Tasks Subtotal								

#### Direct Costs

Direct Cost		Amount
Direct Costs Subtotal		

#### Subconsultants

Subconsultants		Total Cost
Subconsultants Subtotal		

PROPOSAL GRAND TOTAL		
----------------------	--	--

## **ATTACHMENT C**

### **MULTI-JURISDICTIONAL PAVEMENT MANAGEMENT SYSTEMS**

#### **SCOPE OF WORK**

The Scope of Services from above is a SAMPLE Scope of Work, developed by staff to give a clearer picture of the product we expect from this contract. Consultants are encouraged to modify and make improvements based on their professional expertise and best judgment. Please avoid unenforceable, vague and superlative language in your proposal scope of work to facilitate incorporation into the final contract. Focus on clearly describing the deliverables to eliminate ambiguous language and facilitate contract enforceability. Thank you.

November 1, 2023

TO: Transportation Technical Advisory Committee (TTAC)

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director/Planning Director  
Rochelle Invina-Jayasiri, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII.  
SECOND LOOK: LONG RANGE TRANSPORTATION PLAN PROJECT LISTING  
REVISIONS SUMMARY

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 for the long-range transportation plan available at <https://www.kerncog.org/category/docs/rtp/>.

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](mailto:rball@kerncog.org) or call 661-635-2902.

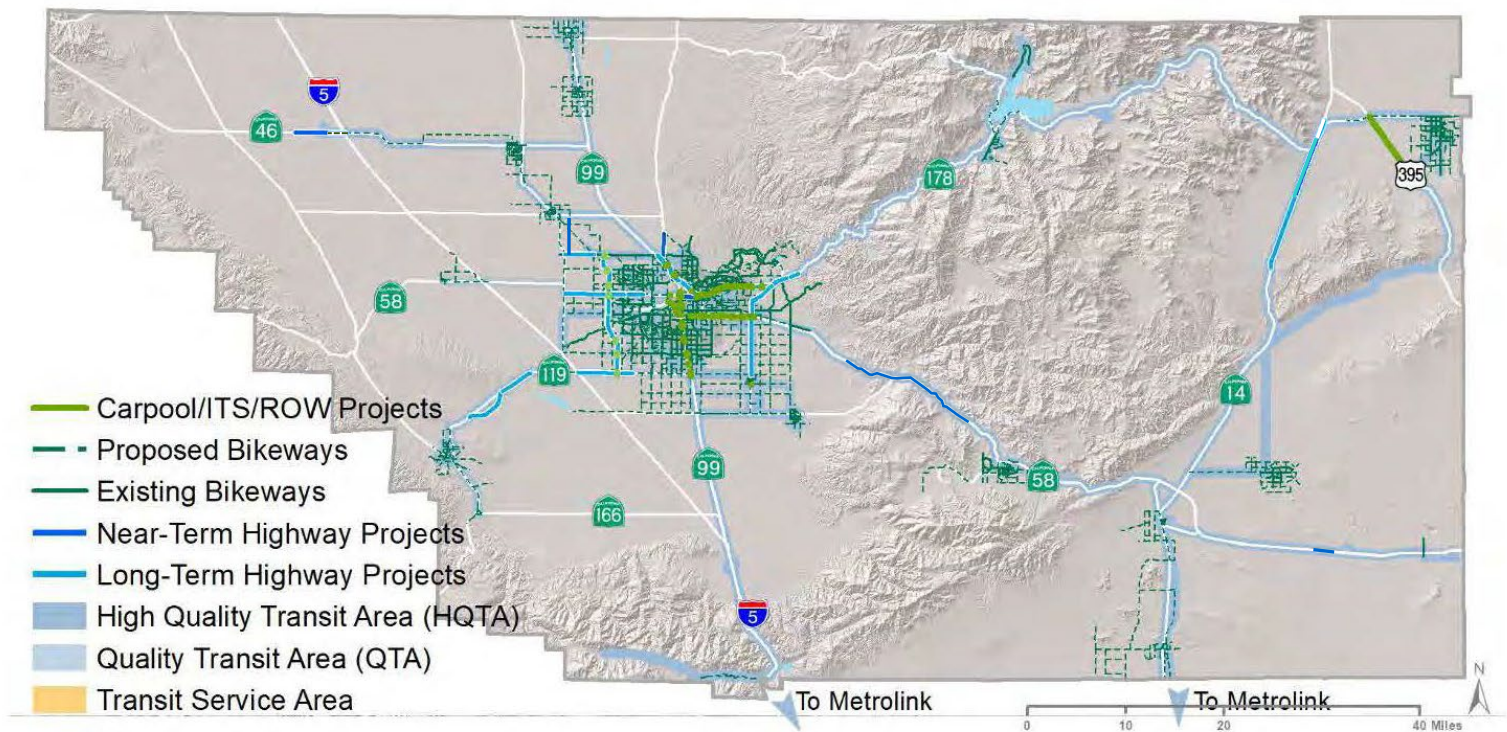


REVISION SUMMARY – Comments and updates as of 10/20/23:

