



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2



(Photo by Nick Smirnov NPAA)

**CITY OF TEHACHAPI RAIL CORRIDOR PEDESTRIAN SAFETY PROJECT**

**09-TEHACHAPI-1**



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

09-City of Tehachapi-1

Auto populated

**Total ATP Funds Requested:**

\$ 2,042,000

(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:**

City of Tehachapi

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

115 S. Robinson Street

Tehachapi

CA

93561

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Jay Schlosser

**CONTACT PERSON'S TITLE:**

City Engineer

**CONTACT PERSON'S PHONE NUMBER:**

(661) 822-2200 ext. 115

**CONTACT PERSON'S EMAIL ADDRESS :**

jschlosser@tehadchacityhall.com



**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:**

N/A

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

		CA	
--	--	----	--

**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 MA number

09-5184

Implementing Agency's State Caltrans MA number

00415S

\* 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)

City of Tehachapi Rail Corridor Pedestrian Safety Project

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

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Install fencing, curb, sidewalk, and minor landscaping along the south side of H Street, install a new pedestrian at-grade pedestrian rail crossing at N. Mill Street and rail crossing improvements at three (3) existing at-grade crossings.

**PROJECT LOCATION:** (Max of 250 Characters)

Lying within the City of Tehachapi, the Union Pacific railroad right-of-way and the adjacent sections of H Street and Tehachapi Boulevard from Mill Street east to Dennison Road.



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. 35.758590 /long. -118.265000

**Congressional District(s):**   2  2

**State Senate District(s):**   1  8 **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**

<b>Existing Counts:</b>	<b>Pedestrians</b>	<input type="text"/>	<b>Bicyclists</b>	<input type="text"/>
<b>One Year Projection:</b>	<b>Pedestrians</b>	<input type="text"/>	<b>Bicyclists</b>	<input type="text"/>
<b>Five Year Projection:</b>	<b>Pedestrians</b>	<input type="text"/>	<b>Bicyclists</b>	<input type="text"/>

**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 40.0 % (ped + bike must = 100%)
- Pedestrian Transportation**    % of Project 60.0 %
- Safe Routes to School**    *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

**How many schools does the project impact/serve:**    1

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: Jacobsen Middle School

School address: 711 Anita Drive

District name: Tehachapi Unified

District address: 300 S. Robinson Street

Co.-Dist.-School Code: 15-63826-6057426

School type (K-8 or 9-12 or Both)     **K-8**    Project improvements maximum distance from school    0.5 mile

Total student enrollment: 949

% of students that currently walk or bike to school%    60.0 %

Approx. # of students living along route proposed for improvement: 190

Percentage of students eligible for free or reduced meal programs \*\*    29.8 %

\*\*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
<b>CTC - PA&amp;ED Allocation:</b>	_____		N/A
* CEQA Environmental Clearance:	_____		11/1/16
* NEPA Environmental Clearance:	_____		1/31/17
<b>CTC - PS&amp;E Allocation:</b>	_____		N/A
<b>CTC - Right of Way Allocation:</b>	_____		N/A
* Right of Way Clearance & Permits:	_____		N/A
Final/Stamped PS&E package:	_____		7/31/17
* <b>CTC - Construction Allocation:</b>	_____		12/31/17
* Construction Complete:	_____		12/31/18
* Submittal of "Final Report"	_____		2/15/19



**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: \_\_\_\_\_ 2,042,000

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:** \_\_\_\_\_ 2,042,000

**Local funds leveraging or matching the ATP funds:** \_\_\_\_\_ 200,000

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:** \_\_\_\_\_ 2,242,000

**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"

**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: 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 City of Tehachapi has a balanced budget. However, there is no funding ear marked so to speak that is reserved for a project of this ilk. While the City has been able to maintain balanced budget, the “Maslow Hierarchy of Need” approach to local government finance has had to prevail and in our attempts to keep the lights on so to speak, the construction of multipurpose trails systems is a luxury. In this regard the City’s first priority is towards maintaining basic services. There is no development on the near or long term horizon that has been or could be conditioned to build these improvements and/or a development to contribute in a pro-rata formula towards these improvements. The only mechanism by which to fund the project in its entirety and to avoid the protracted piece meal improvement alternative is to fund the project through this grant mechanism.

**2. Consistency with Regional Plan.**

The Kern Council of Governments manages and maintains the regions Regional Transportation Plan (RTP). Additionally, in response to AB 32, the 2014 RTP had to also incorporate a Sustainable Communities Strategy (SCS). Due to the size and diversity of Kern County, much of the RTP and SCS goals and strategies are generic rather than community specific. Chapter 4 provides eight goals of the Sustainable Communities Strategy. The project is consistent with and will implement six of these goals as enumerated below.

1. Improve air quality
2. Improve communities health
3. Increase transportation and public safety



4. Promote the conservation of natural resources and undeveloped land.
5. Increase access to community service.
6. Increase regional and local energy independence.

Construction of pedestrian and bicycle facilities and the corresponding reduction in vehicle miles traveled (VMT) are expressed goals and strategies of the RTP and associated SCS. (Please see Attachment I-SC-2). Chapter 4 also identified the amount of existing and planned bike trails by mile for each Kern County community. Tehachapi was identified as having four miles of existing and 15 miles of planned bike facilities. This section of Chapter 4 also sets strategies for achieving these goals as listed below.

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

The proposed project is consistent with the spirit and intent of this strategy. In particular the improvement in question is incorporated into the City's Bicycle Master Plan adopted in June of 2012 and in this regard the City is implementing our adopted local bicycle plan through the construction of this improvement. (Please see the City's Bicycle Plan Map as Attachment I-SC-2). Additionally Chapter 4 of the SCS emphasizes walk/bike design that provides connectivity to business activity and essential local services. The proposed project is consistent with this strategy.



