



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

06-Kern Council of Governments-1

Auto populated

Total ATP Funds Requested:

\$ 250,000

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Kern Council of Governments

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

1401 19th Street, Suite 300

Bakersfield

CA

93301

IMPLEMENTING AGENCY'S CONTACT PERSON:

Peter Smith

CONTACT PERSON'S TITLE:

Regional Planner

CONTACT PERSON'S PHONE NUMBER:

661-861-2191

CONTACT PERSON'S EMAIL ADDRESS :

psmith@kerncog.org



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
----------------------	----------------------	----	----------------------

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

74A0119

Implementing Agency's State Caltrans MS number

74A0119

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Application Number: **out of** **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 35.370000 /long. -119.020000

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts: Pedestrians _____ Bicyclists _____

One Year Projection: Pedestrians _____ Bicyclists _____

Five Year Projection: Pedestrians _____ Bicyclists _____

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project _____ % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project _____ %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve “transportation” uses? _____ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “*” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		_____
* CEQA Environmental Clearance:	_____		_____
* NEPA Environmental Clearance:	_____		_____
CTC - PS&E Allocation:	_____		_____
CTC - Right of Way Allocation:	_____		_____
* Right of Way Clearance & Permits:	_____		_____
Final/Stamped PS&E package:	_____		_____
* CTC - Construction Allocation:			March 2016
* Construction Complete:			June 2017
* Submittal of “Final Report”			June 2017



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D: _____

ATP funds for PS&E: _____

ATP funds for Right of Way: _____

ATP funds for Construction: _____ 250,000

ATP funds for Non-Infrastructure: _____

(All NI funding is allocated in a project's Construction Phase)

Total ATP funds being requested for this application/project: _____ 250,000

Local funds leveraging or matching the ATP funds: _____

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: _____

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: _____ 250,000

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

The County of Kern is considered a disadvantaged population, with the County median household income being less than 80% of the State median household income. Additionally, a majority of the cities, Census Designated Places and census are below 80%.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

PART B



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: Project Submittal # 1

Implementing Agency Name: Kern Council of Governments

Important:

- Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.
- Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.

Table of Contents

Part B:

Screening Criteria	Page: 2
Narrative Question #1	Page: 4
Narrative Question #2	Page: 8
Narrative Question #3	Page: 13
Narrative Question #4	Page: 17
Narrative Question #5	Page: 19
Narrative Question #6	Page: 23
Narrative Question #7	Page: 26
Narrative Question #8	Page: 27
Narrative Question #9	Page: 28



Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Kern Council of Governments is the state-designated Regional Transportation Planning Agency and the federally-designated Metropolitan Planning Organization for the Bakersfield-Delano Metropolitan Statistical Area, which is co-terminus with the boundaries of Kern County, CA. The region has an area of over 8,200 square miles and a population of nearly 875,000. It is socially, economically and geographically diverse.

The median household income of Kern County is \$48,552, less than \$48,875--80% of the \$61,094 California median household income (2009-13 American Community Survey [ACS]).*¹ Kern County therefore wholly qualifies under the ATP definition of disadvantaged community. Of the 151 County census tracts, 86 have median household incomes that are 80% or less of the California average, while only 39 census tracts have a median household income higher than the state median, according to the 2013 ACS. Further, of the 45 Census Designated Places (CDPs) in the region, 30 have median household incomes below 80% of the state's average income. Only 5 CDP's have median household incomes that surpass the state average. Of the 11 incorporated cities in Kern County, 6 have median household incomes below 80% of the state's average, and none of the cities have median household incomes above the California average.

Kern County is not a self-help county; transportation funding is less and its fiscal needs are more than other similarly-sized, self-help counties. Without local transportation sales

¹ http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml



tax revenues, Kern COG fiscal needs are great, exacerbated by rapid regional population growth and attendant expanding transportation needs.

The need for active transportation planning is significant. Limited transportation planning funding has been a long-standing issue for the agency and the region. The Kern COG Active Transportation Plan is unfunded and there is no prohibited subvention of funds. Additional sources of funding for planning, including this Application, are actively being sought.

No elements of the proposed project are directly or indirectly related to past or future environmental mitigations resulting from a separate development or capital improvement project and therefore there are no issues of ineligibility to compete for ATP funding.

1.2. Consistency with Regional Plan.

This Kern COG Active Transportation Plan is consistent with the 2014 Kern Council of Governments Regional Transportation Plan,² adopted June 2014. See Active Transportation Action Element, Pages 5-49 to 5-51, attached hereto as Attachment C- I- 1.

² http://www.kerncog.org/images/docs/rtp/2014_RTP.pdf



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Nearly all residents of Kern County are potential users of non-motorized transportation facilities. As the number of residents nearly doubled in the 10 years prior to 2010 and has already increased from nearly 840,000 to almost 875,000 as of 2014 (ACS Factfinder), possible user numbers continue to escalate. With rapidly increasing population, the increase in users upon completion of Plan implementation is anticipated to be significant.

In order to have improved baseline data, Kern COG contracted for extensive Kern Region data collection as part of the recently-released California Household Travel Survey (CHTS).

Since this Plan will be developed between Surveys, the next Household Travel Survey will itself help to document actual change in use of active travel facilities. In addition, this plan project will include surveys, tallies, focus groups, pedestrian and bicycle counts, intercepts and/or other data collection methods in order to document and evaluate increases in active travel across the Region.

The recent Multistate Evaluation of Safe Routes to School (SRTS) Programs quantifies that significantly, with SRTS projects, walking and bicycling to school mode shift increases by nearly 5%--at a growth rate of nearly 50%. Kern County has a high population ratio of Children under 18 - nearly 30% (ACS and Census).

Other, non-school pedestrian and bicycle programming is likely to demonstrate similar increases in active travel. Active transportation mode share has doubled in California in the last ten years of increased active transportation investment, compared to the prior decade [CHTS 2000-2010,

<http://www.dot.ca.gov/hq/tsip/FinalReport.pdf>].

Walking to work is now 2.9% in California but only 1.9% in Kern County. While transit to work across California is 5.1% it is only 1.4% of work trips in Kern County (US Census Community Fact Finder). Work trips are only 20% of all California trips. Since nearly 20% of all California trips are made by walking (16.6%) or bicycling (1.5%), many more non-work trips are made by modes other than drivin.



This Plan will prioritize local and regional active transportation infrastructure improvements for maximum walking and bicycling connectivity between essential destinations, while simultaneously eliminating fatalities and serious injuries (a vision zero approach to improving safety) and multimodal user education and enforcement as a comprehensive approach.

It is anticipated that this project will increase regional active travel by a minimum 4-5%, consistent with Multistate SRTS Program outcomes.

A Kern Plan will gather and analyze existing conditions necessary to begin to understand the magnitude and depth of the need for active transportation infrastructure facilities (as well as the non-infrastructure education, enforcement, encouragement and evaluation components needed to integrate active transportation in a multimodal regional transportation system). To gain this understanding, an inventory of the existing facilities will be completed. Then a process will be developed to identify where there is no facility present, to identify where a partial system exists and what gaps must be filled to complete the systems, and finally to assess the existing system for maintenance issues and repair, establishing a baseline State of Good Repair (SGR).

Pedestrian and bicycle counts at essential destinations will be conducted at the beginning of the Plan process and at the end as the Plan is finalized, thus establishing a more accurate baseline of the numbers/rates of users. Progress can then be measured and accurate increases in active travel documented.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes**
 - b. removal of barrier to mobility**
 - c. closure of gaps**
 - d. other improvements to routes**
 - e. educates or encourages use of existing routes**

With knowledge gained from community resident and agency input, inventory and analysis of the findings, a strategy to increase active transportation will be developed. Based on demonstrated need, a system to prioritize infrastructure improvements will be developed. Schools, transit facilities, commercial/retail, employment centers and affordable housing will have high priority. The Plan will identify links or connections needed to create new routes, encourage use of existing routes, remove barriers to mobility, close gaps, improve safe access (way-finding, ADA compliance, bike share and more), and educate for an increase



in active transportation modes realizable in one quarter or half mile walk sheds and two or three mile bicycling sheds of:

- schools and school facilities (public and larger private pre-school to university locations),
- transit facilities (Golden Empire Transit, Kern Transit (countywide) and each of the incorporated city local transit stations/stops)
- commercial/retail (grocery, pharmacy, clothing and other essential shopping, particularly main street or transit-connected shopping mall)
- community, social service or medical centers/health care providers (government services, community NGOs and other providers)
- employment centers (agricultural, commercial/retail, industrial, government, other) serving regional employees and customers)
- high density or affordable housing, especially that accessible by transit
- Local parks as well as regional, state and national trail system and other recreational and visitor destinations

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

A regional active transportation plan is identified in the 2014 Kern Council of Governments Regional Transportation Plan, adopted June 2014. See Active Transportation Action Element, Pages 5-49 to 5-51, attached hereto as Attachment C I-1. A Plan is one of its highest unfunded non-motorized active transportation priorities. Page 5-23 explicitly states that beyond 2040 non-motorized transportation needs are not yet identified or prioritized and the RPT may require amendment once active transportation needs are inventoried and prioritized. This Plan project is essential.



With completion of the Kern County Active Transportation Plan, data gathered will provide the information to generate the knowledge of which projects will provide the most benefit to the most people at the most effective cost. By doing the studies and completing the plan decision makers will be able to make informed choices of where to expend limited funding on active transportation infrastructure. The completion of the plan will also allow agencies to aggressively pursue funding for projects that directly address safety hazards.



Part B: Narrative Questions Detailed Instructions for: **Question #2**

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

The influence area is the Kern Region, coterminous with Kern County. Kern County has a long history of disproportionate rates of active transportation collisions, especially pedestrian and bicycle fatalities and injuries.

Kern County ranks 4th highest among 58 counties for child <15 pedestrian fatalities and injuries (California Office of Traffic Safety [OTS]³ current data [2011]). As far back as 2006, Kern County ranked 5th highest among 58 counties for pedestrian fatalities and injuries among children under 15 (SWITRS, OTS & UC Berkeley SafeTREC data.) Kern County's disproportionate child fatality and injury rates have continued to worsen over time.

Of its cities, Bakersfield, its major population center, has now moved to 5th from 6th among cities over 200,000 (5/13) for child under 15 pedestrian fatalities and injuries and 7th for child bicyclist injuries and fatalities. Among its smallest cities, from 2010 to 2011 Arvin improved from first among very small California cities of its size for child fatalities and injuries to 22/109. Delano has improved from 1st to 4th highest among 104 California cities in group C under 100,000 population) after three years in a row with highest rate of child pedestrian injuries and fatalities.

Kern Region was 18th among 58 counties for total pedestrian injuries and fatalities (OTS Collision Rankings in 2011). Delano had improved to 10th after consistently ranking 1st or 2^d worst among Group C small cities for total pedestrian fatalities and injuries, while

³ http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp



in the same three years, Delano worsened from 82/103 up to 22/101 then regressing to 30/102 for pedestrians over 65.

In South Kern County, youth documented through Video Voice various active transportation existing conditions, especially those at transit stops, schools, parks, and locations of child, senior, government and community services. A sample of such active transportation needs and poor air quality video can be seen at [We Need Better Bus Stops and Sidewalks](#).

The Kern COG ATP will identify the areas of concern for the safety of pedestrians and bicyclists. The Plan will analyze the region, identifying areas, corridors and locations with high crash rates, particularly for fatalities and severe injuries, establish a prioritization protocol, incorporate a toolbox of best practices and effective countermeasures, develop a priority safety project list and identify funding to pursue to address high need areas.

Since both child pedestrian and total pedestrian fatality and injury hazards in Kern County are so disproportionately high, this Plan combining Safe Routes to School and Transit, Safe Streets for Seniors, Pedestrian and any needed regional Bicycling Elements into an integrated ATP – has high potential to significantly reduce active transportation injuries and fatalities.

Hazard identification, removal or mitigation will be included in the Kern ATP. The Plan will identify current conditions and incorporate existing Bike Plans from the City of Bakersfield, other Kern cities and unincorporated Kern County. Hazard data from other plans, surveys, and audits will be incorporated and needed data will be gathered as part of the Plan program.

Provisional 2012 data suggests that the worsening trend, especially for disproportionate child and total pedestrian fatalities and injuries, continues.



The Kern Region ATP will develop community-driven strategies for reversing these trends, prioritizing based on hazard, community-driven priorities. With an adopted ATP, disparately impacted Kern Region can leverage state and federal transportation funding to implement pedestrian and bicyclist fatality/injury reduction vision zero strategies. If included in a successful local self-help sales tax measure, the Plan's projects and programs could secure local funding forearly implementation . With the Plan, local communities will have data needed to support HSIP, OTS, GGRF and other state/federal funding opportunities.

The project active transportation hazard reduction potential is amplified with the Plan's identification of non-infrastructure 5 E's strategies to educate, encourage, enforce and evaluate safety by all road users.

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
 - Improves sight distance and visibility between motorized and non-motorized users.
 - Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
 - Improves compliance with local traffic laws for both motorized and non-motorized users.
 - Addresses inadequate traffic control devices.
 - Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
 - Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The Kern County Active Transportation Plan will identify and establish a prioritization protocol for addressing safety hazards of the existing transportation network and provide the information needed to make operational improvements that will enhance the safety of active transportation facilities users. Although many hazards to active transportation users are site specific (such as pot holes or broken glass in the bike lane or cracked sidewalks), the Plan will focus on macro-level identification of needs, assets and hazards.

An educational component is important in training active transportation users and drivers about sharing the road and complete streets strategies for improving safety.



The Plan will outline a program to educate the region's road users. The Plan will incorporate best practice remedies to remove and reduce safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. The Plan will address each of the below-listed hazard identification and reduction strategies. The Plan will be designed to set Kern Region multi-modal policy and procedure to guide all transportation projects, where appropriate, to achieve

- Motor vehicle speed or volume reduction in school and senior zones as provided in the California Vehicle Code, in neighborhoods or main streets with traffic calming or road diets;
- Sight Distance and visibility improvements such as 'daylighting' crosswalks with parking setbacks to improve pedestrian-driver visibility, advanced stop lines to reduce multiple vehicle threats, high visibility crosswalk markings detectable by drivers, countdown signal installation and timing to alert pedestrians of remaining crossing timing reducing late starts and stranding of pedestrian in the middle of the street, implementing crossing enhancements (e.g., signage, beacons) applying the state's 2012 Crosswalk Enhancement Policy designed to add safety enhancements when marking crosswalks to reduce injuries and fatalities on high volume, higher speed roadways;
- Improved local traffic law compliance with enforcement, education and engineering strategies, providing a regional coordination for increasing funding and deployment of enforcement (OTS), education (OTS and ATP), Engineering (HSIP, ATP, SHOPP, Local roads maintenance);
- Elimination of collision risky behaviors with AT Plan infrastructure and non-infrastructure 6 E's program to reduce red light and stop sign running; under the influence, distracted or aggressive travel; driver improper turning, speeding, and failure to yield right of way to pedestrians; as well as pedestrian and bicyclist distracted travel, dart out and other violations.