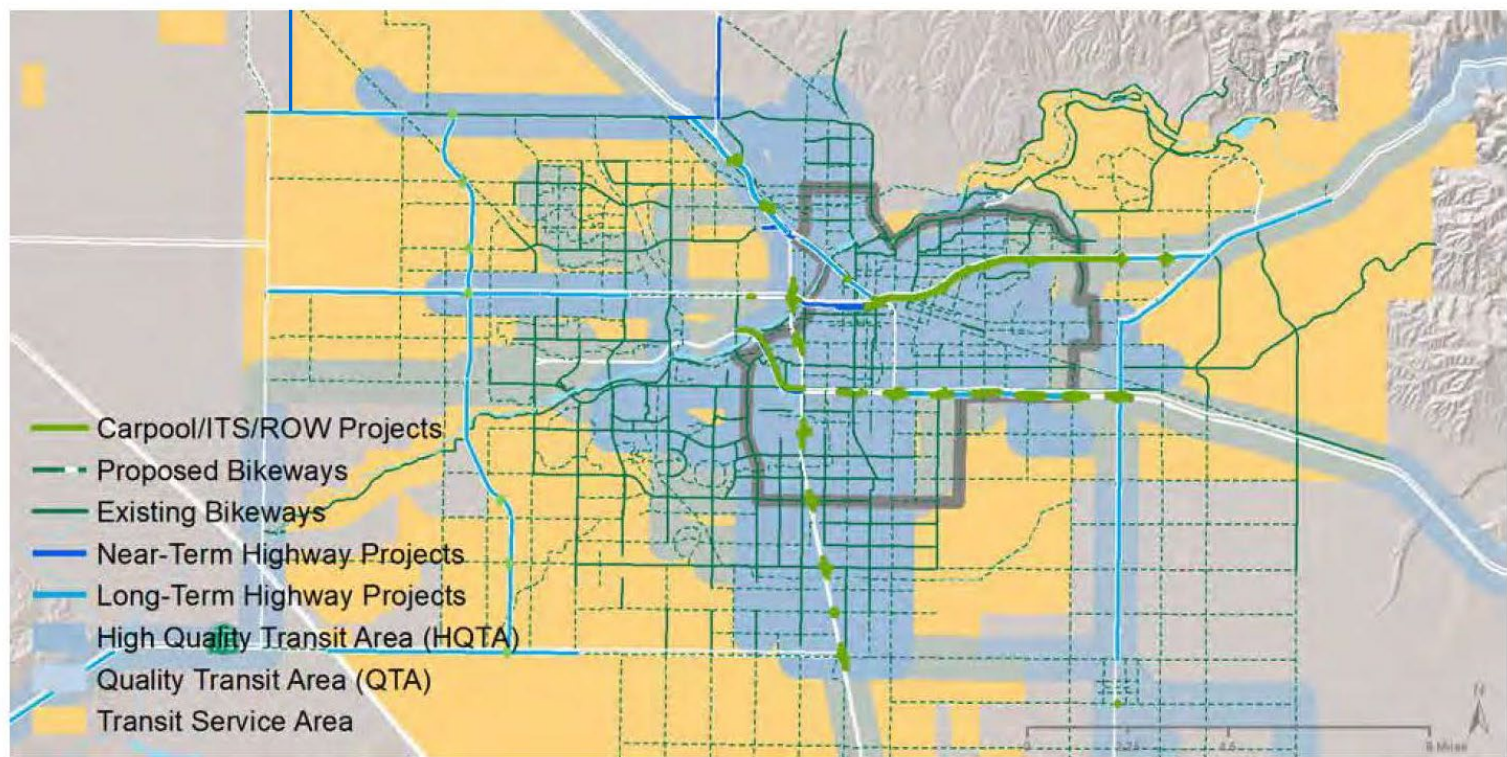
- 1) **City of Shafter** – Added project to Table 5.1 - Cherry Av - Intermodal Rail Hub Connector Improvements - \$50M. Funding has yet to be identified but may include a mix of local, mitigation, and grant sources.
- 2) **County of Kern** – Checked/updated totals for some of the tables; Questions answered on definitions of types of bike projects and funding levels for non-motorized projects.
- 3) **Kern COG** – Deleted major projects that will be completed by 2025; updated completion dates for class III bike projects; added freight related projects from the KARGO Sustainability Study to the unconstrained table 5.2.

**ACTION:** Recommend that the Transportation Planning Policy Committee approve use of the draft list of constrained transportation projects to begin environmental and performance measure analysis, to be brought back for consideration in the Draft 2026 Regional Transportation Plan.

**Figure 5-1A: Constrained Projects Countywide**



**Figure 5-1B: Constrained Projects Metro Bakersfield**





**For complete listing with transit and bike projects go to <https://www.kerncog.org/category/docs/rtp/>**

**TABLE 5.1 - Constrained Capital Improvement Program (Continued)**

**2025 through 2029 - Major Hwy Improvements**

Project	Location	Scope	YOE Cost	Project ID	Start Const.
<del>Route 46</del>	<del>Lost Hills</del>	<del>Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4B - COMPLETE</del>	<del>40,000,000</del>	<del>KER08RTP018</del>	<del>2022</del>
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	S Cal City Bl to 140th - upgrade expwy to frwy (I-change/frontage rd) EAFB north gate	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
<del>Route 99</del>	<del>Bakersfield</del>	<del>7th Standard Rd interchange re-build</del>	<del>100,000,000</del>	<del>KER23RTP???</del>	<del>2029</del>
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
<del>Cherry Av/7th Standard Rd</del>	<del>Bksfld/Shafter</del>	<del>Intermodal Rail Freight Hub Connector Improvements - Phase I</del>	<del>50,000,000</del>	<del>KER23RTP???</del>	<del>2027</del>
Hageman Flyover	Bakersfield	Knudsen Dr to Rt 204 - construct extension	68,900,000	KER08RTP013	2025
<b>Sub-total</b>			<b>\$737,100,000</b>		