## **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.)**

The Tehachapi Rail Corridor Pedestrian Safety project extends the length of H Street and it's the primary route pedestrians take to get from the north side of the tracks to reach the downtown commercial area, local schools, business districts, Tehachapi Hospital and the Salvation Army food giveaway center. (Please see Destination Map as Attachment I-1). Pedestrian and bicycle counts were taken in the field and the data that was collected exhibited 77 bicyclists and 194 pedestrians. The number would actually be higher given that many people cross the tracks in areas outside the intersections where the counters were placed. As exhibited in the photos as Attachment I-1 pedestrians are often observed crossing the tracks mid-way between at-grade crossings. The crossings themselves lack a designated area for pedestrians and the tracks are elevated without having a smooth transition from the asphalt to the tracks creating a difficult area to cross while pushing a stroller or riding a bicycle. Installing sidewalk with a minimal amount of shade street trees on H Street will fill in a large gap in pedestrian connectivity between an established neighborhood and potential destinations and the fence will create a physical barrier and channel pedestrians to the safe and appropriate locations to cross the tracks. The crossings will be improved for pedestrians by tapering the road up to the tracks for a smooth transition over the tracks per Union Pacific standards and tie into existing curb, gutter and sidewalk on Tehachapi Boulevard. (Please see Project Plan as Attachment E). Residents are currently walking or cycling over the tracks and it's a condition that can be improved upon. Linking up to an existing sidewalk network creates a path of travel that people will feel comfortable using and with that more residents will opt to walk or bicycle rather than relying solely on a vehicle. The project will provide



walking/bicycling for all types of trips and user groups and safely connect people to places and products. Additionally, as stated in the City of Tehachapi's Bicycle Master Plan (adopted June 2012), physical activity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Increasing connectivity will ultimately increase physical activity and it is anticipated that the number of pedestrians or cyclists will double once the project is completed.

- 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**

Tehachapi has a population of 8,923 and the two neighborhoods north of the Union Pacific railroad tracks qualify as HUD neighborhoods and as exhibited on the State of California Fact Finder sheet included in Attachment I-1, over 1,200 people live within these neighborhoods, 255 of the residents are living below the poverty. A low income 81-unit apartment complex was recently developed within one of these neighborhoods having 2 and 3 bedroom units occupied by many family units. It is not uncommon for residents within these neighborhoods to have a single car per household or rely solely upon non-motorized modes of transportation during the day to access community schools, work places, Tehachapi hospital and retail businesses as exhibited on the destination map in Attachment I-1. Through Community Development Block Grants (CDBG) the City has been successful in receiving funding for sidewalks within these particular neighborhoods and through CDBG grants, additional sidewalks will be installed filling in gaps and expanding safe paths of travel separated from vehicle travel in areas where residents are currently utilizing those paths of travel already. More specifically, the CDBG funds will pay for sidewalks on Green Street which run north



and south and intersects H Street which runs east and west. Please see CDBG funding allocation sheet and photo of Green and H Streets intersection in Attachment I-1. We anticipate the number of people walking and riding bikes to increase through project implementation by the mere fact of filling in gaps and installing compliant at grade crossings. The public will feel more comfortable navigating within safer modes of pedestrian and bicycle travel.

- 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.)**

The existing conditions were repeatedly brought up by concerned residents at the community meetings listed under Question 3. The UP Railroad tracks run east and west separating goods and services from residents north of the tracks. Residents are continually observed walking in the dirt adjacent to H Street or on the street asphalt before crossing the railroad tracks and many times at undesignated areas which is the more direct path of travel. Encouraging non-motorized modes of transportation, reducing vehicle miles travelled (VMT), and improving public safety by creating physical barriers adjacent to the rail line is the City's top priority with regard to the ATP grant applications. The project will create a new crossing with pedestrian arm, code compliant rail crossings at existing crossings and provide safe paths of travel for pedestrian and bike travel complying with the City's Bicycle Master Plan and KernCog's Regional Transportation Plan.



## **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.)**

Tehachapi is fortunate in that although pedestrians walk on the street pavement and cross the railroad tracks in between designated crossings, there have been no reported fatalities or injuries between pedestrians and trains. However, the photos in Attachment I tell the story and the unfortunate potential of fatalities along the H Street corridor exists.

The local police department records identified 39 pedestrian and bicycle accidents City wide (including 2 fatalities) in the last seven years.

- 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 project will remove a potentially harmful situation from the existing equation and promote healthy living through a few positive changes. The project will improve compliance with local traffic laws by reducing unprotected mid-block crossings, encourage better pedestrian and bicyclist behaviors and provide a barrier separation between pedestrians, vehicles and trains. The attached photos (Attachments I-1) exhibit existing conditions and the need for this priority project.



## **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 City hosted a Community Outreach Public Input Meeting and mailed over 700 postcard announcements to the neighborhoods north of the railroad tracks inviting the residents to attend. Additionally, the Community Outreach meeting was advertised in the Tehachapi News as public notification. (Please see advertisements as Attachments I-3). City Staff presented the potential projects to the following organizations;

<b>Date</b>	<b>Meeting</b>	<b>Audience Composition</b>	<b>Number of Attendees</b>
4/1/15	Public Input Meeting	General Public, Outdoor Enthusiasts, Parents, News Media	27
4/2/15	Tehachapi Area Association of Realtors	Realtors	26
4/15/15	Tehachapi Mountain Trails Association	Walkers, Hikers, Road Bicyclists, Mountain Bikers, Horseback Riders	11
4/9/15	Tehachapi Chapter of Rotary International	Non-Profit Service Club Members	12
4/21/15	Tehachapi Chamber of Commerce Board	Chamber Board Members	26



	Meeting		
4/29/15	Tehachapi Chapter of Kiwanis International	Non-Profit Service Club Members	17
5/6/15	Greater Tehachapi Economic Development Council	Local Agencies, Non-Profits, Business, General Public	36

(Please see Agenda and Sign-In Sheets as Attachments I-3)

Staff was pleased with the number of attendees at each of the meetings given that the City has a total population of **8,923** and the attendees have a true vested interest in the community.