- Inadequate traffic control device solutions addressed by Plan guidance for implementation of traffic control device solutions creating a prioritized implementation Plan process. Coordinated efforts maximize impact. For example, Bakersfield's 2014 HSIP countdown signal retiming project scored the highest cost/benefit ratio across California, a project that the Plan may call out for regional priority as a proven counter measure which reduces conflicts in traffic device controlled intersections;

- Inadequate bicycle facilities, crosswalks or sidewalks addressed 1) with a network survey documenting gaps and systemic inadequacies, 2) a community-driven process in the Kern Region Active Transportation Plan setting priorities (SRTS, pedestrian and bicycle) for implementation of the complete streets policy adopted in the 2014 Kern Regional Transportation Plan and 3) set a course which aids the Kern Region and all of its political jurisdictions in attracting funding for Plan priorities.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. **Who:** Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The Kern Council of Governments is the Regional Transportation Planning Agency for the area. In this capacity there is contact with all of the incorporated cities in the region, and the unincorporated communities in the county of Kern. There are three specific committees that gather public input. These committees are the Transportation Technical Advisory Committee, the Regional Planning Advisory Committee and the Transportation Planning Policy Committee.

These three committees report to the Council of Governments, where the elected officials serving on the Council make policy and funding decisions. In addition, many residents, community based organizations and other interested stakeholders participated in the public process that led to the development of the 2014 Regional Transportation Plan in which the need for active transportation facilities throughout the cities and unincorporated communities was consistently elevated.

The highly successful, robust community engagement process utilized in the 2014 RTP SCS will be utilized again in ATP planning. This consists of a series of smaller city and unincorporated community public planning workshops, City Council and County Board presentations, regular engagement with the COG's 3 standing advisory committees, outreach and engagement by community partners, pop up engagement at community events and popular venues, such as schools and colleges, health centers, parks.



The 2012-2014 Sustainable Community Strategy for the Regional Transportation Plan community input elicited thousands of residents who selected active transportation as one of their top transportation priorities (along with fix it first road maintenance and increased public transit).

Community-driven engagement supplemented official RTP engagement. For example, South Kern Building Healthy Communities Environmental Action Team sponsored a 2014 Summit gathering Sustainable Community Strategy (SCS) community input e)– active transportation and walkable community sustainable land use planning for affordable housing, jobs, transit, schools, parks and essential destinations safe connectivity was strongly elevated.

Greenfield Walking Group (GWG) hosted two community public workshops for Kern COG. GWG residents testified and participated in numerous Kern COG RPAC and Board meetings in support of an active transportation plan and pedestrian safety programming.

RTP SCS community survey evidenced strong majority support more active transportation, public transit and road maintenance. This community support sparked to Kern COG's Active Transportation Plan effort.

Preceding the RTP, a series of walkable community, local bike plan , and safe routes to schools workshops, along with a considerable number of Caltrans Community-Based and EJ transportation plan projects (Bakersfield, Arvin, Lamont, Delano, Taft, Greenfield and Wasco, to name a few) occurred in the Kern Region over the last decade, identifying the need for active transportation planning, infrastructure and non-infrastructure. Local examples include Greenfield Monitor Ave Report and another is the Lamont-Weedpatch Plan. Individual projects, including some bike plans, have moved forward. Local plans have helped attract funding for local infrastructure projects. Identification of need and support for a region-wide ATP grew from these efforts.

Community residents and organizations raised the need for an ATP throughout Kern COG's RTP SCS community outreach. Kern COG's multi-year robust RTP SCS



community engagement process of public workshops, pop-up engagement events at the county fair and elsewhere which gathered input from nearly 8000 residents.

Web-based engagement, local community workshops and City Council presentations and ongoing robust community participation in COG advisory committees (RPAC, TTAC and TPPC, as well EJ Equity), all influenced Kern COA number of 2014-15 community workshops and forums continued to focus on active transportation needs – a regional active transportation plan continually rises to the top. For example, in 2014-15 South Kern Building Healthy Communities has undergone a 5 year strategic planning effort, including forums, resident and youth summits. Hundreds of residents and community partners participated, identifying active transportation planning and investment as a key strategy for their 5 year plan. GWG/California Walks Youth Leaders held two workshops and produced videos identifying planning and investment needs. (See support letters)

Based on strong community support by Kern residents, TTAC, TPPC and RPAC committees and Kern COG Board itself -endorsed this Active Transportation Plan program.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

The stakeholder will be engaged under the framework of the Kern Council of Governments Public Outreach Policy, which directs how the public will be informed of agency activity. The Policy is included in Section “C”. Kern COG will also make additional efforts to engage local community based organizations and non-profits working on community improvements issues in the plan development process, as it so successfully did in the 2014 RTP-SCS process.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project’s overall effectiveness at meeting the propose and goals of the ATP. (5 points max)

The Kern Council of Governments has a long history of public outreach, including project level presentations, participation in public events, such as local festivals and the annual county fair, as well as formal public comment and as described in the committee structure above. These activities have been noted as being inclusive to all persons. In addition, Kern COG has worked with local community based groups – particularly those



serving disadvantaged communities – to host community meetings to identify needs and priority areas for investment. (Support letters discuss 2014-15 community engagement events involving hundreds of residents supporting and prioritizing this Active Transportation Plan program).

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The stakeholders will continue to be engaged as the plan is implemented by the increased emphasis on active transportation infrastructure improvements and concurrent non-infrastructure evaluation, education, encouragement and enforcement strategies to maximize impact of improvements. Kern COG will work with its member jurisdictions, community based partners, school districts and other interested stakeholders to develop and implement a public process through which Kern County residents can continue to provide input. All public information developed will be culturally accessible so that all residents can meaningfully participate. In Kern County, this means that translation is offered, community engagement occurs in Spanish, on evenings and weekends, includes child care, and notices and flyers are multi-lingual. Engagement occurs in local communities, not just at the regional COG building.

Community partners will be engaged as they are now engaged in the implementation of the RTP SCS and Cycle 1 of the ATP. California Walks was asked to present to the Kern COG Board, the successful outcome of Kern COG member agency award of Cycle 1 ATP projects and the implementation steps. A community ATP Advisory Committee will guide Plan process, and formally institutionalize continuing community engagement in Plan implementation through an ongoing Active Transportation Advisory Committee.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

See Kern County's Health Status Profile in Section "C" Attachment I-4 By nearly every metric measured Kern County's rankings in health of the population are well below average.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

By identifying deficiencies and barriers and developing a procedure to improve active transportation infrastructure, the probability of increased active transportation use is high. Active transportation users may be in better physical condition because of the increased physical activity incurred by using active transportation. Improved pedestrian and cyclist safety will undoubtedly lead to lower disease burden in our communities. The educational component will also incorporate health benefits of active travel in order to maximize support and use of facilities.

Kern's ATP will identify strategies to improve the general well-being of Kern residents. The Plan will target populations with high risk factors for obesity, physical inactivity, asthma and other chronic disease risks impacted by lack of physical activity, safety or air quality. Although Kern improved from worst in all of California to the 4th worst air quality, it still rates F (American Lung Association State of the Air 2014, <http://www.stateoftheair.org/2014/states/california/>)

Poor air quality is linked to the public health risk factors listed below. As fewer people drive, more walk, bike and take transit, air quality can improve. Thus Plan results, designed to reduce GHG emissions, are likely to have a much more profound impact on public health than a similar project located in 53 other counties



of the state, with only 4 other counties possessing the opportunity for a more significant impact.

The following are among Kern Region's high risk populations adversely impacted by poor air quality (State of the Air - Disparities,

<http://www.stateoftheair.org/2014/health-risks/health-risks-disparities.html>):

- Living within .2 or .3 miles of a highway;
- Lowest Income
- Asthma:
- Diabetes
- COPD & impaired lung function
- Heart disease and impaired heart conditions
- High Blood Pressure
- Physical inactivity creates populations at high risk in Kern County for poor health which improves with regular physical activity – walking and bicycling are among the leading forms of physical activity and thus, this project will have the most significant impact improving health conditions, including Obesity, Stroke, Arthritis, Mental Status, some forms of Cancer and the conditions adversely impacted by poor air quality listed above.

“Increasing transit, walking, and biking mode shares and increasing access to jobs and services in communities across the region can increase active travel, reduce VMT and improve health and quality of life.” Kern Health Impact Assessment at 36.

An integrated Kern COG Region Active Transportation Plan Program develops and implements education and encouragement strategies with infrastructure improvements, to increase safe use of active modes of travel, directly improving public health in disparately-impacted, disadvantaged communities first.



Part B: Narrative Questions Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

See Map of Kern County. Attachment D

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

Kern County Median Household Income \$48,852.

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

See Section C, Attachment I-5

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs:

69.5% of all County students

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal



Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.

Kern County median household income at \$48,852 is less than \$48,875 - 80% of the 2013 California median household income of \$61,094 and it is therefore a County-wide disadvantaged community. See US Census American Community Fact Finder. All funds requested will be expended in the disadvantaged County, and the region wide plan will further focus and elevate the needs of the more disadvantaged communities within the County.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The Plan will identify relative need among in the disadvantaged Region's neighborhoods and communities. Community input can ensure that connection to necessary destinations ensures maximum benefit. with targeted funding . Kern COG will place particular attention to reaching out directly to known community groups working in disadvantaged areas to identify community areas most in need of active transportation facilities so that residents can get to basic necessities.

Kern Region has total Households, 2008-2012, = 253,178, total average # of Persons per household, 2008-2012, of 3.18 and a total percent of Persons below poverty level, 2008-2012, of 22.5% compared to a statewide average of 15.3%. (ACS 2011 Survey at <http://quickfacts.census.gov/qfd/states/06/06029.html>;) and



one of 15 out of 58 counties with a low income household population over 28.7%
County Health Status Profiles 2012.

Nearly all residents of the Kern Region valley floor live in the Top 20% most
impacted areas, CalEnviroScreen at p. 135,

<http://oehha.ca.gov/ej/pdf/CES20PublicReview04212014.pdf>

__69.5% of all Region students_ % based on county data Kids Data.org. See SRTS
Maps (3) for the Kern Region:

http://tims.berkeley.edu/resources/srts/Counties/Kern/Kern_MapC.pdf,
http://tims.berkeley.edu/resources/srts/Counties/Kern/Kern_MapE.pdf and
http://tims.berkeley.edu/resources/srts/Counties/Kern/Kern_MapW.pdf.

These maps plot each school defined by the state SRTS program as low income,
which is a definition of Disadvantaged Community under use in ATP. Only the
Northwest section of Metro Bakersfield consistently fails to meet the disadvantaged
community definition.

Kern Region's Hispanic population is 50.3%, disproportionately higher than
California's average of 38.2% (ACS 2011 Survey). Since Hispanics are also
disproportionately injured and killed at higher rates than other pedestrians, Kern
Region is also a disadvantaged community region (FARS).

8.6% of County's population are under 5 years of age while nearly 30% are under
18; with Kern Region's disproportionately high and increasing rate of child fatalities
and injuries, it clearly qualifies as disadvantaged on the child safety scale. The Plan
program has a primary focus on Safe Routes to School planning and non-
infrastructure programming (to accompany infrastructure projects) in order to clearly
and significantly address the child safety challenges in disadvantaged communities,
with the goal of stemming the tide of annually-increasing numbers and rates of child
pedestrian deaths and injuries.

Similarly its overall pedestrian fatality and injury rates are disproportionately high
compared to others. Plan program elements will be designed to clearly and



significantly address identified ATP safety challenges, with the goal of stemming the tide of annually-increasing numbers and rates of total Kern active transportation deaths and injuries.

This project enables Kern COG to deliver on one of the primary recommendations of the 2014 Kern County Health Impact Assessment:

“Emerging state funding programs, such as the Active Transportation Program and funding through the cap-and-trade program also provide opportunities for increased investment in low income, rural communities. Kern COG and its member jurisdictions should actively pursue state level funding sources to help close infrastructure and housing gaps in low income areas.”

This project would do just that, help close infrastructure and safety program gaps in Kern’s disadvantaged communities with a robust Region Plan and Program.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)

Continuing to implement stand-alone infrastructure and non-infrastructure projects as historically occurred is a no regional plan option.

Continuing to develop only local plans, whether active transportation, bicycle or pedestrian is another alternative to an integrated Kern Active Transportation Plan Existing Bike Plans do not look at investment, policy and program which advance a regional multimodal integrated transportation system for all of active transportation, but are limited to a single mode. Pedestrian improvements have been local and largely not subject to transportation planning or prioritization.

Traffic operations may or may not incorporate walking and bicycling needs, may not integrate all modes at essential destinations (at rail and transit stations and airports; at schools, hospitals, government service centers, at daily needs resources). This fragmented approach does not most effectively deliver an improved modal system. Without integration into a multimodal transportation system, the plan potential to generate an increase in use of active modes of transportation is not realized.

A Kern COG Active Transportation Plan program was chosen as the final proposed alternative because it is considered to provide the highest benefit. With a Plan, Kern can most effectively and, at a more reasonable cost, save lives, prevent injury, and increase walking and bicycling modes, while also reducing greenhouse gas emissions, advancing equity by reversing disinvestment in disadvantaged communities and



improve public health. It is anticipated that at some future date, an Active Transportation Plan will be a requirement of ATP eligibility. The Kern Region can, with this Plan, attract more funding and most effectively invest its resources where the risk is highest, the resources fewest, and the need greatest, producing a more accurate, performance driven method for calculating the benefit/cost ratio. Thus, the Plan is its most highly unfunded active transportation priority.

Investment where the greatest potential to increase use of active transportation modes and to reduce injuries and fatalities exist, is most likely to produce the greatest return on investment. Kern's resources are scarce – a Plan will set out regional needs compared to those of other regions, and sets selection, project and program priorities, enabling Kern to invest future resources to produce the highest benefit/cost.

- B.** Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

\$250,000 is the total ATP funding requested.

Calculation of Benefits: National Safety Council values each traffic death at a total of \$7.6 million in loss of life, disabling injury costs, injury treatment, and property damage. This number multiplied by Kern Regions total active transportation fatalities would produce the total regional economic annual loss. The average American traffic death costs \$1.4 million and each disabling injury costs \$79000. (National Safety Council) Thus Kern's 363 annual pedestrian and bicycle fatalities and injuries (2011) cost economic loss to Kern Region in excess of \$60 million (based on 10% deaths, 90% other).

This Plan program proposes to expend \$250,000. When just one disabling injury and one death are prevented, the Kern Region saves \$2 million – a cost benefit ratio that exceeds 8-1. A one percent decrease in annual active transportation fatalities



and injuries would save the Kern Region in excess of \$6 million/year – a greater than a 24-1 ratio.



Part B: Narrative Questions **Detailed Instructions for: Question #7**

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

The 2014 RTP identified \$68,000 in COG staffing dollars for this active transportation planning program. Local community partners contributed numerous community engagement activities providing input and support for the development of this project. In South Kern alone, some 6 separate community engagement events are described in support letters, with more than 400 residents participating. Such contributed community engagement has a value, if funded by the project, of more than \$60,000. HSIP and OTS funding (federal through the state) in Kern over the last two years leveraged and advanced community investments, modestly valued at \$100,000.

TDA and CMAQ funds have been allocated for local bike parking, bicycle lanes, and missing sidewalk gap closure. Kern COG actively encouraged application for Cycle 1 ATP funds, successfully attracting millions in awards, and in excess of its per capita share. These provide data which can inform the Plan on scalable regional investments and programs with effective cost-benefit ratios, and on most effectively advancing statewide ATP goals. The value is not presently estimated.

Even without other project-specific matching local, state or federal funds, more than one quarter million dollars of benefitted community engagement and pilot scalable programs, has leveraged this Plan program.