**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
<b>Sub-total</b>			<b>\$179,000,000</b>		

**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 improvements (HOV)	140,500,000	KER08RTP026	2036
Route 184	Lamont/Fuller Acres	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

**Sub-total      \$1,239,386,000**

**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 improvements. (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

**Sub-total      \$296,800,000**

**Total Major Hwy Improvements      \$2,452,286,000**

**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		
<b>Sub-total</b>			<b>\$1,685,000,000</b>		

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

**2025 through 2049 - Summary of Constrained Projects**

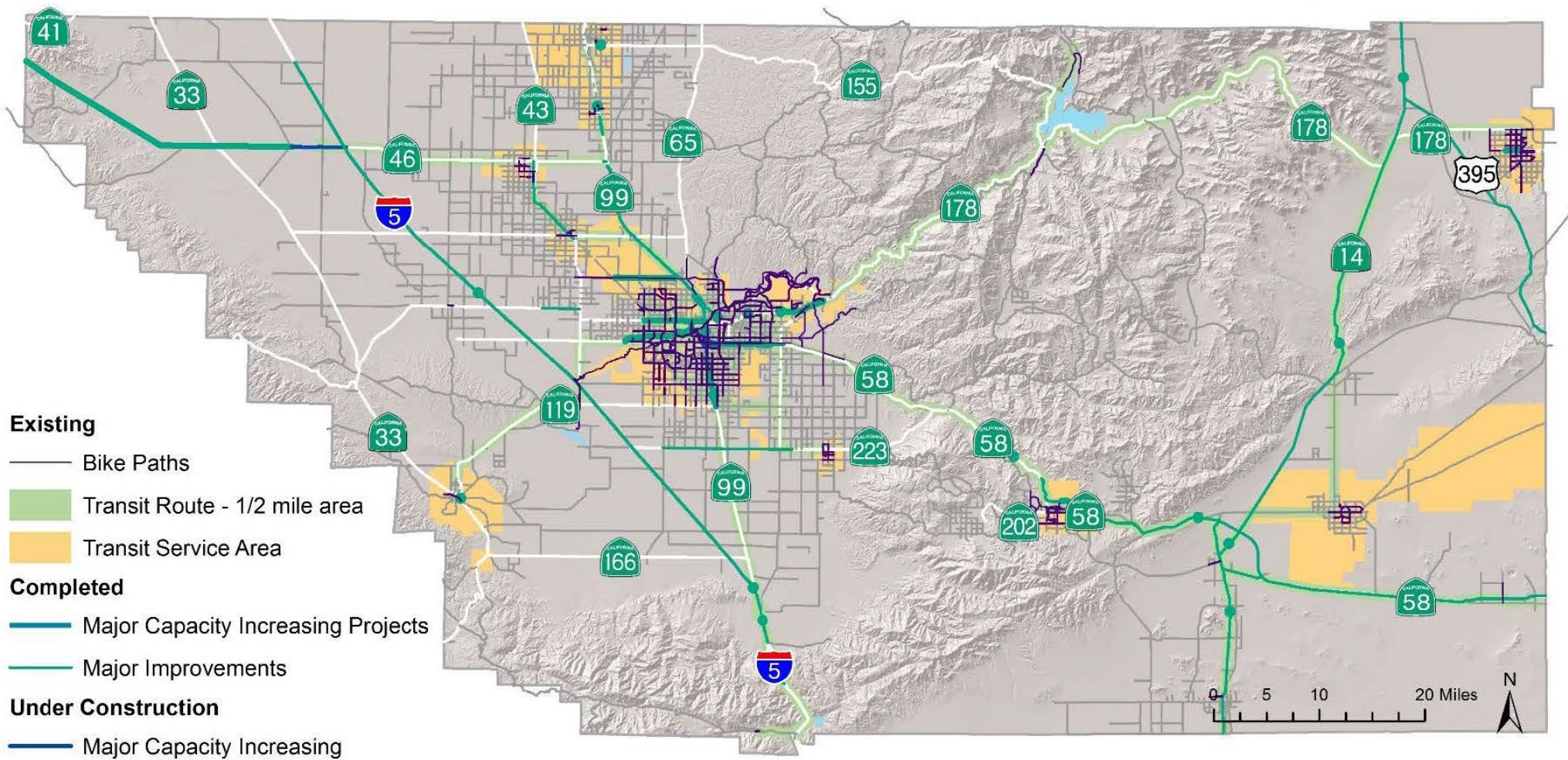
Program Category	Totals
Transit / Rail / High Speed Rail	2,572,200,000
Operational Improvements - HOV Lanes / Ramp Metering	297,000,000
Pedestrian Complete Streets and Bicycle Improvements	424,000,000
Local Streets and Rds	1,685,000,000
Major Hwy Improvements 2025-2029	\$737,100,000
Major Hwy Improvements 2030-2049*	1,715,186,000
Freight Rail	500,000,000
<b>Grand Total</b>	<b>\$7,930,486,000</b>