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

Draft plans were presented at seven (7) community stakeholder meetings at which time attendees voiced their concerns over existing conditions within the City and provided constructive suggestions and comments. Meeting times and locations are identified on the sign-in sheets. Many of the meetings were held at Pacino's Restaurant and Big Pappa's Steakhouse which are located within a quarter mile from the bus stop. The City's Dial-A-Ride transit service is available to the public providing at door pick-up and drop-off. The ATP projects were also presented as a Resolution at the May 18, 2015 City Council meeting which was posted per the City Council notification requirements and the agenda was posted on the City's website. (Please see the Resolution as Attachment I-3)

**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 purpose and goals of the ATP. (5 points max)**

The comment heard at each of the community meetings was the need for a barrier to prohibit crossing the railroad tracks midway between the designated crossings and to provide an additional at grade pedestrian crossing on Mill Street. Also requested was installing sidewalks and fixing the grade separation at the crossings to make it easier to



push strollers from one side of the tracks to the other side. Ideas and comments received were folded into the plans as exhibited in Attachment I-3 and given the stakeholders concerns is the City's top ATP project. Letters of support are attached in Attachment J, however only 10 letters were permitted to be included in the application and it should be noted that the City received additional letters of support from Tehachapi Police Officers, Tehachapi Association of Realtors and seven (7) local residents.

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

Stakeholders listed their emails on the meeting sign-in sheets which will be used for support letters, notification given if the grant is awarded, timing of project implementation and continually engaged through emails and the City's website and Facebook pages.



## 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)**

The City of Tehachapi is located in Kern County. There are no demographics of this type that are specific to Tehachapi. However, Tehachapi is reflective of the Kern County demographic and as such the information for Tehachapi can be extrapolated from the Kern County numbers. City Staff consulted the Center for Disease Control (CDC) for the following information;

(<http://www.cdc.gov/nationalhealthysite/communities/kern-county.html>):

- Out of California's 58 counties, Kern County ranks **58<sup>th</sup>** in incidence of **heart disease**.
- Out of California's 58 counties, Kern County ranks **57** in incidence of **diabetes**.
- *More than **60%** of Kern County's population is considered **obese***

*Kern County has begun to address these health issues and has put in place proactive measures such as establishing more farmers' markets, creating walking paths, and bringing community leaders and local organizations together through the Kern County Call-to-Action plan.*

The Tehachapi Unified School District posted an overall summary of the 2014 California Physical Fitness Test for the 5<sup>th</sup> and 7<sup>th</sup> graders at Tompkins Elementary School and Jacobsen Middle School. The results were posted on the California Department of Education website showing out of the 107 5<sup>th</sup> graders tested, 44% are in need of improvement in aerobic capacity and out of the 276 7<sup>th</sup> graders tested, 30% are in need of improvement in aerobic capacity.

The City of Tehachapi is working towards similar goals as the County. For instance, the City has been holding a summer farmer's market for 13 years now. Further, the City recently developed a Bicycle Master Plan, ultimately, to improve the quantity and quality of our non-motorized facilities. In short, the Active Transportation Program



funds are well spent on Kern County projects. The proposed project will connect to existing sidewalks providing the neighborhoods in proximity with a non-motorized linkage to a significant variety of goods and services, places of employment and local schools.

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

The City of Tehachapi adopted a Form Based General Plan in 2012 with goals and objectives to ultimately create a walkable community that not only is a community safe and pleasant for walking but also to give residents the option of walking to destinations as an integral part of daily life. The proposed project will contribute to achieving the City's goal of creating a walkable community. If a community is walkable, it stands to reason that more active forms of recreation such as running and cycling are automatically supported as well.

A walkable community will contribute to the overall civic and public health of Tehachapi's residents. Several California Communities are implementing the California Endowment of "working together and building healthy communities". Tehachapi supports the endowment in working to create neighborhood environments that support healthy living and feeling safe walking to school and work.



## 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.

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

**\$36,209**

- Provide all census tract numbers

**Census Tracts 60 & 61.**

- Provide the median income for each census track listed

**The neighborhood within Census Tract 60 has a median income of \$33,963 and the neighborhood within Census Tract 61 has a median income of \$33,930.**

- Provide the population for each census track listed

**The project is adjacent to a neighborhood within Census Tract 60 having 635 residents and a neighborhood within Census Tract 61 having 256 residents, total population of Tehachapi is 8,839.**

**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **23.97**

- 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: **41.56 %**

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

**At Tehachapi High School, Monroe Continuation School, Jacobsen Middle School and Tompkins Elementary, the percentages are 24.2 %, 47%, 29.8% and 44.6% respectively.**



**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.**

All Tehachapi neighborhoods are located in Census Tract No. 61 with the exception of Arabian Estates, a neighborhood of 256 residents located in Census Tract No. 60. This Census Tract in its entirety represents a disadvantaged community as defined by having a medium household income of 80% below the state wide medium income. The proposed improvement will benefit to one degree or another all residents living in Census Tract 61.

**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 information provided in previous questions, emphasis the value of this project to the City of Tehachapi and more specifically, to the disadvantaged residents living within the immediate area of the project site. Additionally, the project will provide pedestrian and bicycle access to an array of retail, medical, professional office and employment centers, as well as public schools. This non-motorized link will be of immediate value to these disadvantaged residents. 100% of the project funding indicated above will be a positive impact on this disadvantaged community.