Part B: Narrative Questions **Detailed Instructions for: Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

 - Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
 - Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions **Detailed Instructions for: Question #9**

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. *Applicant:* Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

All projects delivered on-time and on budget.

- B. *Caltrans response only:*

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.

ATTACHMENT A

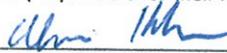
ATTACHMENT A



Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: May 28, 2015
Name: Ahron Hakimi Phone: 661-861-2191
Title: Executive Director e-mail: ahakimi@kerncog.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

ATTACHMENT B

ATP PROJECT PROGRAMMING REQUEST ATTACHMENT B

Date: 25-May-15

Project Information:					
Project Title: Active Transportation Plan for Kern County					
District	County	Route	EA	Project ID	PPNO
6 and 9	Kern County	VAR			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON				250				250	
TOTAL				250				250	

ATP Funds Infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds Non-Infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds Plan Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON				250				250	
TOTAL				250				250	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATP Funds Future Cycles									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATTACHMENT B

Date: 25-May-15

Project Information:					
Project Title: Active Transportation Plan for Kern County					
District	County	Route	EA	Project ID	PPNO
6 and 9	Kern County	VAR			

Funding Information:
 DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: Future Source for Matching									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

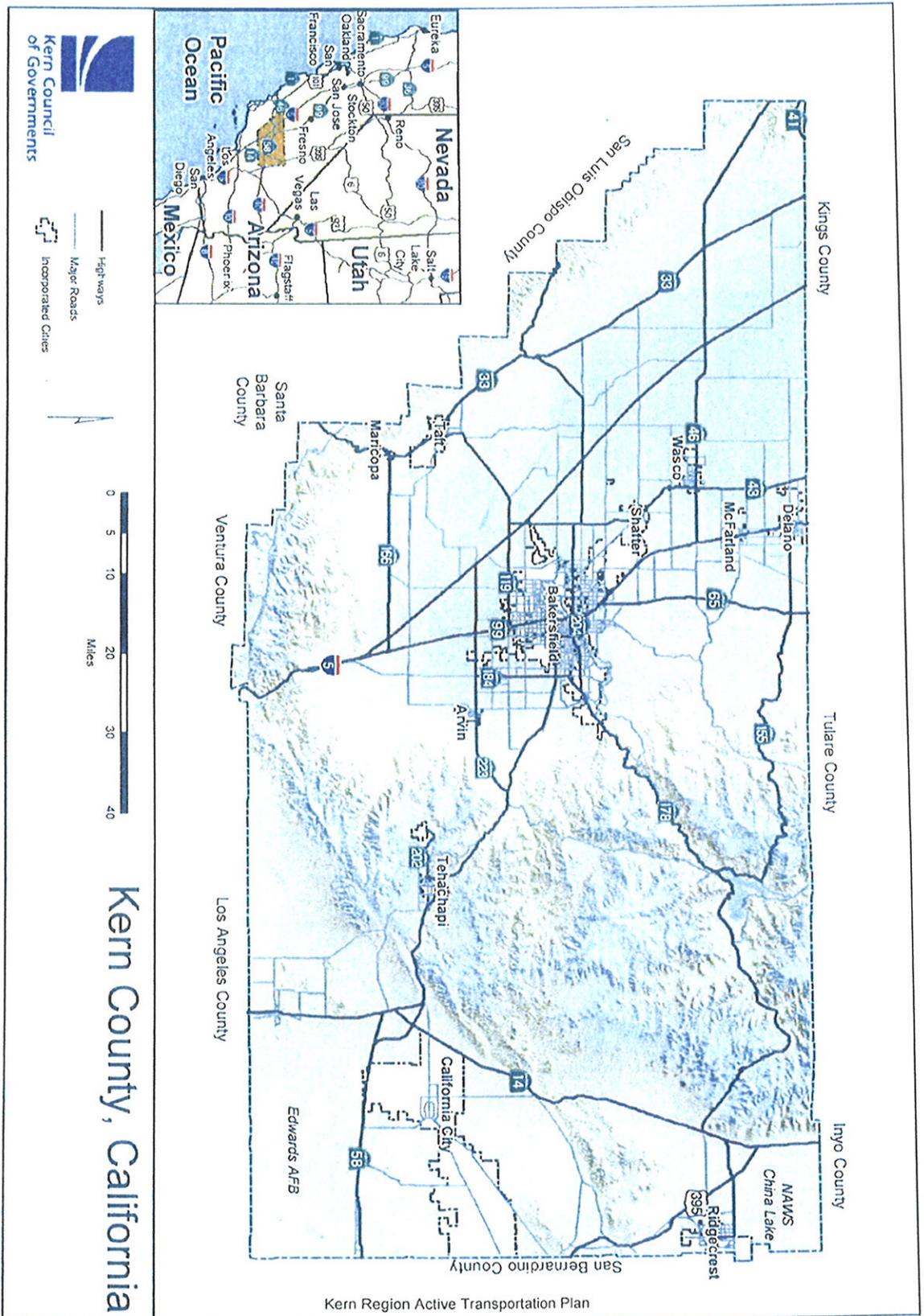
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

ATTACHMENT D



ATTACHMENT F

Obstructed Sidewalk-Bakersfield



Sidewalk Gap along 23rd Street-Bakersfield



Downtown Bakersfield Obstructed Sidewalks



ATTACHMENT H

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	27-May-15
Project Number: (2)	06-Kern Council of Governments 1
Project Location(s): (3a)	Kern County, California
" " (3b)	
" " (3c)	
Project Description: (4)	Development of an Active Transportation Plan in Kern County, California. The Plan would identify existing non-motorized transportation facilities, identify deficiencies in the facilities and propose a strategy to prioritize physical infrastructure improvements

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
Task "A"	Inventory of Existing Conditions	May, 2016	Aug-2016	\$ 50,000.00
Task "B"	Identification of Deficiencies	Sep-2016	Dec-2016	\$ 100,000.00
Task "C"	Develop Priority Strategy for System Improvement	Jan-2017	Mar-2017	\$ 50,000.00
Task "D"	Produce Active Transportation Plan	Apr-2017	Jun-2017	\$ 50,000.00
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 250,000.00

ATTACHMENT I

ATTACHMENT I-1

2014 Regional Transportation Plan Reference

ACTIVE TRANSPORTATION ACTION ELEMENT

See the *Land Use Action Element – Highway/Road for bicycle and pedestrian proposed actions*. See Chapter 4, *Sustainable Communities Strategy*, for further discussion on sustainable land use decisions relative to bicycle and pedestrian travel modes.

Kern County is especially well suited for active transportation such as biking and walking. According to the National Household Travel Survey, in 2009, over 25 percent of trips in Kern County were less than one mile. The climate and terrain of the region is favorable for active transportation, with many clear, dry days and moderate temperatures. For short trips, biking and walking can serve as an alternative to the automobile. Because these modes are non-polluting and energy efficient, it is an element in the region's multimodal transportation system that leads to a more efficient transportation network.

According to the National Household Travel Survey, Over 25 percent of trips in Kern County are less than one mile in length.

This section focuses on bicycle and pedestrian travel facilities with an emphasis on complete streets. Residential developments are often within walking distance of commercial centers; however, design considerations should allow for ready ingress/egress of subdivisions. Mild weather, coupled with safely designed sidewalks and paths, can make walking an enjoyable activity.

Existing Systems

Bicycle facilities generally fall into three distinct categories: Class I, and variations of Class I bike facilities are the first category. Class I facilities are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. Class II bike lanes are defined by pavement striping and signage used to allocate a portion of a roadway for bicycle travel. Several jurisdictions have variations on Class II facilities, which provide optional striping scenarios to allow on-street parking. Class III facilities include sign markings for bicycle routes. There are no pavement markings. The County also has a Class III variation that provides a 4-foot delineated shoulder and bicycle route signage in rural areas.

Accomplishments Since 2011

Kern County Bicycle Plan and Complete Streets Recommendations

In October 2012, Kern COG adopted the Kern County Bicycle Master Plan and Complete Streets Recommendations, which provided recommendations for both constructed and planned bicycle facilities in the unincorporated portion of Kern County. The Complete Streets Recommendations looked at the integration of bike, pedestrian and transit facilities into the transportation system.

City of Bakersfield Bicycle Transportation Plan

In November 2013 the Bakersfield City Council approved the City of Bakersfield Bicycle Transportation Plan. The City of Bakersfield Bicycle Transportation Plan guides the future development of bicycle facilities and programs in the City. The recommendations in this Plan will help the City create an environment and develop programs that support bicycling for transportation and recreation, encourage fewer trips by car and support active lifestyles.

In transportation planning, more emphasis is being placed on “soft” solutions to transportation control and traffic congestion. The trend toward solving traffic issues without resorting to expansion of highway and freeway facilities has taken hold over the last decade. Kern County has many notable success stories where more effective management of the existing transportation system has reduced or eliminated the need for

CHAPTER 5 STRATEGIC INVESTMENT

costly and disruptive expansions. The Kern County Bicycle Master Plan, the Kern County Bicycle Master Plan and Complete Streets Recommendations and the City of Bakersfield Bicycle Transportation Plan documents are incorporated by reference as a part of the 2014 RTP.

Needs and Issues

Maintenance Issues

Maintaining bicycle and pedestrian facilities has always been a challenging issue for local agencies. Roadway maintenance backlogs in nearly every jurisdiction are increasing annually. As the roadway network expands, maintenance efforts and pavement conditions fall further behind. Commitments for investments into new bicycle and pedestrian facilities cannot guarantee a continuing revenue source for upkeep, particularly for bicycle paths on separate rights-of-way. Rather than diminishing bicycle improvements, however, new funding sources or ways to deal with maintenance should be pursued. Alternative and innovative measures will be studied in order to update the Bicycle Master Plan.

Public Support

For a number of reasons, bicycling has not realized its full potential as a transportation mode within the Kern region. The reasons are primarily related to (1) ease of short-distance travel via automobile; (2) lengthy distances between residences and work sites; (3) relatively inexpensive and widely available sources of automobile fuel; (4) lack of shower and/or locker facilities at employment centers; and (5) a general aging of the population, which may reduce the number of persons who are inclined to take bicycle trips.

General attitudes toward bicycling also present issues. Many area residents do not view cycling as a real transportation mode. These attitudes can be attributed to factors such as:

- Many urban roads do not provide adequate shoulders, causing some cyclists to ride within the flow of traffic.
- Lack of adequate bicycle facilities, such as lockers or alternative means of securing a bicycle.
- Decentralization of employment centers, residential areas, and retail facilities.
- Lack of knowledge regarding the benefits of bicycling.

Motorists are occasionally unwilling to share the roadways with bicycles, and this may lead to antagonistic situations in the street. Education regarding the transportation system must include cyclists, pedestrians, motorists, and transit passengers.

Current Planning Activities

Current bicycle and pedestrian planning activities in the Kern region include implementing the existing Kern County Bicycle Facilities Plan and Complete Streets Recommendation and promoting more pedestrian and bike uses throughout the county as an alternative to driving. Bike plans are completed or under development for all the cities and County of Kern.

Proposed capital bicycle and pedestrian projects for the 2014 Regional Transportation Plan are listed in Table 5-1.

Proposed Actions

Near Term, 2014–2020

- Encourage COG member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.
- Continue to seek funding for bicycle and pedestrian projects from local, state, and federal sources.
- Continue to seek funding to maintain existing bikeway and pedestrian facilities.
- Promote the purchase and construction of bicycle racks and lockers for Kern County multimodal stations.
- Promote the inclusion of bike tie-downs and racks on commuter trains and buses.
- Fund updated bicycle plans for incorporated cities.
- Fund a Pedestrian Facilities Plan for the County of Kern as well as incorporated cities.

Long Term, 2021–2040

- Continue to periodically update the Bicycle Master Plan.
- Continue to seek funding for bicycle and pedestrian projects from local, state, and federal sources.
- Continue to seek funding to help maintain existing bikeway and pedestrian facilities.
- Promote development of revitalized, walkable/bikeable neighborhoods with easy access to transit; Paving/controlling dust from streets and shoulders; and improve street intersections that facilitate bicycle travel.

ATTACHMENT I-2

Office of Traffic Safety Statistics-2012 Kern County

2012 OTS RANKINGS

Agency	Year	County	Group	Population (Avg)	DVMT
Kern County	2012	KERN COUNTY		853,930	21,864,594

TYPE OF COLLISION	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	4,775	27/58
Alcohol Involved	646	28/58
Had Been Drinking Driver < 21	34	5/58
Had Been Drinking Driver 21 - 34	114	13/58
Motorcycles	215	46/58
Pedestrians	262	20/58
Pedestrians < 15	59	4/58
Pedestrians 65+	22	42/58
Bicyclists	144	50/58
Bicyclists < 15	38	28/58

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	OTS RANKING
Speed Related	839	46/58
Nighttime (9:00pm - 2:59am)	419	30/58
Hit and Run	306	12/58

ATTACHMENT I-3

Kern COG Public Outreach Policy



**Kern Council
of Governments**



**Public Information Policies and Procedures
November 2011**

Article IX: Public Involvement Procedures and Policies

Section 1. Introduction

This document is a plan for providing guidance for Kern Council of Governments' (Kern COG) elected officials and staff in public participation and interagency consultation throughout the regional planning process. It contains the policies, guidelines and procedures Kern COG uses in developing the metropolitan planning process. This includes the development and approval of the Regional Transportation Plan, Regional Transportation Improvement Program, and environmental review documentation related to growth, transportation, and air quality, and any product prepared by Kern COG staff that statutorily requires public participation, or for which the Kern COG Board of Directors determines is necessary. Kern COG carries out its transportation and air quality planning responsibilities in a continuing, cooperative and comprehensive manner in conformance with federal and state Law that determine how Metropolitan Planning Organizations (MPOs) provide for early consultation and public participation. The various laws include but may not be limited to:

Federal

- Transportation and Conformity Regulations of Title 40 CFR Part 93.105
- Title 23 CFR Part 450.316
- Title 23 CFR Part 450.322(g)(1) and (2)
- Title 23 CFR Part 450.216(a)(1)
- Title 23 USC Part 134(g)(4)
- Title 23 USC Section 135(e)
- Title VI of the Federal Civil Rights Act of 1964
- Title 49 CFR Part 21.5
- Title 42 USC Chapter 21 Section 2000(d)
- Implementing orders under Executive Order 12898 on Environmental Justice (1994)
- US DOT Order 5610.2 (1997)
- US DOT Order 6640.23 (1998)
- 1990 Americans with Disabilities Act
- 1990 Clean Air Act Amendments
- 2005 Safe, Accessible, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

State

- Government Code Section 11135
- Government Code Section 65080
- California Environmental Quality Act (CEQA)

Title 23 CFR Part 450.316(a) states the following concerning participation and consultation:

"The Metropolitan Planning Organization (MPO) shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process."

A vigorous public information process not only serves Kern COG by meeting federal requirements, but also allows for a fruitful exchange of ideas while developing programs or projects that may be controversial.

Section 2. Background

The federal government has mandated that public involvement in the metropolitan planning process meet minimum requirements. How effectively planning agencies provide opportunities for public input is an important criterion to determine federal fund allocation for local, regional and state projects and programs. While legislation such as SAFETEA-LU, the Americans with Disabilities Act, and awareness of environmental justice issues have broadened the scope of public participation in the planning and programming process, prior federal transportation acts also required public participation.