**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 Improve Bakersfield		Rt 178 (24th/23rd St) (SR-99 to M Street - widen existing Hwy	55,000,000	KER08RTP014	2015
				<b>\$379,700,000</b>		

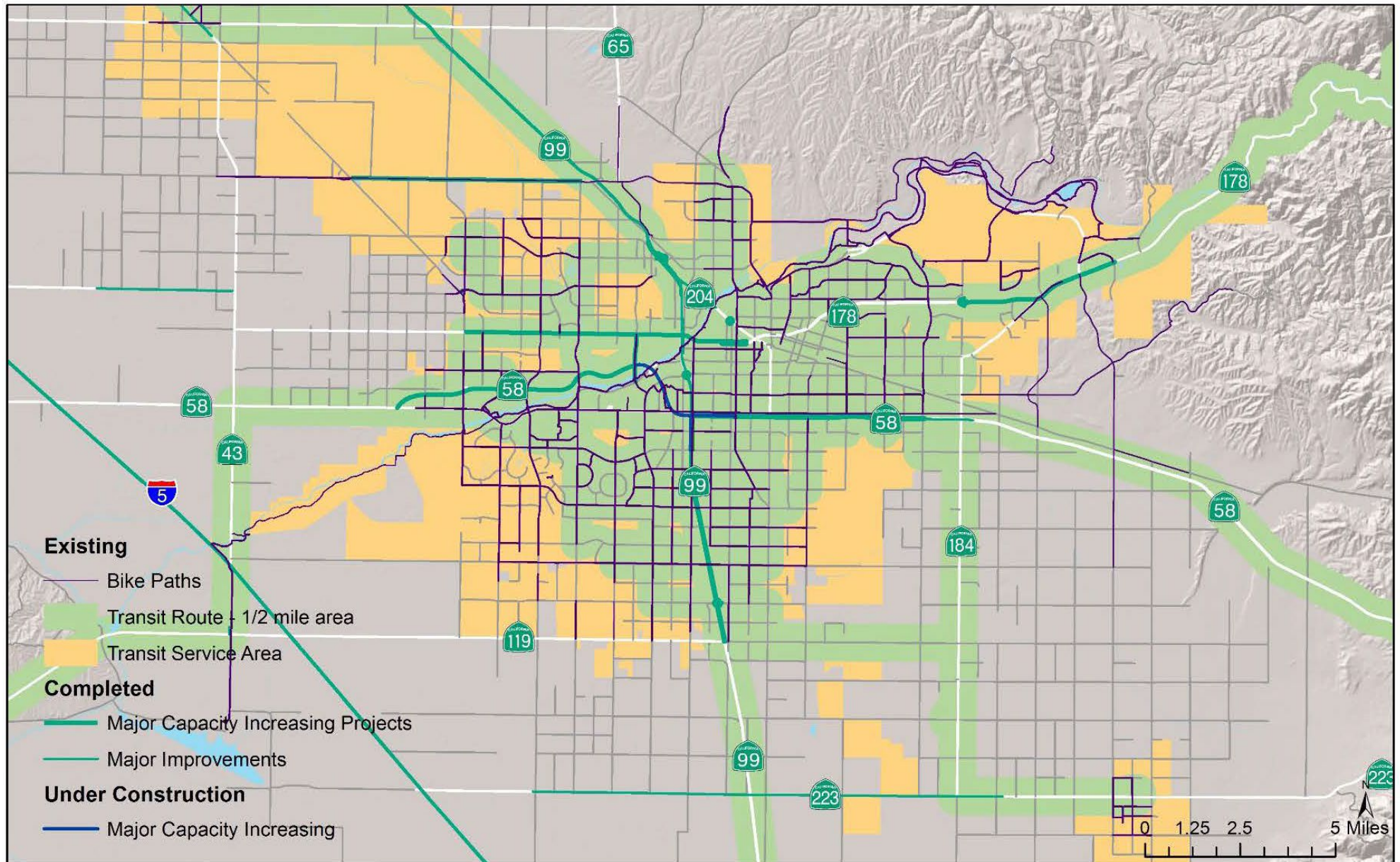


**Figure 5-23: Kern County Transit, Bike and Highway Projects – Completed/Under Construction 2014-2020**





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



November 1, 2023

TO: Transportation Technical Advisory Committee (TTAC)

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Robert M. Snoddy,  
Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII.  
PROJECT DELIVERY POLICY LETTERS – TDA Article 3

DESCRIPTION:

Per the “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview,” project delivery letters are **due January 12, 2024**, for Transportation Development Act (TDA) projects.

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 reimbursement by January 31<sup>st</sup>. If agencies plan to submit projects for funding reimbursement beyond January 31<sup>st</sup>, lead agencies are asked to submit a letter with a revised submittal schedule. The project delivery letters are due **January 12, 2024**. Enclosed is a sample project delivery letter and the latest project list dated August 21, 2023.

Per approval from the Kern COG Board on October 19, 2023, the project delivery letters are now required to be signed by the City Manager or Department Head.