## 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.)**

The alternative considered is to install the barrier fencing, eliminate the request for an additional at-grade crossing, stripe a Class II bike path on the south side of H Street eliminate the request for a sidewalk and status quo over the train tracks. The cost to stripe a Class II bike path is substantially less than concrete for a sidewalk; however the alternative will only benefit the cyclists, not the pedestrians accessing goods and services. The benefit to cost ratio is 17.15 and although relevant, the project improvements will contribute to an increase of walking and cycling within the project area, increase the safety and mobility for non-motorized users, enhance public health, ensure that disadvantaged communities fully share in the benefits of the project, and advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals. Please see Attachment I-6.

- 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.)**

$$\left( \frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right)$$

All appropriate tabs were completed and attached to the application. It needs to be pointed out that actual pedestrian counts taken at the various locations would be higher if pedestrians crossed at the appropriate at grade locations rather than midway between crossing designations.

The benefit/cost tool instructions were very helpful for completing this task of the application.



## **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 total project cost is \$2,242,127. The City of Tehachapi will fund 8.9 % of the project with a match of \$200,000. The remainder of the project will be funded through Federal ATP funding.



## 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](mailto:atp@ccc.ca.gov)

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: [inquiry@atpcommunitycorps.org](mailto: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).  
Based on the email chain as Attachment I-8, the CCC may possibly do the fencing, irrigation and some landscape for the Tehachapi Rail Corridor pedestrian Safety Project.
  - 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. **PLEASE SEE EMAIL CORRESPONDENCE AS ATTACHMENT I-8.**



## **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.

The City has performed on:

#### **5 – TE grants**

- Tehachapi Boulevard Improvements Phase III
- Downtown Beautification Phase II
- Tehachapi Boulevard Improvements Phase IV
- Tehachapi Boulevard Improvements Phase II
- Valley Boulevard Bike Path

#### **1 – SRTS grant**

- Snyder and Anita

#### **1 – SR2S grant**

- Pinon and Curry

#### **2 – ATP Cycle 1**

- Valley Blvd Bikeway Phase II
- SRTS Gap Closure Project

**B. *Caltrans response only:***

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



## **Part C: Application Attachments**

***Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.***

### **List of Application Attachments**

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>

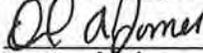


## Part C: Attachments Attachment A: Signature Page

**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: 5-26-15  
 Name: David A. James Phone: (661) 822-2200 EXT. 169  
 Title: Community Development Dir. e-mail: d.james@tehabachapicountyhull.com

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**

*(For use only when appropriate)*

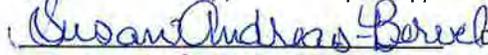
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. 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: 5-26-2015  
 Name: Susan Andreas-Berrel Phone: 661-822-2100  
 Title: Superintendent e-mail: sandreas@teh.k12.ca.us

**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>

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/12/2015

Project Information:					
<b>Project Title:</b> Tehachapi Rail Corridor Pedestrian Safety Project					
District	County	Route	EA	Project ID	PPNO
09	Kern	VAR			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				5				5	
PS&E				150				150	
R/W									
CON					2,087			2,087	
<b>TOTAL</b>				155	2,087			2,242	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W									
CON					2,042			2,042	
<b>TOTAL</b>					2,042			2,042	

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

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

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

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/12/2015

Project Information:					
Project Title: Tehachapi Rail Corridor Pedestrian Safety Project					
District	County	Route	EA	Project ID	PPNO
09	Kern	VAR			

**Funding Information:**  
**DO NOT FILL IN ANY SHADED AREAS**

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)				5				5	City of Tehachapi Local Match
PS&E				150				150	
R/W									
CON					45			45	
<b>TOTAL</b>				155	45			200	

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

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									
<b>TOTAL</b>									

## ATP Engineer's Checklist for Infrastructure Projects

### Required for "Infrastructure" applications ONLY

**This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.**

**Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:**

*Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.*

*By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.*

**The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.**

1. **Vicinity map /Location map** Engineer's Initials: JHS
  - a. The project limits must be clearly depicted in relationship to the overall agency boundary
  
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: JHS
  - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
  - b. Show the full scope of the proposed project, including any non-participating construction items
  - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
  - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
  
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: JHS  
*(Include cross-section for each controlling configuration that varies significantly from the typical)*
  - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
  
4. **Detailed Engineer's Estimate** Engineer's Initials: JHS
  - a. Estimate is reasonable and complete.
  - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
  - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
  - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
  - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

**5. Crash/Safety Data, Collision maps and Countermeasures:**

**Engineer's Initials:** JHS

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

**6. Project Schedule and Requested programming of ATP funding**

**Engineer's Initials:** JHS

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

**7. Warrant studies/guidance (Check if not applicable)**

**Engineer's Initials:** JHS

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

**8. Additional narration and documentation:**

**Engineer's Initials:** JHS

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

**Licensed Engineer:**

Name (Last, First): SCHLOSSER, JOHN

Title: CITY ENGINEER

Engineer License Number 65403

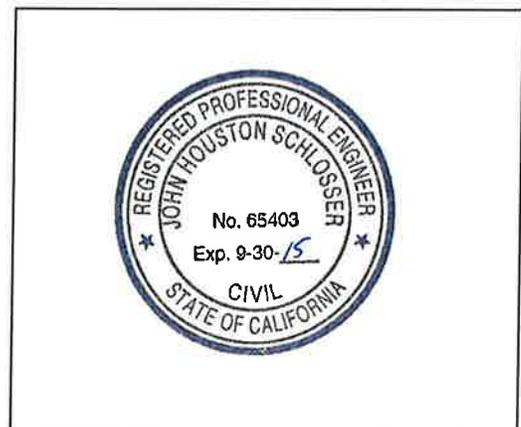
Signature: [Handwritten Signature]