The Brown Act has long required California agencies to perform their duties in the public's full view and with opportunities for public input. All environmental documents related to transportation plans include the public comment provisions of the California Environmental Quality Act (CEQA). Kern COG has always complied with California law in addition to meeting federal statute mandates.

Kern COG's Board of Directors and technical advisory committees assist the bottom-up planning process and frequent, ongoing public and interagency participation at all stages of the process. Outreach programs are designed in cooperation with technical advisory committees and other transportation and air quality agencies. These programs will complement the decentralized planning process, which was established to increase participation in regional policy development.

Effective public involvement requires that affected individuals and groups be encouraged to participate in the development of local, regional, and state plans. The

following policies, guidelines and procedures are designed to encourage participation during the preparation of:

- A. Regional Transportation Plan
- B. Transportation Improvement Program
- C. Environmental impact studies or reports
- D. Any product prepared by Kern COG staff that statutorily requires public participation or for which the Kern COG Board of Directors determines it is necessary.

Section 3. Partnerships

Kern COG staff maintains regular contact with the following agencies:

American Lung Association	Federal Highway Administration
Amtrak	Federal Transit Administration
Bakersfield Senior Center	Golden Empire Transit District (GET)
Bakersfield Association of Realtors	Greater Bakersfield Chamber of Commerce
Bakersfield Downtown Business Association	Greyhound Lines
Bureau of Land Management	Independent Living Center
California Air Resources Board	Indian Wells Valley Airport District
California Department of Conservation – Oil, Gas & Geothermal Division	Inyo County Transportation Commission
California Department of Finance	Kern Congestion Management Agency
California Environmental Protection Agency	Kern County Aging & Adult Services Department
California Highway Patrol	Kern County Air Pollution Control District
California Office of Planning and Research	Kern County Building Industry Association
Caltrans Districts 6 and 9	Kern County Commission on Aging
City of Arvin	Kern County Economic Opportunity Corporation
City of Bakersfield	Kern County Housing Authority
City of California City	Kern County Superintendent of Schools
City of Delano	Kern County Water Agency
City of Maricopa	Kern Economic Development Department
City of McFarland	Kern Motorist Aid Authority
City of Ridgecrest	Kern Regional Center
City of Shafter	Kern Transportation Foundation
City of Taft	Kern Wheelmen Bicycle Club
City of Tehachapi	Kings County Regional Planning Agency
City of Wasco	Local Agency Formation Commission
Fresno Council of Governments	
County of Kern	
Edwards Air Force Base	
Environmental Protection Agency	

Madera Local Transportation
Commission
Merced County Association of
Governments
Metro Bakersfield Consolidated
Transportation Service Agency
Mexican-American Opportunity
Foundation
Minter Field Airport District
Mono County Transportation
Commission
Mojave Town Council
Naval Air Weapons Station - China
Lake
North of the River Recreation & Park
District

Blue Sky Partners
San Joaquin County Council of
Governments
San Joaquin Valley Air Pollution Control
District
Santa Fe Railways
Sierra Club
Southern California Auto Club
Stanislaus Area Association of
Governments
Tulare County Association of
Governments
Various chambers of commerce
Wasco and Delano Associations for the
Developmentally Disabled
Wasco Housing Authority

Section 4. Guidelines

Kern COG is committed to developing and maintaining an effective citizen participation process. In order to accomplish this commitment, the following principles guide the public involvement process:

- A. It is the right and responsibility of citizens to be involved in the transportation planning process.
- B. Citizens should be educated about the needs and issues and encouraged to participate in finding solutions.
- C. Early and timely involvement of citizens is necessary to build community agreement on the needs and solutions before alternatives are proposed.
- D. Agreement on the final product is a desirable goal, but agreement does not mean 100 percent unanimity by all parties. Negotiation and compromise are essential ingredients to building agreement.
- E. The process by which a decision is reached is just as important as the product. Citizens should end the process satisfied that they had the opportunity to be significantly involved and that their voices were heard and reflected in the final document.
- F. After decisions are made, actions should follow to maintain confidence in the community involvement process.

Community involvement is not a one-time only process. The manner in which the public is involved may change as the process progresses.

In Attachment A, Public Involvement Chart, Kern COG defines a public participation program for each document it produces. Final documents will reflect the needs and

desires of affected communities within the region. This includes establishing procedures and responsibilities for:

- A. Informing, involving, and incorporating public opinion into the planning process;
- B. Consultative involvement of designated agencies on technical data and modeling used in developing regional plans and determining transportation improvement program and regional transportation improvement program conformity;
- C. Clearly designating a lead staff person who is knowledgeable about the entire planning process to be responsible for the public involvement program; and
- D. Providing adequate funds and schedule expenditures to implement the public participation program.

Section 5: Procedures

Kern COG will notify interested or affected citizens who may be impacted through traditional and electronic meeting announcements, newspapers, public service announcements, press releases, special mailers, publications and committee agendas, meetings and other opportunities to participate, as appropriate. Community members or organizations may include but are not limited to:

Academic and scientific communities	Local, state and federal agencies
Airport authorities	Minority and ethnic groups
Appropriate private transportation providers	Native American associations
Bicycle and pedestrian groups	Operators of major modes of transportation
Business and industry officials	Recreation groups
Elected officials	Senior citizen groups
Environmental organizations	Service organizations
Freight shippers and receivers	Traffic, ridesharing, parking, and enforcement agencies
Health and disabled organizations	Youth services groups
Local public and private transit operators	

- A. Kern COG encourages public participation and acknowledges the value of this input.
- B. Kern COG will provide complete and easily understood information and summaries. Planning issues and alternatives will be addressed in a realistic manner.
- C. Kern COG will publish public comments in a newsletter or report. Reports will include specific agency responses, the effect of citizen input on decisions, and (when appropriate) updated reports of citizen participation.
- D. Kern COG will conduct a thorough review of the program, including staff and citizen evaluation.

Level I Procedures

Level I procedures address routine documents that serve as a subset of or facilitate more significant plans or determinations. These documents are implementing long-

range direction provided by plans and documents that went through a more intensive public review procedure (Level II or III). These documents are subject to the minimum levels of public outreach under these policies. These procedures become effective once an initial draft document has been produced.¹

All Documents and Formal Meetings including:

- A. Regional Transportation Plan amendments
- B. Federal Transportation Improvement Program amendments (excluding technical or administrative modifications)
- C. State Transportation Improvement Program amendments
- D. Regional Transportation Improvement Program
- E. Air quality conformity determinations

- F. Miscellaneous studies
- G. Transit plans & studies
- H. Environmental Documents, as defined by the California environmental Quality Act and/or the National Environmental Policy Act ¹
- I. Congestion Management Program amendments

1. No person shall be denied participation.
2. A legal notice will be placed in the legal advertising sections of at least one newspaper of general circulation within the affected community, including a Spanish-language publication, if possible.
3. Display ads will be placed as deemed necessary and targeted specifically to affected communities to encourage involvement and address key decision-making points.
4. Non-traditional approaches, such postal and electronic mailings to non-profit organizations, churches and chambers of commerce will be used to encourage involvement of the underserved and transit dependent in project development and public workshops. Spanish-language advertising will be included in these non-traditional approaches.
5. Public meetings are defined as those regular COG meetings normally held on the third Thursday of each month, excepting August and December.
6. Public workshops are defined as forums established specifically for the public to gain information and provide input on Kern COG documents and processes. This definition does not include technical workshops for member agency staff or elected officials even though they are technically open to the public.
7. Announcements dealing with documents and/or meetings and workshops shall be posted on the Kern COG web site.
8. A mailing list of individuals who have expressed interest shall be maintained.
9. Meeting notices shall be mailed or e-mailed to individuals who have expressed interest.

¹ See Attachment A, Kern COG Document Public Involvement Chart, for specific requirements on specific documents.

10. Kern COG shall provide appropriate assistance, auxiliary aids and/or services when necessary to afford disabled individuals an equal opportunity. Individuals with disabilities will be provided an opportunity to request auxiliary aids.
11. Kern COG shall provide audio/visual presentations along with its maps, charts and graphics whenever practical to help the public better understand the plans, programs, projects or determinations it adopts.
12. Kern COG shall provide an interpreter, when requested, at any and all public hearings and workshops, and shall maintain its subscription to a language line for day-to-day public inquires.
13. Kern COG's web site shall maintain a link to a translation service for information contained on the agency site.
14. Projects must be evaluated for their potential for public interest. Projects likely to have considerable public interest must also include Level III requirements.
15. A copy of draft transportation plan amendments and draft transportation improvement program amendments, environmental documents, and the Congestion Management Program amendments will be made available for review at Kern Council of Governments, the main branch of the local library system, college libraries, boards of trade, and chambers of commerce within affected areas. Individual copies of all documents will also be distributed to any interested parties for a fee to offset printing charges.

Level II

Additional Public Involvement Requirements

Level II procedures address core agency plans, programs and declarations. These documents are subject to a higher level of public outreach than Level I documents under these policies. These procedures become effective before an initial draft document has been produced. The following documents must also meet the public involvement requirements listed in Level I:

- A. Congestion Management Program
 - B. State Transportation Improvement Program
 - C. Federal Transportation Improvement Program
 - D. Corridor Studies
 - E. Transit Studies
 - F. Regional Housing Needs Assessment
 - G. Public involvement procedure amendments
1. Public review by various funding agencies submitting projects for the transportation improvement program will be accepted up to the final determination.
 2. A copy of draft transportation plans and draft transportation improvement programs, environmental documents, and the Congestion Management Program will be made available for review at Kern Council of Governments, the main branch of the local library system, college libraries, boards of trade, and chambers of commerce within affected areas. Individual copies of all documents

will also be distributed to any interested parties for a fee to offset printing charges.

3. Public comments and responses, and the disposition of any comments, will be made part of final transportation plans, transportation improvement programs, and environmental documents.
 - a. **Prepare written summary/verbal presentation** – Staff will review all comments, synthesize them and prepare a narrative summary highlighting key points.
 - b. **List all comments** – Using a summary chart format, staff will review and summarize all comments, categorizing them by topic and type of comments (e.g. question, fact, desire, opinion).
 - c. **Respond to comments** – Staff will respond, in writing within 30 days, to significant comments. Those responses will be made part of the final document.
 - d. **Provide the full record** – The decision-making body will be given copies of the meeting notes, the transcript (for public hearings) or taped transcripts.
4. Transportation improvement programs and environmental documents will be made available for public review for no less than a 30-day public review period.
5. Programs, projects, or plans routed through the State Clearinghouse shall adhere to the public information requirements of the Clearinghouse and also be made available for no less than 30 days.
6. If regionally significant changes are made to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period, the plan(s) will be made available for 30-day public review and comment prior to final adoption.
7. Minor amendments to the transportation improvement programs will have a 14-day public review period and may be approved by the executive director.
8. Regionally significant changes to the transportation plan, transportation improvement programs, and environmental documents during the review and comment period shall also be advertised via press release to all media outlets, through electronic notice to Kern COG's address database and on the Kern COG web site as deemed necessary prior to final adoption.
9. The executive director or his/her designee will coordinate with the State to improve public awareness of the State Transportation Plan and/or the State Transportation Improvement Plan.
10. Records relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
11. Technical and policy information relating to the transportation plans, transportation improvement programs, and environmental impact reports will be made available for public review upon request.
12. Staff will hold at least one formal public workshop every four years in each local jurisdiction on the Regional Transportation Plan. These public meetings/workshops will be announced in a variety of formats, including public

notices, display ads, press releases and direct mail and/or electronic mail notices in the affected communities.

13. All project plan amendments not considered administrative in scope shall be advertised via public notice and held for a 30-day review period.
14. Refer to the California Transportation Commission's 2010 Regional Transportation Plan Guidelines regarding addendums, supplemental and subsequent environmental documents to the Regional Transportation Plan.

Level III

Anticipated high-profile projects

The following must also meet the criteria listed in levels I and II. Level III procedures address plans that provide long-range direction for the organization or that Kern COG staff determines to be controversial based on their environmental impacts, project scope or other determining factors. These documents are subject to the highest levels of public outreach under these policies. These procedures become effective before an initial draft document has been produced. Kern COG staff will:

- A. Regional Transportation Plan/Sustainable Communities Strategy
- B. Help form a citizens' advisory committee.
- C. Develop a calendar of public workshops.
- D. Identify the appropriate media contact to respond to media inquiries.
- E. Develop a quarterly newsletter specific to the plan or project.
- F. Mail newsletter to the plan/project participants at regular intervals.
- G. Coordinate a news conference and/or press release highlighting the plan/program and coordination between Kern COG and public participation. Press releases will be sent to the appropriate radio stations, television channels, and newspapers.

Senate Bill 375 increased the minimum level of public participation required in the regional transportation planning process, including collaboration between partners in the region during the development of a Sustainable Communities Strategy (SCS) and/or an Alternative Planning Strategy (APS). Public participation pursuant to SB 375 shall include the following:

1. Outreach efforts encouraging the active participation of a broad range of stakeholders in the planning process, consistent with the agency's adopted Federal Public Participation Plan. This includes, but is not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.
2. Consultation with other regional congestion management agencies, transportation agencies, and transportation commissions.
3. At least three regional public workshops will be held with information and tools providing a clear understanding of policy choices and issues. To the extent

practicable, each workshop shall include urban simulation computer modeling to create visual representations of the SCS and APS.

4. Preparation and circulation of a draft SCS (and APS, if one is required) not less than 55 days before adoption of a final RTP.
5. A process enabling the public to provide a single request to receive notices, information and updates.
6. During the development of the SCS (and APS, if applicable), at least two informational meetings will be held for members of the Board of Supervisors and City Councils. Only one informational meeting is needed if it is attended by representatives of the county board of supervisors and city councils that represent a majority of the cities representing a majority of the population in the incorporated areas of the county.
 - a. The purpose of the meeting (or meetings) will be to discuss the SCS (and APS, if applicable), including key land use and planning assumptions, with the members of the Board of Supervisors and City Councils and to solicit and consider their input and recommendations.
 - b. Notices of these meetings are to be sent to the Clerk of the Board of Supervisors and City Clerks.
7. In preparing an SCS, Kern COG will consider spheres of influence that have been adopted by the Local Agency Formation Commission (LAFCO). Kern COG will also consult with LAFCO regarding special districts within the region that provide property-related services such as water or wastewater services, and will consult with these regional special districts, as appropriate, during development of a SCS (and APS if applicable).

Process for Receiving Public Comments

The following public involvement techniques may be used to inform and educate the public and/or gather information.

A. Formal Public Meetings/Workshops

Formal public meetings and/or workshops may be held during the process. The format for the workshops will be at the discretion of Kern COG. All Kern COG meetings and public workshops will be held in buildings accessible to persons with disabilities. The format options include:

- 'Theater' style with a presentation followed by audience response.
- 'Open-house' style with individual comments provided directly to a recorder, typed in by the participant, or via written comment sheets; or
- A mixed format with an 'open house' style meeting followed by a 'theater' style comment period.

In each case, Kern COG shall provide audio/visual presentations along with maps, charts and graphics, whenever practical, to help the public better understand the plans,

programs, or projects it adopts.