Attachments: Sample Project Delivery Policy Letter  
August 21, 2023, TDA Article 3 project list

**ACTION:** Information



[Date]

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

Re: [insert MO#] Revised Submittal Schedule

Kern Council of Governments' Project Delivery Policy for local projects requires that agencies submit for funding reimbursement by the end of the month of January. If an agency does not plan to submit by end of January, then that agency sends a revised submittal schedule to Kern COG by January 12<sup>th</sup>, 2024. Since [Lead Agency] does not plan to submit project [insert MO#] by January for funding reimbursement, the following is provided as [Lead Agency] response:

[insert project description]

- Funding program: TDA Article 3
- Total cost of project: [insert \$]
- TDA share of project: [insert \$]
- Reason for delay: [give cause/reason for delay]
- Revised submittal date: [insert date]

Should you have any questions, contact Bob Snoddy at 661-635-2916 or [bsnoddy@kerncog.org](mailto:bsnoddy@kerncog.org).

<b>2) Transportation Development Act Article 3 Program - Funded and Un-Funded Projects FY 2021-22</b>						
Project Status						
Status Code: 1=Not Started 2=Under Construction 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
<b>2nd Priority</b>				<b>\$ 267,000</b>		
<b>Total Funded Projects</b>				<b>\$ 267,000</b>		
				<b>\$ 267,000</b>		
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
<b>3rd Priority Projects (Unfunded)</b>				<b>\$ 937,357</b>		
<b>TDA Article 3 projects funded and unfunded</b>				<b>\$ 1,204,357</b>		

	<b>TDA Article 3 FY 2023 Adopted Project</b>						
	Project Status						
	Status Code" 1= Not Under Construction 2=Under Construction 3=Completed						
Minute Order	Jurisdiction	Auth. Date	Auth. Minute Order	Project Name	Funding	Status Code	Est. Date of Completion
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	\$2,000	1	
	<b>Total 1st Priority Projects</b>				<b>\$57,000</b>		
23-11	Tehachapi	8/19/2023		Complete class II bike lane on westside of Dennison Rd. between Valley Rd. and Pinon St.	\$212,000	1	
	<b>Total 2nd Priority Projects</b>				<b>\$212,000</b>		
23-07	Taft	8/19/2023		10th St. pedestrian improvements from Supply Row to Main St. ADA ramps, curb and gutter	\$194,500	1	
23-05	Shafter	8/19/2023		Pedestrian improvements along Shafter Ave. between Lerdo Hwy. and James St. Wheelchair ramp, gross gutters, curb and gutter	\$157,500	1	
23-12	Tehachapi	8/19/2023		Dennison Rd. sidewalk/ADA Improvements	\$29,888		
23-10	Wasco	8/19/2023		Pedestrian Improvements 11th St. from D St. to Birch Ave. new sidewalk, curb and gutter, and ADA ramps	\$425,592	1	
	<b>Total 3rd Priority Projects</b>				<b>\$807,480</b>		
	<b>Total Article 3 Projects</b>				<b>\$1,076,480</b>		



## IX. TTAC

November 1, 2023

TO: Transportation Technical Advisory Committee (TTAC)

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Ceasar Valle,  
Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX.  
PROJECT DELIVERY POLICY LETTERS – ATP, CMAQ, RSTP

### DESCRIPTION:

Per the “Kern COG Project Delivery Policies & Procedures Chapter 2: Implementation Procedures Overview,” project delivery letters are **due January 12, 2024** for Active Transportation Program (ATP), Congestion Mitigation Air Quality (CMAQ), and Regional Surface Transportation Program (RSTP) projects.

### 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 31<sup>st</sup>. If agencies plan to submit projects for funding authorization beyond January 31<sup>st</sup>, lead agencies are asked to submit a letter with a revised submittal schedule. The project delivery letters are due **January 12, 2024**. Enclosed is a sample project delivery letter and the latest project list dated October 20, 2023.

Per approval from the Kern COG Board on October 19, 2023, the project delivery letters are now required to be signed by the City Manager or Department Head.

Attachments: Sample Project Delivery Policy Letter  
October 20, 2023 FY 23/24 project list

**ACTION:** Information.

[Date]

Mr. Ahron Hakimi  
Kern Council of Governments  
1401 19<sup>th</sup> 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 12<sup>th</sup>. 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].