Date: 5-26-15

Email: jschlosser@tehachapi.cityhall.com

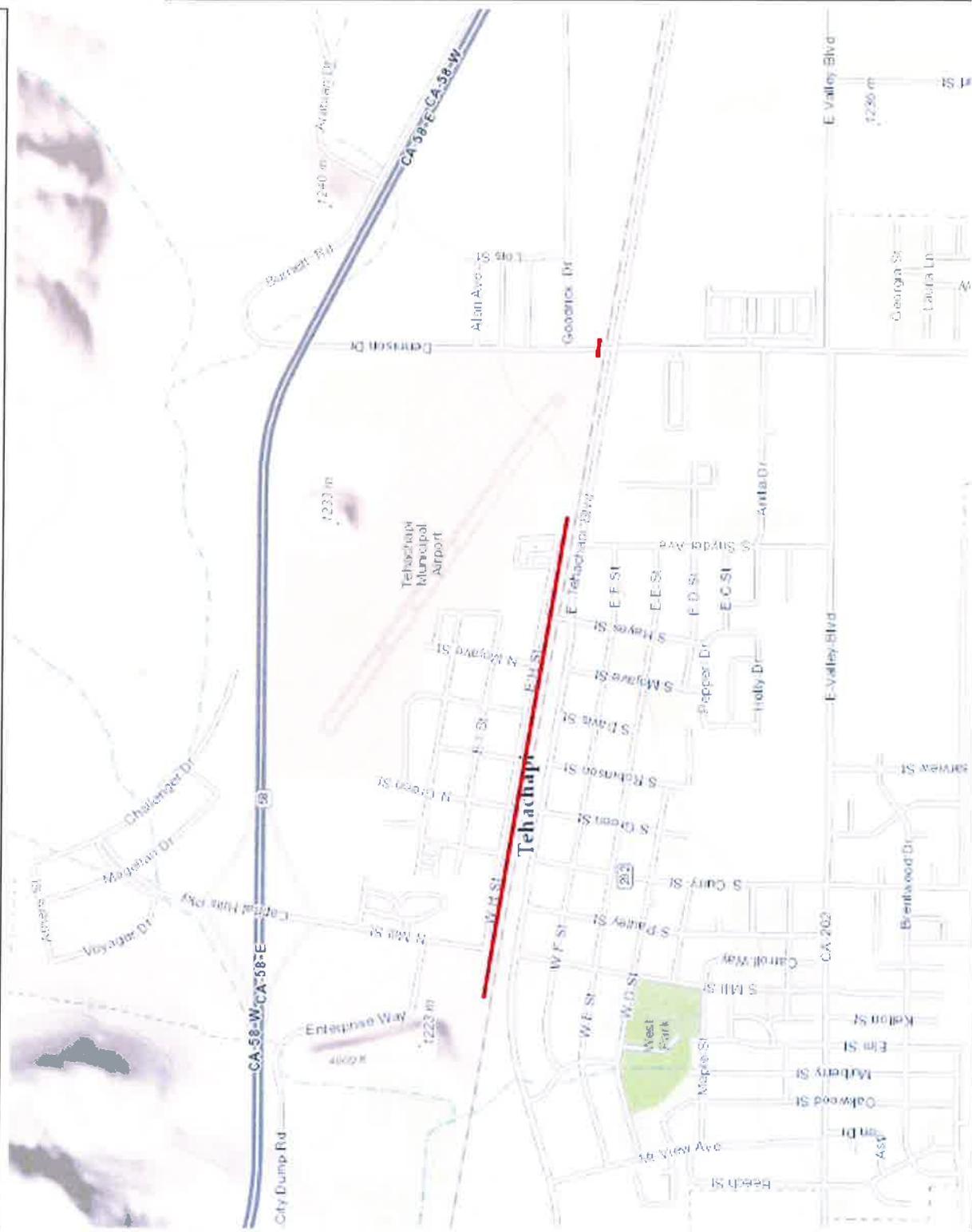
Phone: (661) 822-2200

**Engineer's Stamp:**





# City of Tehachapi Rail Corridor Pedestrian Safety Project Location/Vicinity Map



Legend

1:21,225



Notes

This map is a user generated static output from an internet mapping site and is for general reference only. The County of Kern assumes no liability for damages, incurred by the user of this information, which occur directly or indirectly as a result of errors, omissions or discrepancies in the information.