B. Small Group Sessions

A meeting of selected citizens, businesses, and/or neighborhood residents may be invited to participate in small group sessions to discuss options and give opinions on specific transportation topics. Participants may be presented with materials and asked to respond. The following are types of small groups that might be involved in the process:

Plan/Program Advisory Committee (PAC) - An advisory committee established for the development of a plan or program may consist of a broadly representative group of citizens who understand other citizens' concerns, needs and wants, technical and administrative staff from various organizations, and officials from appropriate local and state entities.

A PAC with citizen participation can be a valuable asset. Generally, PACs provide and consider citizen input and advice regarding regional goals and objectives, problems and needs, and to discuss potential options and solutions regarding the activity and to be responsive to the citizen input.

PAC members may be expected to attend several public and neighborhood meetings. They may also be asked to assist, provide support and be responsible for the dissemination of information, and give testimony to the benefits and importance of the activity to the community, actively seek informed responses from the community regarding transportation problems and priorities, and elicit potential solutions.

Kern COG will specifically consider the need for a PAC with regard to major transportation plans, studies, programs and projects. If the Board elects to form a PAC, the PAC shall be organized with a special effort to appoint persons who are or will represent the needs of the persons traditionally underserved such as low income, minorities, elderly and disabled. The ways and means of determining PAC membership, committee structure, and specific roles and responsibilities for an activity shall be presented to the TTAC and Board for their approval. Membership will not be permanent, thus PAC members will serve for the length of the development and completion of a plan or program.

Stakeholders - Interview or meet with individuals or groups who have a vested interest in the outcome of a Kern COG-developed plan or program. Interviews and meetings would be conducted to identify issues and concerns. Such groups may include business, neighborhood, environmental, and others.

PAC and stakeholder meetings may include the use of various public involvement techniques to keep the group informed, obtain information, identify preferences and

resolve conflicts.

Focus Groups - Kern COG may use this approach to uncover information that is difficult to access. This includes uncovering attitudes, opinions, and emotions on specific issues or topics from a group of 'screened' participants. This method may also be used to clarify issues so as to develop surveys. Kern COG will use a format that meets the current public involvement thought regarding the development of focus groups.

C. Internet

Whenever possible, Kern COG will provide access to plans and programs through Internet access. When applicable, an e-mail address will be presented and made available for public access to make and receive comments.

D. Fairs and Festivals

Kern COG will attend community fairs and festivals to present various aspects of transportation planning, programming and projects as set forth in the RTP, as well as the FTIP. Participants are encouraged to view exhibits, ask questions, consider the information and give comments. Fairs create interest and dramatize a plan, program or TIP project through visualized graphics, audiovisuals, and interaction with Kern COG staff.

E. Public Opinion Surveys

Surveys report what people know or want to know. Surveys test whether a plan, program or an element of them is acceptable to the public as it is being developed. An appropriately sized random sample will be drawn from the targeted population and surveyed to develop a sense of general public attitudes. Surveys can be formal such as a direct mailing to citizens, businesses, and community organizations or informal such as a self-administered questionnaire attached within a draft document.

G. Phone/In-person Comments

A period of time may be provided to allow citizens to telephone or walk in their comments. Kern COG's phone number and address will be provided to the media and may be included on documents related to the plan or program. Kern COG will summarize verbal comments.

Section 6. Public Involvement Policy Evaluation

- A. Significant changes to Kern COG's Public Involvement Procedures shall be published and available for a 45 day public review and comment period before final adoption.

- B. Kern COG staff and the public will review the public review process biennially.

Evaluation Methodology

In order to regularly evaluate the Public Involvement Procedures, five performance measures are proscribed:

- A. The accessibility of the outreach process to serve diverse geographic, language and ability needs.
- B. The extent or reach of the process in involving and informing as many members of the public as possible.
- C. The diversity of participants in the outreach process and its ability to reflect the broad range of ethnicities, incomes and special needs of residents in the Kern region.
- D. The impact of public outreach and involvement on the plan/program and on policy board actions.
- E. The satisfaction with the outreach process expressed by participants.

For each of these five performance measures, a set of quantifiable indicators has been established. They will be applied as appropriate to each plan/program's level requirements.

A. Accessibility Indicators:

- Meetings are held throughout the county.
- 100 percent of meetings are reasonably accessible by transit.
- All meetings are accessible under Americans with Disability Act requirements.
- Meetings are linguistically accessible to 100 percent of participants with three working days' advance request for translation. (*Meeting announcements will offer translation services with advance notice to participants speaking any language with available professional translation services.*)

B. Reach indicators

- Number of comments logged into comment tracking and response system.
- Number of individuals actively participating in outreach program.
- Number of visits to the specific section of the Kern COG Web site.
- Number of newspaper articles mentioning the plan/program.
- Number of radio/television interviews or mentions on the plan/program.

F. Diversity indicators

- Demographic of targeted workshop/charette/meeting roughly mirror the demographics of the Kern region.
- Percentage of targeted organizations and groups participating in at least one workshop/charette/meeting.

- Participants represent a cross-section of people of various interests, places of residence and primary modes of travel.

G. Impact Indicators

- 100 percent of written comments received are logged into a comment tracking system, analyzed, summarized and communicated in time for consideration by staff and the policy board.
- 100 percent of significant written comments are acknowledged so that the person making them knows whether his or her comment is reflected in the outcome of a policy board action, or, conversely, why the policy board acted differently.

H. Participant Satisfaction (*This information would be obtained via an online and written survey available on the Kern COG web site, and at each workshop/charette/public meeting involving the plan or program in question.*)

- Accessibility to meeting locations.
- Materials presented in appropriate languages for targeted audiences.
- Adequate notice of the meetings provided.
- Sufficient opportunity to comment.
- Educational value of presentations and materials.
- Understanding of other perspectives and priorities.
- Clear information at an appropriate level of detail.
- Clear understanding of items that are established policy versus those that are open to public influence.
- Quality of the discussion.
- Responsiveness to comments received.

Section 7. Media Resources

Print Media Resources

Kern County is situated in California's southern San Joaquin Valley occupying 8,075 square miles. It is the third largest county in the State, is larger than the states of Delaware, Connecticut, and Rhode Island combined, and is larger than the entire states of Massachusetts or Hawaii. The county is divided into three distinct geographical regions: The eastern third of the county is the Mojave Desert; the middle section straddles the Southern Sierra Nevada Mountains and the Transverse Ranges; the western portion is in the San Joaquin Valley. As of April 2010, the county had a population of 839,631 registering an increase of more than 178,000 people over 2000. Because of the diversity in the market profile and geography of Kern County, it is necessary to address the county in segments. Public Notices must be carefully placed depending on the project and affected communities.

Countywide Publications	Type	Adjudicated
The Bakersfield Californian	Main / Greater Kern County	X
El Mexicalo	Hispanic Interest	X
Indian Wells Valley	Type	Adjudicated
The Daily Independent	Main / Ridgecrest	X
NWC Rocketeer	Military / China Lake	--
News-Review	Main / Ridgecrest	X
Southeastern Kern County	Type	Adjudicated
Antelope Valley Press	Main / Palmdale	X
The Bulletin	Main / North Edwards	--
Desert Wings	Military / Edwards Main	--
Lancaster Desert Mailer	Lancaster / Main	X
Mojave Desert News	Main / Mojave	X
Rosamond Weekly News	Main / Rosamond	X
Southeast Kern Weekender	Ridgecrest	
Tehachapi News	Main / Tehachapi	X
Kern River Valley	Type	Adjudicated
Kern Valley Sun	Main /Lake Isabella	X
Kern River Courier	Main/Lake Isabella	
Arvin/Lamont	Type	Adjudicated
Arvin Tiller	Main /Arvin	X
El Popular	Hispanic Interest	X
Lamont Reporter	Main / Lamont	X
Southwestern Kern County	Type	Adjudicated
The Pine Mountain Pioneer	Main / Frazier (monthly)	--
Mountain Enterprise	Main / Frazier Park (weekly)	X
Metropolitan Bakersfield	Type	Adjudicated
The Bakersfield Californian	Main / Kern County	X
Bakersfield News Observer	African-American Interest	X
El Mexicalo	Hispanic Interest	X
El Popular	Hispanic Interest	X
Northwest Kern County	Type	Adjudicated
Delano Record	Main / Delano	--
El Popular	Hispanic Interest	X
Shafter Press	Main / Shafter	X
Wasco Tribune	Main / Wasco	X
Western Kern County	Type	Adjudicated
The Midway Driller	Main / Taft	X

Section 8. Legal and Display Ad Minimum Requirements

Legal Notice:

Date, time, and place of public hearing or meeting;
Identity of the hearing body or officer;
General explanation of the matter to be considered;
General description, in text or by diagram, of the location of the real property, if any, that is the subject of the hearing or meeting;
The following statement when appropriate – "Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public meeting/hearing."

Kern Council of Governments
Address
Contact name
Telephone number
Web site: www.kerncog.org
E-mail: rbrummett@kerncog.org

Notice of Intent to Adopt:

Period during which comments will be received;
Date, time, and place of any public meetings or hearings on the proposed project;
Brief description of the proposed project and its location;
Address where copies of the proposed negative declaration are available for review;
The following statement when appropriate – "Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public meeting/hearing."

Kern Council of Governments
Address
Contact name
Telephone number
Web site: www.kerncog.org
E-mail: rbrummett@kerncog.org

Notice of Determination: – Filed ONLY with Kern County Clerk's Office

Information identifying the project, including common name and location;
Brief description of the project;
Date on which Kern COG determines the project will not cause any significant adverse environmental effects;
Address where copy of the negative declaration may be examined;
The following statement – "Kern COG has complied with the California Environmental Quality Act in the preparation of this negative declaration;"
The following statement when appropriate – "Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process."

Kern Council of Governments
Address
Contact name
Telephone number
TTY number
Fax number
Web site address
Project manager e-mail address

Notice of Preparation:

- A. Description of project;
- B. Project location on a map;
- C. Discussion of probable environmental effects of project;
- D. The following statement when appropriate - "Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process."

Kern Council of Governments
Address
Contact name
Telephone number
TTY number
Fax number
Web site address
Project manager e-mail address

Notice of Completion:

- A. Description of project;
- B. Project location;
- C. Date, time, and place of any public meetings or hearings on the proposed project;
- D. Address where copies of the Draft EIR are available for review;
- E. Period during which comments will be received;
- F. The following statement when appropriate - "Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process."

Kern Council of Governments
Address
Contact name
Telephone number
TTY number
Fax number
Web site address
Project manager e-mail address

Sample Notice

Notice of Public Hearing

Date

Before the Kern Council of Governments (Kern COG) in the matter of STATE
PURPOSE OF PUBLIC HEARING:

A. WHEREAS, Kern COG, in its capacity as the INSERT DESIGNATION will hold a public hearing to receive public comments regarding the INSERT PLAN, PROJECT, PROGRAM and

B. WHEREAS, NAME DOCUMENT AND PURPOSE

NOTICE IS HEREBY GIVEN THAT:

A. A PUBLIC HEARING will be held in the Kern COG conference room, 1401 19th Street, Suite 300, Bakersfield, California at 7:00 pm, on Thursday, STATE DATE, for the purpose of receiving public comments and testimony regarding INSERT PLAN, PROJECT, OR PROGRAM. This hearing will be a part of a regularly scheduled meeting of the Kern Council of Governments.

B. The INSERT PLAN, PROJECT, OR PROGRAM will be considered for INSERT ACTION by the Kern Council of Governments following the public hearing.

C. Any person wishing to present testimony related to INSERT PLAN, PROJECT, OR PROGRAM may be heard, or may submit written comments to Kern COG, 1401 19th Street, Suite 300, Bakersfield, California 93301, for inclusion in the official record of the hearing. Individuals with disabilities may call Kern COG to request auxiliary aids necessary to participate in the public review process.

Ronald E. Brummett,
Executive Director
Kern Council of Governments
(661) 861-2191
TTY (661) 832- 7433
Fax: (661) 324-8215
Web site: www.kerncog.org
rbrummett@kerncog.org
DATE OF PUBLICATION

Display ads

Newspaper display ads, which may be inserted anywhere in the paper and are not confined to the classified section, will be used for the following documents: Regional Transportation Plan; Regional Transportation Improvement Program; Federal

Transportation Improvement Program; all corridor studies; transit studies, including the unmet transit needs process; and all special studies.

These advertisements should run at the beginning, middle, and toward the end of the document development process. They will announce either a public input period, draft review availability or a final review period.

Display ads should be no smaller than 2 columns in width by no less than 4 inches deep. If financial constraints allow, display ads should run 2 columns wide by 7 inches deep or larger.

Given the larger canvas with which to work, display ads should contain at least one art element by which to draw the eye. This should include, but not necessarily be limited to the Kern COG logo. The number of different fonts used should be limited to two.

Sign In Sheets

Have a sign-in sheet available. This will become part of Kern COGs official record. Make sure people write legibly, this information will become a part of the mailing list. At a minimum, include: name, address (street, city, zip), daytime contact telephone number and e-mail address. The information needed from the sign-in sheet may vary from meeting to meeting. If quite a bit of information is needed, consider developing an information card that attendees can complete at their seat.

Have Kern COG materials available

Several items will help the public to understand the purpose of the agency, the project and Kern COGs role. Many questions as can be answered prior to the meeting, which will save time during the meeting.

- A. Comment Sheets
- B. Project Information Guide
- C. Kern COG Information Guide
- D. Presentation-specific support materials

Visual Aids

- A. PowerPoint presentation
- B. Slides
- C. Enlarged diagrams and graphs
- D. Enlarged maps
- E. Videos
- F. Handouts

Anticipate Questions

Anticipated questions should be developed and answered when the Project Information Guide is created. However, it is likely the audience will have many more. The process of transportation planning is not an easy one to grasp. Many members of the audience will have wishes and desires that simply cannot be fulfilled. How staff responds to

questions or statements of desire will make a difference with their opinion of Kern COGs efforts to involve the public. Kern COG staff should create ways of telling the audience the planning process instead of telling the audience "No, we can't."

Are there creative ways to help the audience understand that transportation planning is a dynamic give-and-take process.