Lead	PIN	Project No./ Grant No.	Description	Federal/ State PE	Federal/ State CON	Total	Date Expect to Submit	Note
Bakersfield	KER180403		Panama Ln from Gosford Rd to Stine Rd; pavement rehabilitation using either a combination of both and/or hot mix asphalt (HMA) and rubberized hot mix asphalt (R-HMA), installation of striping and markings, installation of traffic detector loops, installation of pedestrian access ramps, and adjustments of existing manholes and monuments	\$0	\$5,167,000	\$5,836,440		1
Bakersfield	KER180507		White Ln from Wible Rd to Buena Vista Rd; installation of adaptive signal coordination	\$0	\$775,080	\$875,500	Jan 2024	1
Bakersfield	KER180507		Stockdale Hwy from Renfro Rd to Coffee Rd; installation of adaptive signal coordination	\$0	\$336,768	\$380,400	Jan 2024	1
Bakersfield	KER180507		H St from White Ln to Panama Ln, Panama Ln from Akers Rd to Parsons Wy; installation of adaptive signal coordination	\$0	\$509,048	\$575,001	Jan 2024	1
Cal. City	KER180403	STPL- 5399(033)	Hacienda Blvd from Manzanita Ave to Redwood Blvd; cold plane existing asphalt surface, cement treat sub-grade surface, apply 4 in type a asphalt, striping markings and signage. install curb and gutter and sidewalk, and ADA curb ramps	\$0	\$313,078	\$541,389	Jan 2024	1
Cal. City	KER220502		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	\$846,966	\$956,700	Jan 2024	1
Delano	KER180403	STPL- 5227(071)	Randolph St from Cecil Ave to 9th Ave and High St from Cecil Ave to Garces Hwy; pavement resurfacing and rehabilitation including 1-1/2 inch grinding and hot mix asphalt overlay and striping	\$0	\$698,000	\$788,433	done	3
Delano	KER211001	Cycle 5 Statewide	ATP-5 SRTS Intersection Enhancement and NI Work Plan	\$0	\$1,024,000	\$1,038,000		1
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 Co.	KER220402		Kern County: Buena Vista Blvd from South Vineland Rd to South Edison Rd; reconstruct 1 mile of road by recompacting the subgrade and installing new road base	\$0	\$1,600,000	\$1,807,297		1
Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending								
<b>NOTES</b>								

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 - Pogososos 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 accessibility 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 accessibility 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
<b>NOTES</b> Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending								

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	3
<b>NOTES</b> Project funding authorization request (E-76 or grant): 1. Not submitted; 2. Submitted; or 3. Approved. 2a. Allocation request to CTC. A. Amendment pending								



November 1, 2023

TO: Transportation Technical Advisory Committee (TTAC)

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: TTAC AGENDA ITEM: X.  
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.

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.

Remaining 2024 Regional Transportation Improvement Program Schedule		
November 16, 2023	KCOG	Regional Adoption of 2024 RTIP CIP (TPPC)
December 15, 2023	KCOG	Submittal deadline of 2024 RTIP to the CTC
January 25 & February 1,	CTC	Conduct Southern/Northern California Public Hearing
March 1, 2024	CTC	CTC will circulate staff recommendation for 2024
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 Final as part of Attachment A to request a recommendation for approval. Since the circulation of the Draft 2024 RTIP Capital Improvement Program, the following changes have been made:

1. SR 58/99 Centennial Corridor Loop – EB SR 58 to NB SR 99 (7<sup>th</sup> movement) received an advance allocation approval at the October 2023 CTC meeting. This was an increase of \$4.407 million over the originally programmed amount approved as part of the 2022 STIP.
2. SR 58/99 Centennial Corridor Loop – SB SR 99 to WB SR 58 (8<sup>th</sup> movement) required a match for the Trade Corridor Enhancement Program baseline agreement to be processed. \$4.020 million was added to FY 24/25 for the design and right of way phase. The total project cost was reduced to be consistent with the Trade Corridor Enhancement Program funding amount for design and right of way.
3. The 2024 RTIP is now proposing to submit a request of \$37.827 million. This amount is over the minimum but under the maximum county regional share identified for the Kern region.

Attachment A: 2024 RTIP Capital Improvement Program – Final

**ACTION:** Recommend adoption of the 2024 RTIP Capital Improvement Program to the Transportation Planning Policy Committee as shown in Attachment A.

# ATTACHMENT A: 2024 RTIP Capital Improvement Program – Final

KERN COUNCIL OF GOVERNMENTS - 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - FINAL CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																				
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY							
			ENV	DES	ROW	CON			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2022 STIP CARRYOVER			NEW 2024 RTIP			2024 RTIP
														2024-25	2025-26	2026-27	2027-28	2028-29	MAX SHARE	APDE
PLANNING, PROGRAMMING & MONITORING							\$ 2,591	\$ 2,591	\$ -	\$ 2,591	\$ -	\$ 2,591		\$ 591	\$ 500	\$ 500	\$ 500	\$ 500		\$ -
2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																				
SR 58/99 – CENTENNIAL CORRIDOR CONNECTOR - EB SR 58 to NB SR 99	1	1				●	\$ 30,500	\$ 28,500	\$ -	\$ 28,500	\$ 2,000	\$ 30,500	\$ 28,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58/99 – CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 to WB SR 58	2	1		●	●	●	\$ 78,300	\$ 29,020	\$ -	\$ 29,020	\$ 49,280	\$ 78,300	\$ -	\$ 4,020	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	3	1	●	●	●	●	\$ 63,211	\$ 63,211	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 63,211	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4B	4	2	●	●	●	●	\$ 40,503	\$ 6,000	\$ -	\$ 6,000	\$ 34,503	\$ 40,503	\$ 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	\$ 1,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 204 / HAGEMAN FLYOVER	7	B	●	●	●	●	\$ 84,002	\$ 2,686	\$ -	\$ 2,686	\$ 81,316	\$ 84,002	\$ 2,686	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 TRUCK CLIMBING LANES	8	B	●				\$ 3,200	\$ 2,272	\$ -	\$ 2,272	\$ 928	\$ 3,200	\$ 2,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LONE PINE TOWN REHABILITATION	9	B				●	\$ 3,701	\$ 3,400	\$ -	\$ 3,400	\$ 301	\$ 3,701	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																				
NO APDE PROJECTS IDENTIFIED	10						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FOR 2024 RTIP SUBMITTAL							\$ 346,509	\$ 153,131	\$ -	\$ 153,131	\$ 193,378	\$ 346,509	\$ 118,120	\$ 4,611	\$ 3,900	\$ 25,500	\$ 500	\$ 500	\$ -	\$ -