0.7 Miles

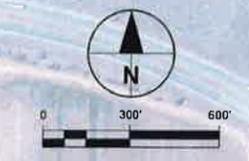
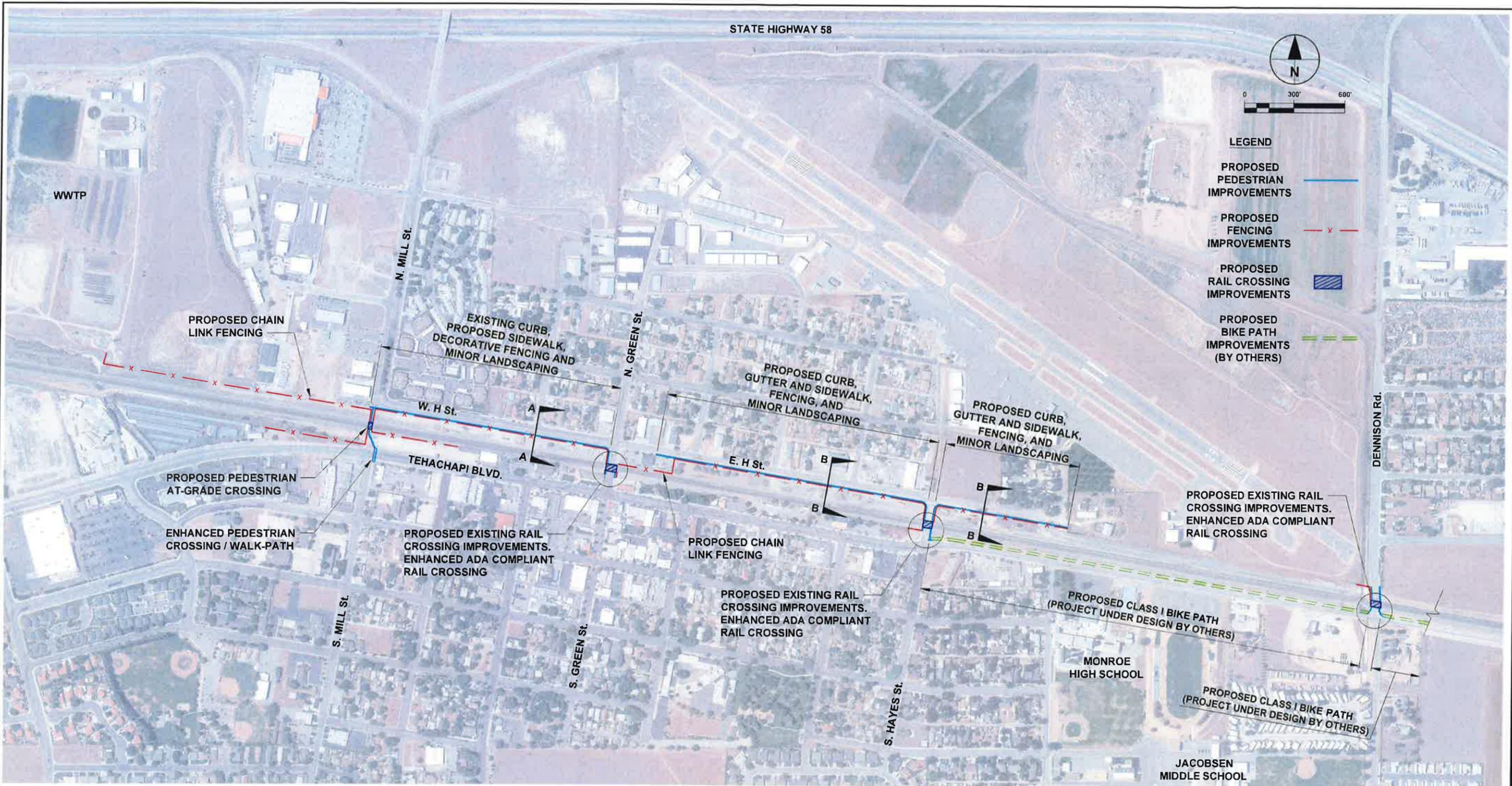
0.33

0

0.7

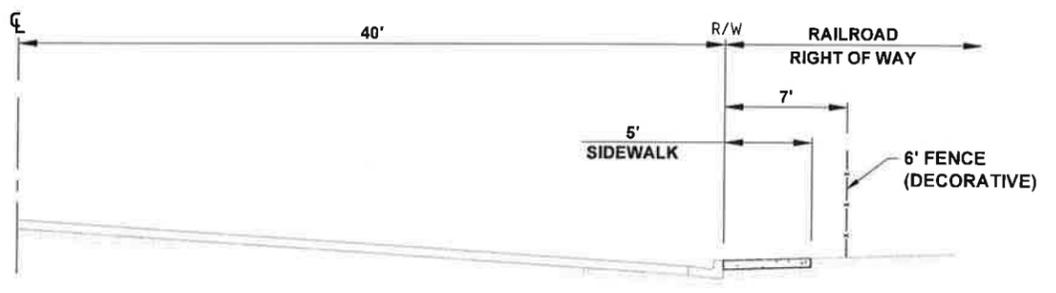
WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
© Latitude Geographics Group Ltd.

Last saved by: GHILARDUCCI(2015-05-26) Last Plotted: 2015-05-26  
 Filename: S:\T08\60327748 - COT 2014\_15 GENERAL SERVICES\900 CAD - GIS\0000 - ATP EXHIBITS\ATP PROJECT 1.DWG  
 Project Management Initials: Designer: Checked: Approved: ANSIB 11" x 17"



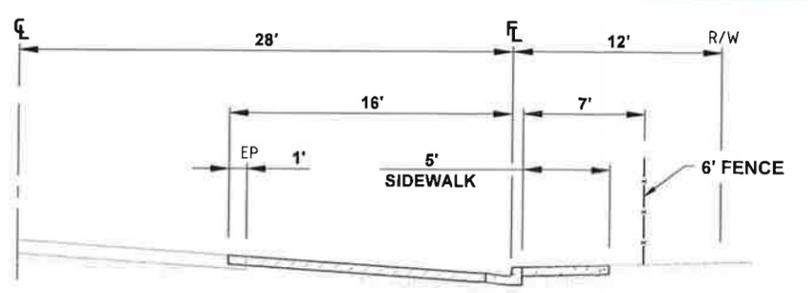
**LEGEND**

- PROPOSED PEDESTRIAN IMPROVEMENTS —
- PROPOSED FENCING IMPROVEMENTS - x -
- PROPOSED RAIL CROSSING IMPROVEMENTS ▨
- PROPOSED BIKE PATH IMPROVEMENTS (BY OTHERS) - - -