ATTACHEMENT I-4

Kern County Health Statistics-2015

KERN COUNTY'S HEALTH STATUS PROFILE FOR 2015

MORTALITY									
RANK ORDER	HEALTH STATUS INDICATOR	2011-2013 DEATHS (AVERAGE)	CRUDE DEATH RATE	AGE-ADJUSTED DEATH RATE	95% CONFIDENCE LIMITS LOWER UPPER		NATIONAL OBJECTIVE	AGE-ADJUSTED CALIFORNIA CURRENT	DEATH RATE COUNTY PREVIOUS
48	ALL CAUSES	5,492.7	642.0	802.9	781.3	824.6	a	641.1	833.4
32	ALL CANCERS	1,075.3	125.7	154.4	144.9	163.8	161.4	151.0	166.6
21	COLORRECTAL CANCER	89.3	10.4	12.7	10.2	15.7	14.5	13.9	14.1
40	LUNG CANCER	278.0	32.5	40.6	35.7	45.5	45.5	33.6	44.5
32	FEMALE BREAST CANCER	78.0	18.8	20.6	16.3	25.7	20.7	20.7	21.9
41	PROSTATE CANCER	59.0	13.4	22.3	17.0	28.8	21.8	20.2	24.8
58	DIABETES	236.3	27.6	34.7	30.2	39.2	b	20.8	31.1
45	ALZHEIMER'S DISEASE	218.0	25.5	36.8	31.9	41.7	a	30.8	34.9
54	CORONARY HEART DISEASE	878.3	102.7	134.2	125.1	143.2	103.4	103.8	152.0
34	CEREBROVASCULAR DISEASE (STROKE)	243.3	28.4	37.7	32.9	42.5	34.8	35.9	43.9
40	INFLUENZA/PNEUMONIA	109.0	12.7	16.4	13.2	19.5	a	16.3	22.4
52	CHRONIC LOWER RESPIRATORY DISEASE	385.3	45.0	58.5	53.5	65.5	a	35.9	71.2
30	CHRONIC LIVER DISEASE AND CIRRHOSIS	99.7	11.6	12.6	10.3	15.3	8.2	11.7	13.6
38	ACCIDENTS (UNINTENTIONAL INJURIES)	346.3	40.5	42.9	38.3	47.5	36.4	27.9	42.6
39	MOTOR VEHICLE TRAFFIC CRASHES	111.3	13.0	13.0	10.6	15.5	12.4	7.6	15.2
31	SUICIDE	102.0	11.9	12.6	10.1	15.1	10.2	10.2	10.8
51	HOMICIDE	69.7	8.1	8.2	6.4	10.4	5.5	5.1	9.0
38	FIREARM-RELATED DEATHS	93.7	10.9	11.5	9.3	14.0	9.3	7.8	11.8
47	DRUG-INDUCED DEATHS	168.6	19.6	20.3	17.2	23.5	11.3	11.1	17.6

MORBIDITY									
RANK ORDER	HEALTH STATUS INDICATOR	2011-2013 CASES (AVERAGE)	CRUDE CASE RATE	95% CONFIDENCE LIMITS LOWER UPPER		NATIONAL OBJECTIVE	CALIFORNIA CURRENT	CRUDE CASE RATE COUNTY PREVIOUS	
50	AIDS INCIDENCE (AGE 13 AND OVER)	43.3	6.4	4.7	8.7	12.4	8.1	9.4	
58	CHLAMYDIA INCIDENCE	6,033.0	705.2	687.4	723.0	c	442.6	644.9	
66	GONORRHEA INCIDENCE FEMALE AGE 15-44	539.3	312.4	286.1	338.8	251.9	152.8	284.0	
57	GONORRHEA INCIDENCE MALE AGE 15-44	619.3	312.6	287.9	337.2	194.8	213.1	183.9	
38	TUBERCULOSIS INCIDENCE	34.0	4.0	2.8	5.6	1.0	5.9	5.1	

INFANT MORTALITY									
RANK ORDER	HEALTH STATUS INDICATOR	2010-2012 DEATHS (AVERAGE)	BIRTH COHORT (BC) INFANT DEATH RATE	95% CONFIDENCE LIMITS LOWER UPPER		NATIONAL OBJECTIVE	BC INFANT CALIFORNIA CURRENT	DEATH RATE COUNTY PREVIOUS	
38	INFANT MORTALITY: ALL RACES	63.0	5.8	4.6	7.1	6.0	4.8	7.2	
25	INFANT MORTALITY: ASIAN/PI	1.0	2.0	0.1	11.1	6.0	3.6	4.6	
38	INFANT MORTALITY: BLACK	7.0	6.5	3.4	17.5	6.0	9.8	14.7	
42	INFANT MORTALITY: HISPANIC	51.7	5.9	4.4	7.8	6.0	4.7	6.8	
43	INFANT MORTALITY: WHITE	22.0	5.5	3.4	8.3	6.0	3.9	6.8	

NATALITY									
RANK ORDER	HEALTH STATUS INDICATOR	2011-2013 BIRTHS (AVERAGE)	PERCENT	95% CONFIDENCE LIMITS LOWER UPPER		NATIONAL OBJECTIVE	CALIFORNIA CURRENT	PERCENTAGE COUNTY PREVIOUS	
46	LOW BIRTHWEIGHT INFANTS	1,018.0	7.1	6.7	7.5	7.8	6.8	7.1	
36	FIRST TRIMESTER PRENATAL CARE	10,454.3	76.2	74.7	77.6	77.9	83.6	75.2	
44	ADEQUATE/ADEQUATE PLUS PRENATAL CARE	9,551.3	72.7	71.3	74.2	77.6	79.2	70.6	

AGE-SPECIFIC BIRTH RATES									
RANK ORDER	HEALTH STATUS INDICATOR	2011-2013 BIRTHS (AVERAGE)	AGE-SPECIFIC BIRTH RATE	95% CONFIDENCE LIMITS LOWER UPPER		NATIONAL OBJECTIVE	AGE-SPECIFIC CALIFORNIA CURRENT	BIRTH RATE COUNTY PREVIOUS	
58	BIRTHS TO MOTHERS AGED 15-19	1,681.7	49.0	46.6	51.3	a	25.5	62.6	

BREASTFEEDING									
RANK ORDER	HEALTH STATUS INDICATOR	2011-2013 BIRTHS (AVERAGE)	PERCENT	95% CONFIDENCE LIMITS LOWER UPPER		NATIONAL OBJECTIVE	CALIFORNIA CURRENT	PERCENTAGE COUNTY PREVIOUS	
55	BREASTFEEDING INITIATION	10,598	86.3	84.6	87.9	81.9	92.3	d	

CENSUS									
RANK ORDER	HEALTH STATUS INDICATOR	2012 NUMBER	PERCENT	95% CONFIDENCE LIMITS LOWER UPPER		NATIONAL OBJECTIVE	CALIFORNIA CURRENT	PERCENTAGE COUNTY PREVIOUS	
53	PERSONS UNDER 18 IN POVERTY	84,192	33.5	33.3	33.7	a	23.6	34.5	

- Rates, percentages and confidence limits are not calculated for zero events.
 a Rates are deemed unreliable based on fewer than 20 data elements.
 b Healthy People 2020 (HP 2020) National Objective has not been established.
 c National Objective is based on both underlying and contributing cause of death which requires use of multiple cause of death files. California's data exclude multiple-contributing causes of death.
 d Prevalence data are not available in all California counties to evaluate the Healthy People 2020 National Objective STD-1, as the Healthy People objective is restricted to females who are 15-24 years old and identified at a family planning clinic, and males and females under 24 years old who participate in a national job-training program.
 e Data not available
 Note Crude death rates, crude case rates, and age-adjusted death rates are per 100,000 population. Birth cohort infant death rates are per 1,000 live births. The age-specific birth rates are per 1,000 female population aged 15 to 19 years old.
 County Previous refers to previous period rates. Those periods vary by type of rate: Mortality 2008-2010, Morbidity 2008-2010, Infant Mortality 2007-2009, Natality 2006-2010, Census 2011
 Sources State of California, Department of Finance, Race/Hispanics Population with Age and Gender Detail, 2000-2010 Sacramento, California, September 2012.
 State of California, Department of Finance, Report P-3: State and County Population Projections by Race/Ethnicity, Detailed Age, and Gender, 2010-2060. Sacramento, California, January 2013.
 California Department of Public Health, 2011-2013 Death Statistical Master Files.
 California Department of Public Health, Office of AIDS, HIV/AIDS Surveillance Section, data as of 12/31/2014.
 California Department of Public Health, STD Control Branch, Data Request, October 2014, Chlamydia data.
 California Department of Public Health, STD Control Branch, Data Request, September 2014, Gonorrhea data.
 California Department of Public Health, Tuberculosis Control Branch, Report on Tuberculosis in California, 2013, Richmond, CA, July 2014, Page 27.
 California Department of Public Health, 2010-2012 Birth Cohort-Perinatal Outcome Files.
 California Department of Public Health, 2011-2013 Birth Statistical Master Files.
 California Department of Public Health, Center for Family Health, Genetic Disease Screening Program, Newborn Screening Data, 2011-2013.
 California Department of Public Health, Center for Family Health, Maternal, Child and Adolescent Health Program.
 U.S. Census Bureau, Small Area Income and Poverty Estimates. <http://www.census.gov/oid/www/saiper/data/statercounty/data/2012.html>. Accessed October 2014

ATTACHMENT I-5

Kern County Census Tract Information-2013

Kern County Census Tracts Ranked by
 Percentage of California Median Household Income, 2013

Source: United States Census, American Community Survey, 2013

Census Tract Number	2013 Population	2013 Median HH Income	Percent of Calif. Median HH Income
Census Tract 4	4,418	\$18,255	29.88%
Census Tract 16	1,354	\$18,942	31.00%
Census Tract 20	7,688	\$20,529	33.60%
Census Tract 6	6,857	\$21,173	34.66%
Census Tract 22	5,940	\$21,295	34.86%
Census Tract 14	8,301	\$21,789	35.66%
Census Tract 52.04	5,481	\$21,792	35.67%
Census Tract 12.02	5,566	\$22,847	37.40%
Census Tract 44.02	4,934	\$23,692	38.78%
Census Tract 28.12	5,441	\$24,201	39.61%
Census Tract 11.03	5,321	\$24,223	39.65%
Census Tract 12.01	3,277	\$24,413	39.96%
Census Tract 25	9,107	\$24,762	40.53%
Census Tract 21	3,171	\$25,429	41.62%
Census Tract 2	7,468	\$25,577	41.86%
Census Tract 13	6,949	\$26,299	43.05%
Census Tract 23.01	9,657	\$27,365	44.79%
Census Tract 3	4,154	\$27,480	44.98%
Census Tract 64.04	3,507	\$27,692	45.33%
Census Tract 15	2,620	\$27,882	45.64%
Census Tract 23.02	3,285	\$28,053	45.92%
Census Tract 48	10,336	\$28,722	47.01%
Census Tract 50.03	3,361	\$28,882	47.27%
Census Tract 31.21	8,663	\$30,069	49.22%
Census Tract 65	3,009	\$30,084	49.24%
Census Tract 52.03	4,466	\$30,119	49.30%
Census Tract 11.02	6,736	\$30,676	50.21%
Census Tract 19.02	5,088	\$30,781	50.38%
Census Tract 63.03	7,114	\$31,530	51.61%
Census Tract 59	3,463	\$31,579	51.69%
Census Tract 63.04	3,724	\$31,786	52.03%
Census Tract 31.03	3,792	\$31,885	52.19%
Census Tract 49.01	5,197	\$32,019	52.41%
Census Tract 47.02	4,143	\$32,173	52.66%
Census Tract 45	3,641	\$32,364	52.97%
Census Tract 63.01	4,204	\$33,504	54.84%
Census Tract 64.01	8,835	\$33,585	54.97%
Census Tract 28.13	4,108	\$34,091	55.80%

Census Tract	53	2,248	\$34,219	56.01%
Census Tract	30	8,057	\$35,240	57.68%
Census Tract	28.14	4,352	\$36,105	59.10%
Census Tract	50.04	6,837	\$36,250	59.33%
Census Tract	56	2,316	\$36,308	59.43%
Census Tract	27	5,991	\$36,327	59.46%
Census Tract	51.03	2,210	\$36,451	59.66%
Census Tract	47.01	8,959	\$36,654	60.00%
Census Tract	24	7,759	\$36,956	60.49%
Census Tract	26	3,657	\$37,250	60.97%
Census Tract	31.13	5,007	\$37,283	61.03%
Census Tract	41.02	5,353	\$37,566	61.49%
Census Tract	34	4,115	\$37,647	61.62%
Census Tract	64.03	6,288	\$38,068	62.31%
Census Tract	1.02	3,210	\$38,268	62.64%
Census Tract	39	2,876	\$38,578	63.15%
Census Tract	33.03	1,609	\$38,929	63.72%
Census Tract	31.15	5,562	\$39,026	63.88%
Census Tract	62.01	3,191	\$39,039	63.90%
Census Tract	58.02	7,633	\$39,272	64.28%
Census Tract	42	1,279	\$39,286	64.30%
Census Tract	60.04	1,747	\$39,349	64.41%
Census Tract	11.01	4,316	\$39,432	64.54%
Census Tract	9.06	3,932	\$42,246	69.15%
Census Tract	62.02	6,402	\$42,568	69.68%
Census Tract	40	7,724	\$42,572	69.68%
Census Tract	29	7,151	\$42,862	70.16%
Census Tract	52.01	5,152	\$43,113	70.57%
Census Tract	28.04	2,614	\$43,140	70.61%
Census Tract	31.22	8,558	\$43,488	71.18%
Census Tract	5.04	4,432	\$43,646	71.44%
Census Tract	19.01	3,739	\$43,850	71.77%
Census Tract	28.17	4,712	\$44,007	72.03%
Census Tract	49.02	8,740	\$44,051	72.10%
Census Tract	35	6,499	\$44,167	72.29%
Census Tract	55.08	5,288	\$44,219	72.38%
Census Tract	28.16	5,909	\$44,261	72.45%
Census Tract	43.01	7,919	\$44,513	72.86%
Census Tract	61	8,479	\$44,574	72.96%
Census Tract	28.15	4,850	\$44,688	73.15%
Census Tract	44.01	7,187	\$45,346	74.22%
Census Tract	9.05	2,915	\$47,270	77.37%
Census Tract	36	4,955	\$47,457	77.68%
Census Tract	33.04	4,607	\$47,865	78.35%
Census Tract	9.07	2,486	\$48,274	79.02%
Census Tract	46.04	13,987	\$48,561	79.49%
Census Tract	32.02	16,967	\$48,582	79.52%

Census Tract	18.01	6,304	\$48,720	79.75%
Census Tract	41.01	4,932	\$49,076	80.33%
Census Tract	17	3,846	\$49,810	81.53%
Census Tract	55.06	5,654	\$50,305	82.34%
Census Tract	60.03	5,333	\$51,000	83.48%
Census Tract	31.14	7,548	\$51,897	84.95%
Census Tract	33.06	4,468	\$52,019	85.15%
Census Tract	31.12	5,802	\$52,119	85.31%
Census Tract	33.05	3,409	\$53,488	87.55%
Census Tract	28.19	4,392	\$53,906	88.23%
Census Tract	1.01	12,889	\$54,074	88.51%
Census Tract	9.04	4,190	\$54,135	88.61%
Census Tract	37	3,921	\$55,093	90.18%
Census Tract	54.04	6,965	\$55,756	91.26%
Census Tract	54.03	7,709	\$56,387	92.30%
Census Tract	9.1	10,323	\$56,563	92.58%
Census Tract	60.07	6,657	\$56,698	92.80%
Census Tract	7	5,027	\$58,068	95.05%
Census Tract	31.24	5,363	\$58,103	95.10%
Census Tract	9.02	3,893	\$58,226	95.31%
Census Tract	55.07	7,408	\$58,351	95.51%
Census Tract	.10	10,198	\$58,438	95.65%
Census Tract	8	4,809	\$59,896	98.04%
Census Tract	32.05	10,213	\$60,436	98.92%
Census Tract	54.01	6,391	\$60,460	98.96%
Census Tract	18.02	5,216	\$60,554	99.12%
Census Tract	28.06	1,912	\$61,458	100.60%
Census Tract	9.03	4,068	\$61,506	100.67%
Census Tract	5.06	2,764	\$62,259	101.91%
Census Tract	57	2,439	\$63,529	103.99%
Census Tract	38.07	2,739	\$64,975	106.35%
Census Tract	9.08	5,631	\$65,909	107.88%
Census Tract	55.01	5,866	\$66,881	109.47%
Census Tract	28.21	4,676	\$67,554	110.57%
Census Tract	32.06	13,303	\$68,621	112.32%
Census Tract	60.06	3,126	\$69,531	113.81%
Census Tract	38.11	2,548	\$69,554	113.85%
Census Tract	38.08	4,045	\$69,696	114.08%
Census Tract	38.12	4,707	\$71,065	116.32%
Census Tract	28.08	8,138	\$71,929	117.73%
Census Tract	51.04	3,334	\$73,889	120.94%
Census Tract	28.18	3,805	\$75,298	123.25%
Census Tract	60.08	6,125	\$76,532	125.27%
Census Tract	54.02	5,058	\$77,007	126.05%
Census Tract	31.23	16,673	\$77,362	126.63%
Census Tract	5.07	3,716	\$81,438	133.30%
Census Tract	58.01	6,616	\$82,389	134.86%