REGIONAL EQUITY ANALYSIS						
METRO VS COUNTYWIDE	CURRENT CUMMULATIVE		PROPOSED 2024 STIP		2024 CUMMULATIVE	
METROPOLITAN BAKERSFIELD	\$235,449	60%	\$4,407	12%	\$ 239,856	56%
COUNTYWIDE NON-METRO	\$156,658	40%	\$33,420	88%	\$ 190,078	44%
TOTALS	\$392,107	100%	\$37,827	100%	\$ 429,934	100%

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. \$28.5 MILLION ADVANCED CONSTRUCTION ALLOCATION APPROVED AT OCTOBER 2023 CTC MEETING INCLUDED AN INCREASE OF \$4.407 MILLION.

NOTE 2: 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 (FINANACIAL CONTRIBUTION ONLY) FOR CONSTRUCTION (\$25 MILLION INFRA APPLICATION SUBMITTED AND TO SUBMIT \$14.9 MILLION TCEP APPLICATION)(TOTAL CONSTRUCTION \$64.9 MILLION).

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.

November 1, 2023

TO: Transportation Technical Advisory Committee (TTAC)

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: TTAC AGENDA ITEM: XI.  
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM –  
WORKSHOP FOLLOW-UP

**DESCRIPTION:**

Nineteen CMAQ applications are under review. Kern COG to provide the latest updates.

**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 cost-effectiveness;
- D. Programming all available federal funds estimated by Caltrans; and
- E. Leveraging other possible funds available from outside sources.

**Project Analysis**

Kern COG staff has continued to work with project applicants 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.

A summary of comments and responses was prepared to provide clarification of submitted application and/or data revision and was sent to the TTAC. The summary was discussed at the October 11<sup>th</sup> CMAQ Workshop. Agencies represented include: Bakersfield, California City,

Caltrans, Golden Empire Transit, Kern COG, Kern County, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco.

### **Activities Since the Workshop**

- The City of Bakersfield submitted a revised resolution to the City Council for approval at their October 25, 2023 meeting.
- The City of Bakersfield has agreed to advance two adaptive signal projects for the Carbon Reduction Program funds in fiscal year 2023/24. City of Bakersfield staff have requested to increase the funding amount for the adaptive signals to cover the full amount of Carbon Reduction Program funds available of \$1,554,828. The City of Bakersfield needs an additional \$220,415 to accommodate enhancements for multimodal transportation opportunities along the corridors.
- Kern COG staff met with Caltrans Carbon Reduction Program coordinator on October 20, 2023.
- Kern COG staff transmitted questionable applications for Caltrans CMAQ eligibility review.
- Kern COG has deemed the excessive roadway structure for the California City project as ineligible for CMAQ funding. The road depth as described at the Workshop was not designed for a shoulder but for future road widening. This work is not eligible for CMAQ funding.
- The Caltrans project cost is high, and several Caltrans projects have been difficult to deliver under the short two year window for CMAQ projects. There is concern that the project for this cycle will not be delivered on time.

### **Upcoming Activities/Dates**

- Kern COG staff will be transmitting the Carbon Reduction Program project alignment confirmation form for the two City of Bakersfield adaptive signal projects that have been identified. Project #2: Calloway Drive from Rosedale Highway to Olive Drive and Project #5: Panama Lane from Gosford Road to Akers Road. The City of Bakersfield was asked to revise the CMAQ applications to add local funds for the preliminary engineering phase. This will allow the projects to be introduced into the Federal Transportation Improvement Program using local funds for preliminary engineering only. Once the Kern COG Board approves the final program of projects, then the Carbon Reduction Program funding (and required local match) can be added to the projects.
- Kern COG staff is preparing the draft program of projects. Kern COG will circulate the draft as part of the January TTAC and TPPC meetings.
- Kern COG staff will circulate the final program of projects as part of the February TTAC and TPPC meetings.

**ACTION:** Information.



## XII. TTAC

November 1, 2023

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,  
EXECUTIVE DIRECTOR

By: Raquel Pacheco, Regional Planner

SUBJECT: TTAC AGENDA ITEM: XII.  
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM –  
FUNDING REQUEST

### DESCRIPTION:

Kern COG staff has received a request for CMAQ Program funds. Kern COG staff has reviewed options for the CMAQ funding available.