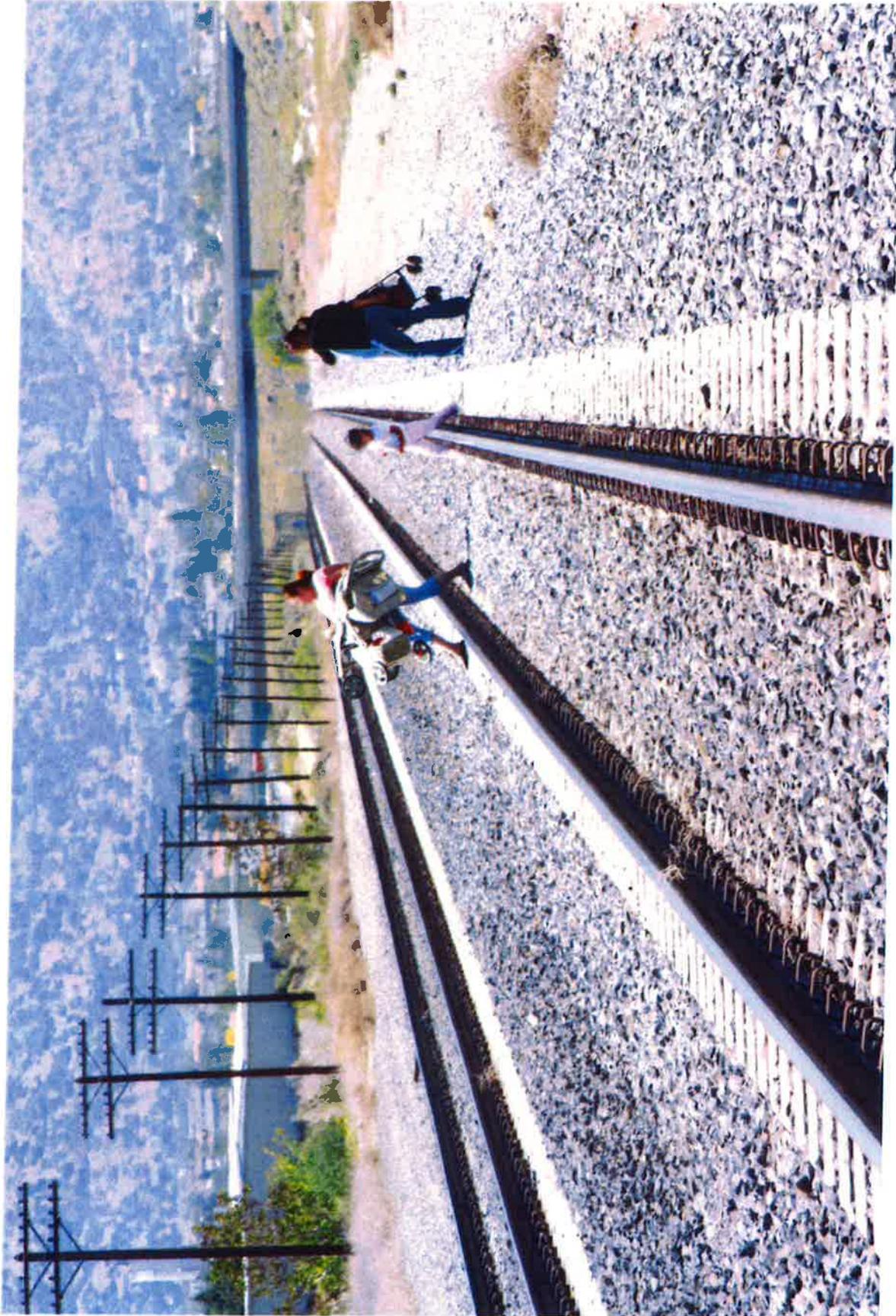
**SECTION A-A**

Scale 1" = 5'



**SECTION B-B**

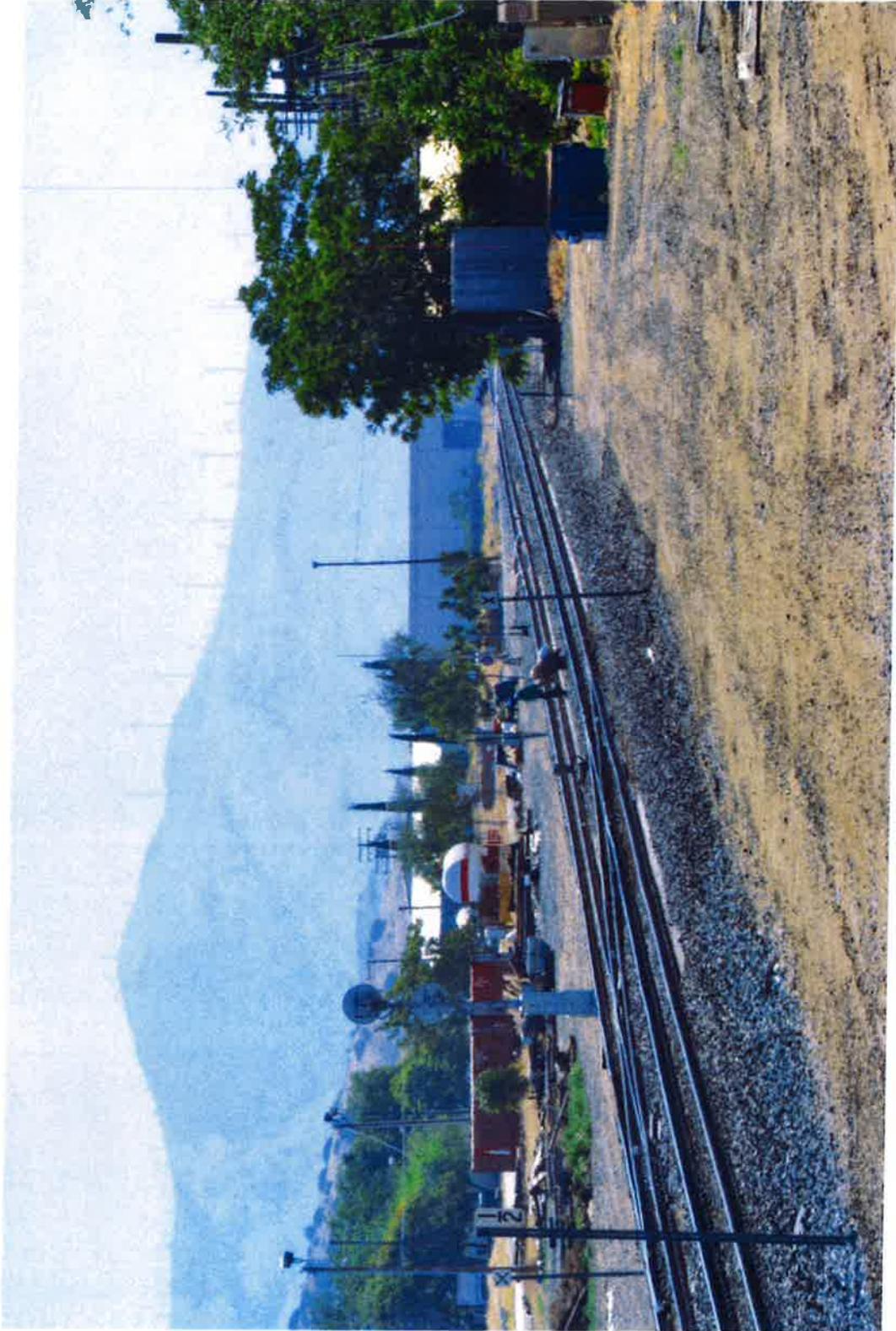
Scale 1" = 5'