Census Tract	28.2	6,128	\$86,263	141.20%
Census Tract	38.03	4,891	\$91,125	149.16%
Census Tract	32.03	2,098	\$91,375	149.56%
Census Tract	38.05	9,082	\$94,079	153.99%
Census Tract	38.06	4,564	\$94,100	154.02%
Census Tract	38.09	11,185	\$96,716	158.31%
Census Tract	5.05	3,519	\$97,500	159.59%
Census Tract	38.04	15,041	\$98,185	160.71%
Census Tract	32.04	8,663	\$103,193	168.91%
Census Tract	5.03	6,856	\$103,947	170.14%
Census Tract	9.09	2,179	\$104,250	170.64%
Census Tract	28.07	3,525	\$104,425	170.93%
Census Tract	38.1	2,516	\$108,774	178.04%
Census Tract	38.13	7,583	\$113,145	185.20%
Census Tract	28.11	3,388	\$116,042	189.94%
Census Tract	43.02	6,047	-	Prison
Census Tract	46.01	4,671	-	Prison
Census Tract	46.03	2,826	-	Prison
Census Tract	60.02	5,141	-	Prison

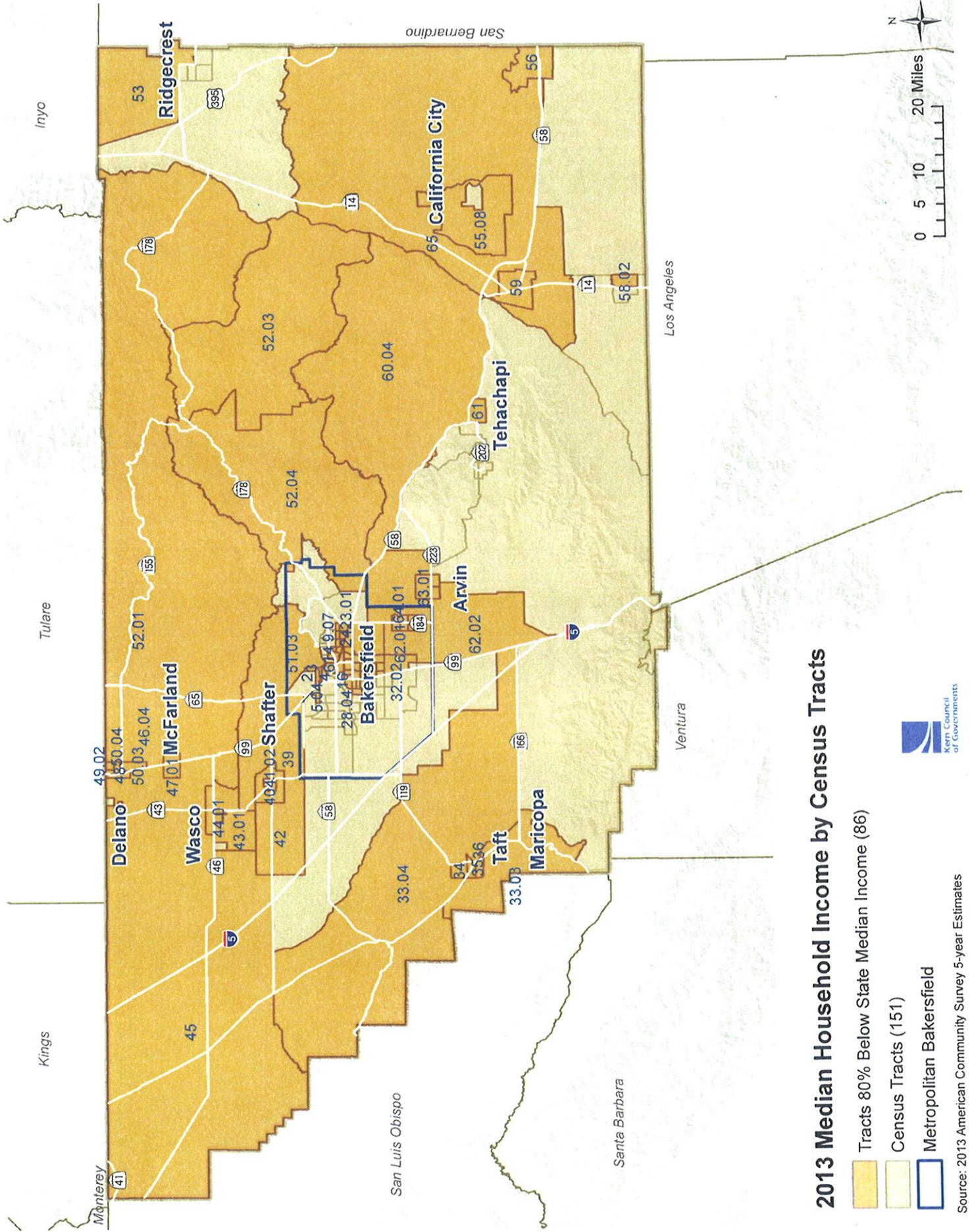
**Kern County Census Designated Place and City
 Median Household Income and Percentage of California
 Median Household Income 2013**

Source: United States Census, American Community Survey, 2013

Place		Median HH Income, 2013	Percentage of Calif Med HH Income
Lake Isabella CDP, California	Estimate	\$20,678	33.85%
Mexican Colony CDP, California	Estimate	\$21,250	34.78%
Bodfish CDP, California	Estimate	\$21,461	35.13%
Weidon CDP, California	Estimate	\$24,972	40.87%
Randsburg CDP, California	Estimate	\$26,280	43.02%
Smith Corner CDP, California	Estimate	\$26,290	43.03%
Weedpatch CDP, California	Estimate	\$28,508	46.66%
Wofford Heights CDP, California	Estimate	\$28,917	47.33%
Mountain Mesa CDP, California	Estimate	\$29,712	48.63%
China Lake Acres CDP, California	Estimate	\$30,250	49.51%
Lost Hills CDP, California	Estimate	\$30,795	50.41%
Mojave CDP, California	Estimate	\$32,039	52.44%
Onyx CDP, California	Estimate	\$32,679	53.49%
McKittrick CDP, California	Estimate	\$33,125	54.22%
Oildale CDP, California	Estimate	\$33,305	54.51%
Fuller Acres CDP, California	Estimate	\$34,063	55.76%
Lamont CDP, California	Estimate	\$34,672	56.75%
Buttonwillow CDP, California	Estimate	\$34,732	56.85%
Edmundson Acres CDP, California	Estimate	\$35,833	58.65%
Boron CDP, California	Estimate	\$36,308	59.43%
Ford City CDP, California	Estimate	\$37,171	60.84%
Mettler CDP, California	Estimate	\$38,750	63.43%
North Edwards CDP, California	Estimate	\$39,063	63.94%
South Taft CDP, California	Estimate	\$40,027	65.52%
Cherokee Strip CDP, California	Estimate	\$43,125	70.59%
Pine Mountain Club CDP, California	Estimate	\$44,608	73.02%
Tupman CDP, California	Estimate	\$46,250	75.70%
Valley Acres CDP, California	Estimate	\$46,531	76.16%
Dustin Acres CDP, California	Estimate	\$47,763	78.18%
Lake of the Woods CDP, California	Estimate	\$48,750	79.80%
Inyokern CDP, California	Estimate	\$50,250	82.25%
Taft Heights CDP, California	Estimate	\$50,929	83.36%
Frazier Park CDP, California	Estimate	\$54,070	88.50%
Stallion Springs CDP, California	Estimate	\$54,649	89.45%
Kernville CDP, California	Estimate	\$56,753	92.89%
Golden Hills CDP, California	Estimate	\$59,353	97.15%
Derby Acres CDP, California	Estimate	\$59,464	97.33%

Rosamond CDP, California	Estimate	\$60,540	99.09%
Fellows CDP, California	Estimate	\$61,000	99.85%
Greenacres CDP, California	Estimate	\$62,411	102.16%
Lebec CDP, California	Estimate	\$63,851	104.51%
Keene CDP, California	Estimate	\$71,042	116.28%
Bear Valley Springs CDP, California	Estimate	\$77,077	126.16%
Squirrel Mountain Valley CDP, California	Estimate	\$105,234	172.25%
Johannesburg CDP, California	Estimate	-	#VALUE!

Maricopa city, California	Estimate	\$32,639	53.42%
Arvin city, California	Estimate	\$32,999	54.01%
Delano city, California	Estimate	\$35,122	57.49%
McFarland city, California	Estimate	\$35,433	58.00%
Wasco city, California	Estimate	\$39,061	63.94%
Shafter city, California	Estimate	\$41,974	68.70%
Tehachapi city, California	Estimate	\$43,949	71.94%
Taft city, California	Estimate	\$50,441	82.56%
California City city, California	Estimate	\$51,131	83.69%
Bakersfield city, California	Estimate	\$56,204	92.00%
Ridgecrest city, California	Estimate	\$60,182	98.51%

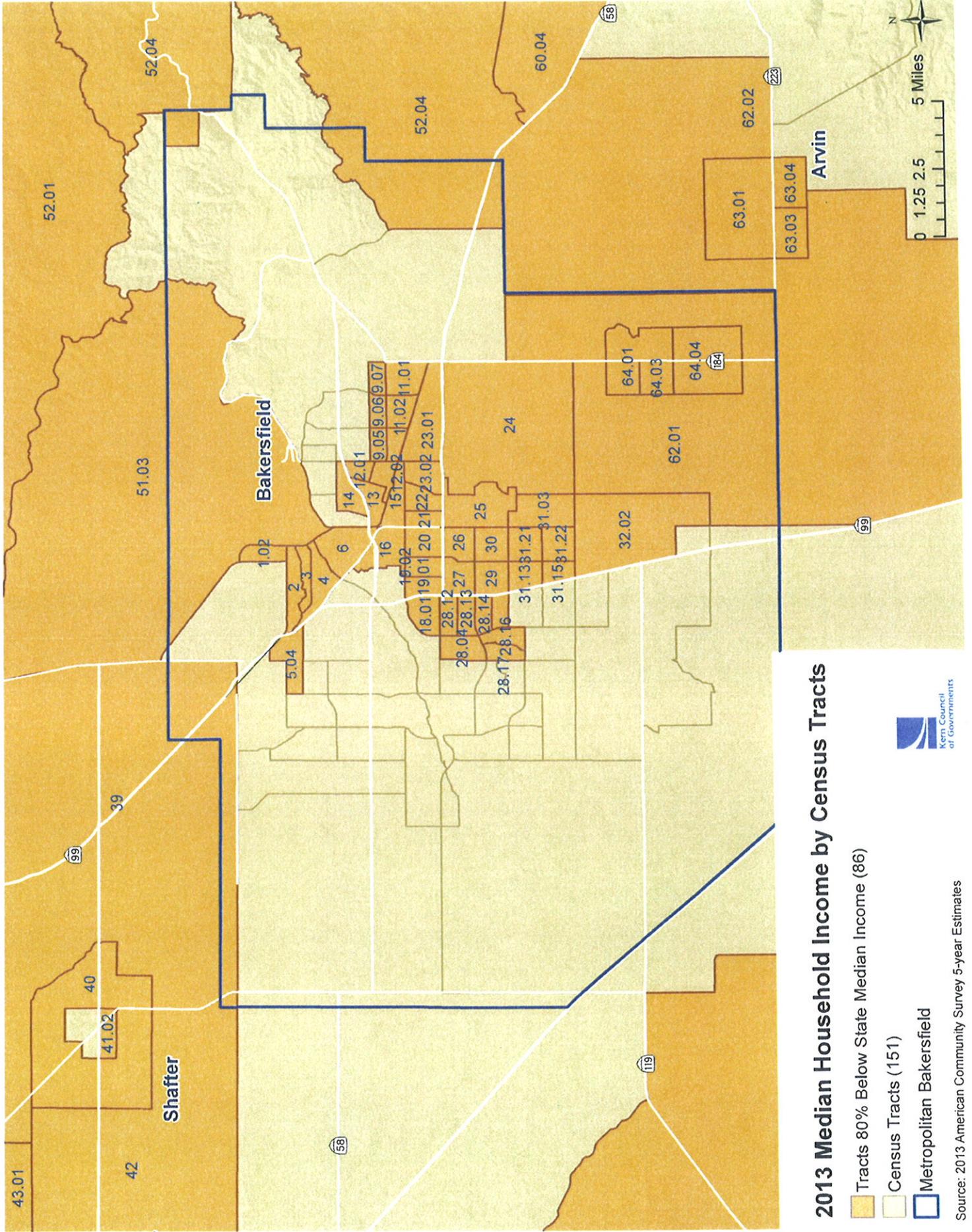


2013 Median Household Income by Census Tracts

- Tracts 80% Below State Median Income (86)
- Census Tracts (151)
- Metropolitan Bakersfield