### DISCUSSION:

At the October 11th Congestion Mitigation Air Quality (CMAQ) Program Workshop, Kern County reported that there was a possibility that Kern County would not deliver a CMAQ project on time. There are issues with right of way acquisition at a school site for the Tehachapi Cummings Valley roundabout project. At the same Workshop, the City of Bakersfield reported that their Friant Kern Canal multi-use path CMAQ project is underfunded. The City of Bakersfield received construction bids that were higher than the Active Transportation Program (ATP) and CMAQ funds available for the project. Original programming for the two projects is shown below:

KER200506 CMAQ Kern County (Tehachapi): Intersection of Cummings Valley Rd and Bear Valley Rd; construct roundabout and ancillary facilities	FY 22/23	\$572,929 CMAQ	\$74,229 local	\$647,158 total	E-76 authorized 5/25/22
	FY 23/24	\$3,061,415 CMAQ	\$396,639 local	\$3,458,054 total	E-76 not authorized
KER191004 CMAQ and ATP Bakersfield: Bounded by 7 <sup>th</sup> Standard Rd, Kern River Parkway and Approx 6 miles Friant-Kern Canal; construct Class I multi-use path	FY 21/22	\$3,447,358 CMAQ	\$446,642 local	\$3,894,000 total	E-76 authorized 9/12/22
	FY 22/23	\$4,306,000 ATP	\$0 local	\$4,306,000 total	E-76 authorized 5/1/23

The 2023 Federal Transportation Improvement Program (FTIP) would need to be revised to remove the \$3,061,415 CMAQ funding from the Kern County project before applying the funds to the Bakersfield project. The Kern County funding would normally be applied to CMAQ Contingency projects. There are no Contingency projects.

The preliminary engineering reimbursements for the Cummings Valley project would need to be returned to Caltrans to allow Kern County to reapply for a future cycle of CMAQ.

Kern COG staff seeks Transportation Technical Advisory Committee direction on which option to forward to the Transportation Planning Policy Committee.

**Option 1:** Select Bakersfield to receive an additional \$3,061,415 in CMAQ funding. This option would require an administrative modification to the FTIP. Then Bakersfield would request an E-76 AMOD.

**Option 2:** Do nothing. If the Kern COG Board approves this option, Kern COG could wait for projects in FY 24/25 to request advancement to FY 23/24 on a case-by-case basis.

Kern COG staff does not have a recommendation due to existing policies in place:

- CMAQ policy requires an applicant council resolution that states: cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional CMAQ funding.

**ACTION:** Request for Transportation Technical Advisory Committee recommendation to the Transportation Planning Policy Committee.

# Kern County Electric Vehicle Public Charging Spaces by Zip Code

## November 2023 Report

Kern Council of Governments has set a goal of 4,000 electric vehicle charging spaces in Kern County by 2025. This report shows a 152.48% increase (645 spaces) in the number of charging spaces compared to the baseline inventory established July 2016. This represents an increase of 104 spaces (10.79%) over the May 2023 report of 964 spaces. Highlighted numbers reflect updates from the previous report. Some of this change in inventory may simply be due to better reporting and not new chargers or disconnections. This change in inventory may also include station closings.

The number of parking spaces and station status are validated by telephone and occasionally in person. The primary resource for identifying stations is the Alternate Fuel Data Center (AFDC) Station Locator ([www.afdc.energy.gov/locator/stations](http://www.afdc.energy.gov/locator/stations)). The AFDC data was downloaded on October 4, 2023. Plugshare.com and charging station networks are also used to update the inventory. Not all sites list their locations on these websites. Level 1, Level 2, DC Fast Charging, Tesla Superchargers and wall plugs are counted. Note that some chargers may serve more than one parking space. This reports charging *spaces*, not the *charging stations*. This follows along with the expression to move cords, not cars. Public transit charging is not counted in this inventory.

Zip Code	# of Charging Spaces	Baseline July 2016
93202	3	0
93203	<b>107</b>	0
93206	34	22
93215	<b>15</b>	2
93238	142	123
93240	6	5
93241	4	0
93243	41	13
93249	25	20
93250	<b>10</b>	0
93263	2	0
93268	3	0
93276	60	60
93280	8	0
93285	1	1
93301	<b>82</b>	19
93303	19	6
93304	11	0
93306	4	0
93307	55	40
93308	<b>81</b>	9
93309	<b>19</b>	0
93311	35	7
93313	<b>53</b>	14
93314	10	0
93501	<b>59</b>	7
93505	4	0
93516	4	0
93523	4	0
93527	36	4
93555	45	40
93560	1	2
93561	<b>85</b>	29
<b>TOTAL</b>	<b>1068</b>	<b>423</b>

Eight new locations identified in this reporting period, adding 78 charging spaces:

Wonderful College Perp Academy., Delano, 93215

Bakersfield Marriott, Bakersfield, 93301

Fairfield Inn & Suites, Bakersfield 93308

Union Local 428 IBEW, Bakersfield 93308

7 Eleven, Bakersfield 93308

The Workz Restaurant, Mojave 93501

Baymont By Wyndham, Tehachapi 93561

Surestay Hotel, Tehachapi 93561

Caltrans Districts works with Kern COG and other Metropolitan Planning Organizations in the San Joaquin Valley to identify gaps along highway corridors in order to seek FAST Alternative Fuel Corridor designations of "Corridor Ready" by the Federal Highway Administration. ([https://www.fhwa.dot.gov/environment/alternative\\_fuel\\_corridors/](https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/)) Caltrans and the California Energy Commission are implementation partners for the National Electric Vehicle Infrastructure Program (NEVI), which will allocate \$384 million to California over 5 years.