Source: 2013 American Community Survey 5-year Estimates





43.01

42

41.02

40

Shafter

39

99

58

Bakersfield

51.03

52.01

52.04

52.04

60.04

58

63.01

63.03

63.04

Arvin

62.02

225

0 1.25 2.5 5 Miles



64.01

64.03

62.01

64.04

184

24

32.02

99

119

1.02

2

3

4

5.04

6

14

13

9.05

9.06

9.07

15.02

15.02

11.02

11.01

18.01

19.01

20.21

22.02

23.02

23.01

28.12

28.04

28.13

28.14

28.14

28.16

28.17

28.16

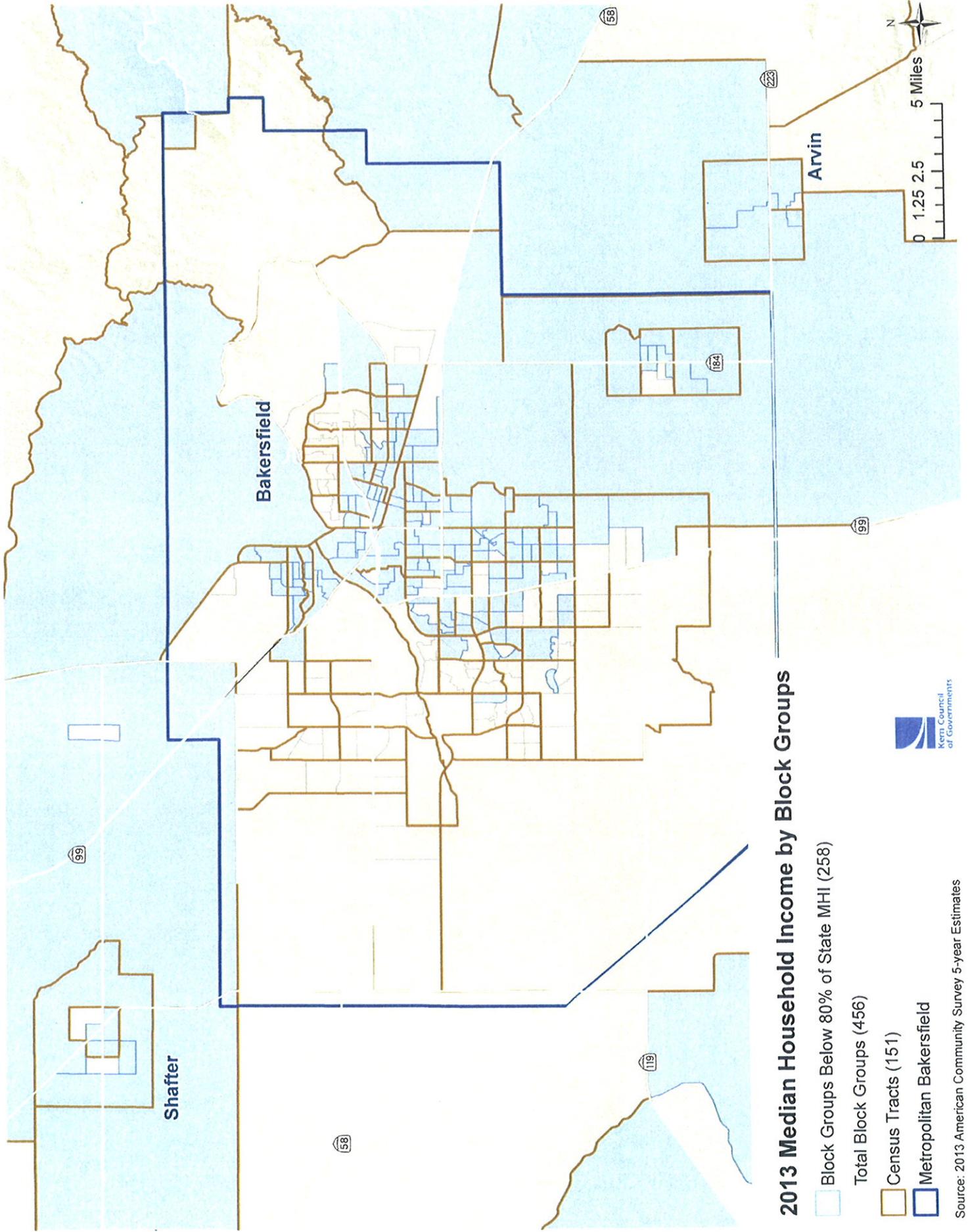
31.13

31.21

31.03

31.15

31.22



2013 Median Household Income by Block Groups

- Block Groups Below 80% of State MHI (258)
- Total Block Groups (456)
- Census Tracts (151)
- Metropolitan Bakersfield



Source: 2013 American Community Survey 5-year Estimates

ATTACHMENT J

**KERN COUNTY
ROADS DEPARTMENT
CRAIG M. POPE, P.E., DIRECTOR**



2700 "M" STREET, SUITE 400, BAKERSFIELD, CA 93301-2370
Phone: (661) 862-8850
FAX: (661) 862-8851
Toll Free: (800) 552-5376 Option 5
TTY Relay: (800) 735-2929
email: roads@co.kern.ca.us
website: www.co.kern.ca.us/roads

May 26, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

To Whom it May Concern:

The Kern County Roads Department supports the Kern Council of Government's Active Transportation Program application for the development of an Active Transportation Plan for Kern County. If funded, the Plan will provide the information and knowledge to identify needed active transportation infrastructure needs within the County of Kern and develop a framework as to how to prioritize projects within the region.

The Active Transportation Plan will identify areas most in need of improvement and help guide our department in the selection of future projects.

Thank you for your earnest consideration of this project.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Bob Neath".

Bob Neath
Engineering Manager

LEGISLATIVE CAUCUSES:
AVIATION CAUCUS
CHAIR
OUTDOOR SPORTING CAUCUS
CO-CHAIR
INLAND SOUTHERN
CALIFORNIA CAUCUS
RURAL CAUCUS
VALLEY CAUCUS
WOMEN'S CAUCUS
BOARDS:
WILDLIFE CONSERVATION
BOARD
STATE ALLOCATION BOARD

California State Senate



JEAN FULLER
SENATOR, SIXTEENTH DISTRICT

STANDING COMMITTEES
RULES
VICE CHAIR
ENERGY, UTILITIES &
COMMUNICATIONS
VICE CHAIR
PUBLIC EMPLOYMENT
RETIREMENT SYSTEM
NATURAL RESOURCES &
WATER
SELECT COMMITTEES:
AUTISM & RELATED
DISORDERS
CALIFORNIA PORTS &
GOODS MOVEMENT
CLIMATE CHANGE & AB 32
IMPLEMENTATION
DEFENSE & AEROSPACE
EMERGING TECHNOLOGY,
BIOTECHNOLOGY & GREEN
ENERGY JOBS
THE SACRAMENTO
SAN JOAQUIN DELTA
SUBCOMMITTEES
ENERGY, UTILITIES &
COMMUNICATIONS,
SUBCOMMITTEE ON GAS &
ELECTRIC INFRASTRUCTURE
SAFETY
JOINT COMMITTEES
LEGISLATIVE AUDIT
RULES
BUDGET

March 26, 2015

California Department of Transportation
Division of Local Assistance, MS 1
Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Letter of Support for Kern Council of Governments Active Transportation Program Grant
Application

To Whom It May Concern,

I am writing to offer my support for the Kern Council of Governments and its Active Transportation Program grant application.

If successful, funds will be used to develop and Active Transportation Plan for the Kern County, which would provide much needed information to identify active transportation infrastructure needs within County of Kern and develop a framework to prioritized infrastructure projects throughout the Kern County region.

The Kern County region span over 8,000 square miles, encompasses distinct geographies, and many diverse communities. Many areas with the county have household incomes well below the state average and do not enjoy the benefit of safe and adequate pedestrian or bicycle infrastructure. Therefore, the development of Active Transportation Plan is much needed to help identify the areas within the county in most need.

It is for these reasons that I am pleased to offer this letter of support. Should you have questions regarding this letter, or require additional information, please do not hesitate to contact me directly at (661) 323-0443.

Sincerely,

A handwritten signature in cursive script that reads "Jean Fuller".

JEAN FULLER
California State Senate
16th District



May 21, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Re: Letter of Support for the Kern Council of Governments Active Transportation Plan Application

To Whom it May Concern:

California Walks, a statewide non-profit organization that has worked with Greenfield Walking Group, CARA CAT (California Alliance of Retired Americans, Kern County Community Action Team), South Kern BHC (Building Healthy Communities), its Environmental Action and Recreation Teams, and their coalitions of community organizational partners and individual residents in community engagement which strongly supports the Kern Council of Government's Active Transportation Program application for the development of an Active Transportation Plan for Kern County. Kern County qualifies as a disadvantaged community based on median income at a rate less than 80% of California median income (per the American Community survey).

The Kern COG/Countywide Active Transportation Plan is design to provide the all of the information required of ATP-funded plans. Community residents and organizations raised the need for an Active Transportation Plan throughout the KernCOG RTP SCS community outreach. KernCOG's multi-year robust RTP SCS community engagement process of public workshops, pop-up engagement events at the county fair and elsewhere which gathered input from nearly 5000 residents, web-based engagement, local community workshops and City Council agendized engagement and ongoing community participation in KernCOG 's advisory committees (RPAC, TTAC and EJ Equity), influenced KernCOG to expand active transportation within the Kern COG Regional Transportation Plan Sustainable Community Strategy.

This commitment includes, with the creation of active transportation plan ATP eligibility, expanding from pedestrian facilities inventory and local bicycle plans to a robust COG-wide comprehensive Active Transportation Plan to prioritize and guide KernCOG's active transportation investments moving forward. The Kern ATP proposes, based on the community input from engagement with local jurisdictions, public agencies, community partners and residents, building on its RTP SCS successful process, to identify active transportation infrastructure and programmatic needs within the County of Kern and develop a framework as to how to prioritize projects and programs across the region.

The Kern region is very large (over 8,000 square miles), has three distinct geographies and many different, diverse communities. Most communities have household incomes well below the state average and lack pedestrian or bicycle infrastructure present. KernCOG's Active Transportation Plan will identify areas most in need of improvement through a process of robust community engagement, research, data analysis and evaluation. It will establish a prioritization protocol which includes safety, mobility, access to transit and other essential destinations (public services, jobs, schools, daily essentials), public health, community engagement, gap closure/network creation, cost/benefit and evaluation in order to provide a regional prioritization for allocation of limited and constrained fiscal resources.

One of the major issue areas Cal Walks observed—reiterated many times by engaged residents—is the discontinuous nature of sidewalks and marked/improved crossings in community cores and to essential destinations, as well as the poor state of repair of existing sidewalks and curb ramps. The poor state of repair and lack of sidewalks creates an environment that is difficult to navigate on foot, and the lack of safe walking connections to more residential streets can encourage residents to drive to school, essential destinations, shopping and entertainment even when within reasonable walking distance. Many disadvantaged rural communities in South Kern, for example, lack sidewalks and crossings. One example is from the school/transit bus stop across from the high school and the streets connecting to it, used by Arvin students. In metro Bakersfield, many outer transit stops are in the dirt. This plan can prioritize for funding the many active transportation needs of the Region

For these reasons, we support KernCOG in their effort to develop a plan, which identifies critical bicycle and pedestrian infrastructure projects and provides guidance on programs that educated and encourage residents to utilize non-motorized modes of transportation.

California Walks intends to work with KernCOG wherever necessary to complete their proposed project. Improving the walkability of Kern region for all residents is a shared goal, and we look forward to the results of this project.

Sincerely,

Wendy Alfsen
Executive Director

cc: Peter Smith, KernCOG



May 5, 2015

Teresa McWilliam
Program Manager—Active Transportation Program
Caltrans, Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Re: Letter of Support for the KernCOG Active Transportation Plan Program ATP Application

Dear Ms. McWilliam:

Greenfield Walking Group, a non-profit, is pleased to support the Kern COG's Regional Active Transportation Plan program application for ATP funding. Greenfield Walking Group, some 75 Spanish-speaking active community volunteers, has been working for 9 years to improve walking and community health in Greenfield, South Kern and throughout the Kern Region. Kern needs a plan and program to most effectively grow active transportation. This will be Kern's first Active Transportation Plan. Our community group focuses on Greenfield and South Kern County, but supports regional efforts, such as this Plan, which set the stage for and encourage healthy change in our local communities.

Through effective community outreach and engagement, the Plan proposes to identify and prioritize the region's active transportation needs for network infrastructure improvement and maintenance, policies and procedures, data and research, non-infrastructure evaluation, education, encouragement and enforcement program needs, in one easy-to-read plan. Such a plan will guide implementation to dramatically improve pedestrian and bicycle safety, increase walking and bicycling as everyday transportation and effectively contribute to greenhouse gas emissions reductions, while improving health outcomes. Existing local Bicycle Plan elements across the Kern Region and the regional complete streets policy will be incorporated in the Active Transportation Plan.

The Plan will be data-driven to prioritize infrastructure improvements, safety programs and education, policy and procedure based on ATP goals to improve safety where active transportation fatalities and serious injuries occur, among those most vulnerable and most disproportionately impacted, to reduce greenhouse gas emissions and to increase walking and bicycling to school, work, transit and essential destinations.

Disadvantaged Community. Kern Region has some of the worst air quality in the nation, its pedestrian and bicycle injuries and fatalities are disproportionately high, its residents are disadvantaged according to the household income measure, it scores high on each of the disadvantaged community indices, and it lacks local resources to address these transportation needs.

Community Support. The Kern Region ATP Plan proposal is based on strong community support by Kern residents as shown in 2015 South Kern Building Healthy Community 5 year strategic planning: active transportation planning was identified by residents as a key strategy to improve health outcomes through physical activity and improved safety.

The 2012-2014 Sustainable Community Strategy for the Regional Transportation Plan community input elicited thousands of residents who selected active transportation as one of their top transportation priorities (along with fix it first road maintenance and increased public transit).

GWG hosted two community public workshops for Kern COG Sustainable Community Strategy input. GWG residents testified and participated in numerous Kern COG RPAC and Board meetings in support of an active transportation plan and pedestrian safety programming. RTP SCS community survey evidenced strong majority support more active transportation, public transit and road maintenance. This community support sparked to Kern COG's Active Transportation Plan effort. Both the Board's TTAC, RPAC (incorporated city, community and agency members) and Kern COG Board itself have had multiple public meetings for community input on this Plan Program and have endorsed this Active Transportation Plan project.

We strongly support the Kern Region Active Transportation Plan Program and urge an award of funding for this application. GWG will continue to support Kern COG Active Transportation -the proposed Plan is a critical step. Residents want to walk and bike more.

Sincerely,

Gema Perez

Gema Perez, Greenfield Walking Group



BUILDING HEALTHY COMMUNITIES

CONSTRUYENDO COMUNIDADES SALUDABLES
SOUTH KERN · SUR DE KERN

May 19, 2014

Teresa McWilliam
Program Manager—Active Transportation Program
Caltrans, Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam:

We are pleased to offer our support for the Kern Region Active Transportation Plan and Program application. Through effective community outreach and engagement, the Plan proposes to identify and prioritize the regions' active transportation network infrastructure improvement, policies and procedures, datasets, non-infrastructure education, encouragement and enforcement programming needs, in one easy-to-read plan which when implemented can dramatically improve pedestrian and bicycle safety, increase walking and bicycling as everyday transportation and effectively contribute to greenhouse gas emissions reductions. Existing Bicycle Plan elements will be incorporated.

The Plan will be data-driven to prioritize infrastructure improvements, safety programs and education, policy and procedure based on ATP goals to improve safety where active transportation fatalities and serious injuries occur, among those most vulnerable and most disproportionately impacted, to reduce greenhouse gas emissions and to increase walking and bicycling to school, work, transit and essential destinations.

Kern Region has some of the worst air quality in the nation, its pedestrian and bicycle injuries and fatalities are disproportionately high, it scores high on each of the disadvantaged community indices, and lacks local resources to address these transportation needs.

The Kern Region ATP Plan proposal is based on strong community support by Kern residents as shown in recent SCS-RTP community input where thousands of residents selected active transportation as one of their top transportation priorities (along with fix it first road maintenance and increased public transit).

We strongly support the Kern Region Active Transportation Plan and non-infrastructure Program and urge an award of funding for this application.

Sincerely,

Jennifer M. Wood-Slayton, Hub Manager

On Behalf of the Building Healthy Communities South Kern Steering Committee:

Gustavo Aguirre/Center on Race, Poverty, and the Environment, Physical Environment Sector (Co-Chair); Cecilia Aguilar, Arvin Resident (Co-Chair); Minerva Contreras, Lamont Resident; Esther Stenger, Greenfield Resident; Virginia Melchor, Weedpatch Resident; Desiree Gomez, Arvin Youth; Jose Pinto, Greenfield Youth; Dulce Figueroa, Weedpatch Youth; Kern County Department of Public Health – Call to Action, Health Sector; Clinica Sierra Vista – Adolescent Family Services, Social Services Sector; Greenfield Walking Group, Social Environment Sector; Dr. Stanley Clark, Applicant Agency.

WE HAVE THE POWER TO BUILD HEALTHY COMMUNITIES FOR THE NEXT GENERATION