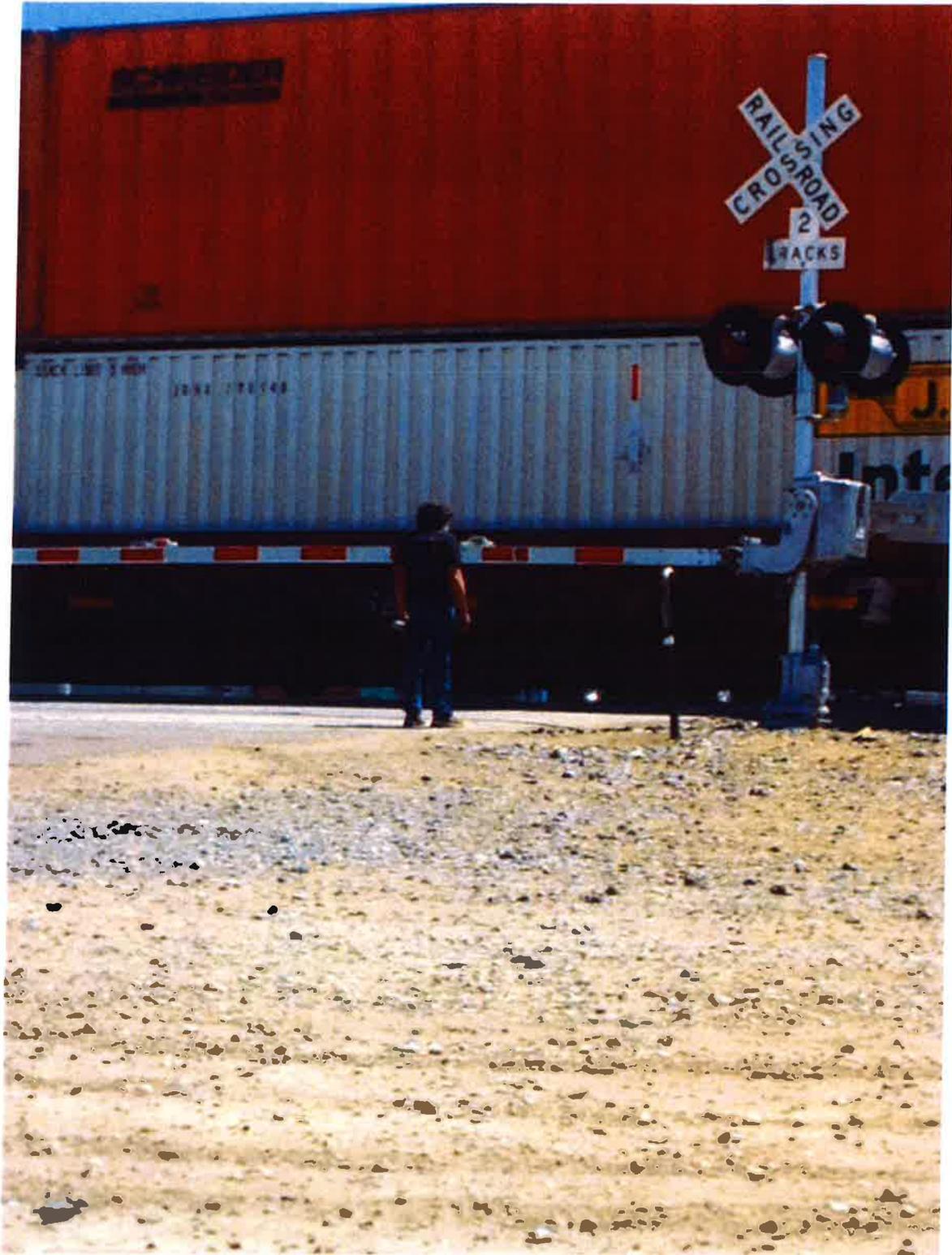
Pedestrians crossing the tracks from South Mill Street to Tehachapi Boulevard (Photo by Nick Smirnoff NPAA)



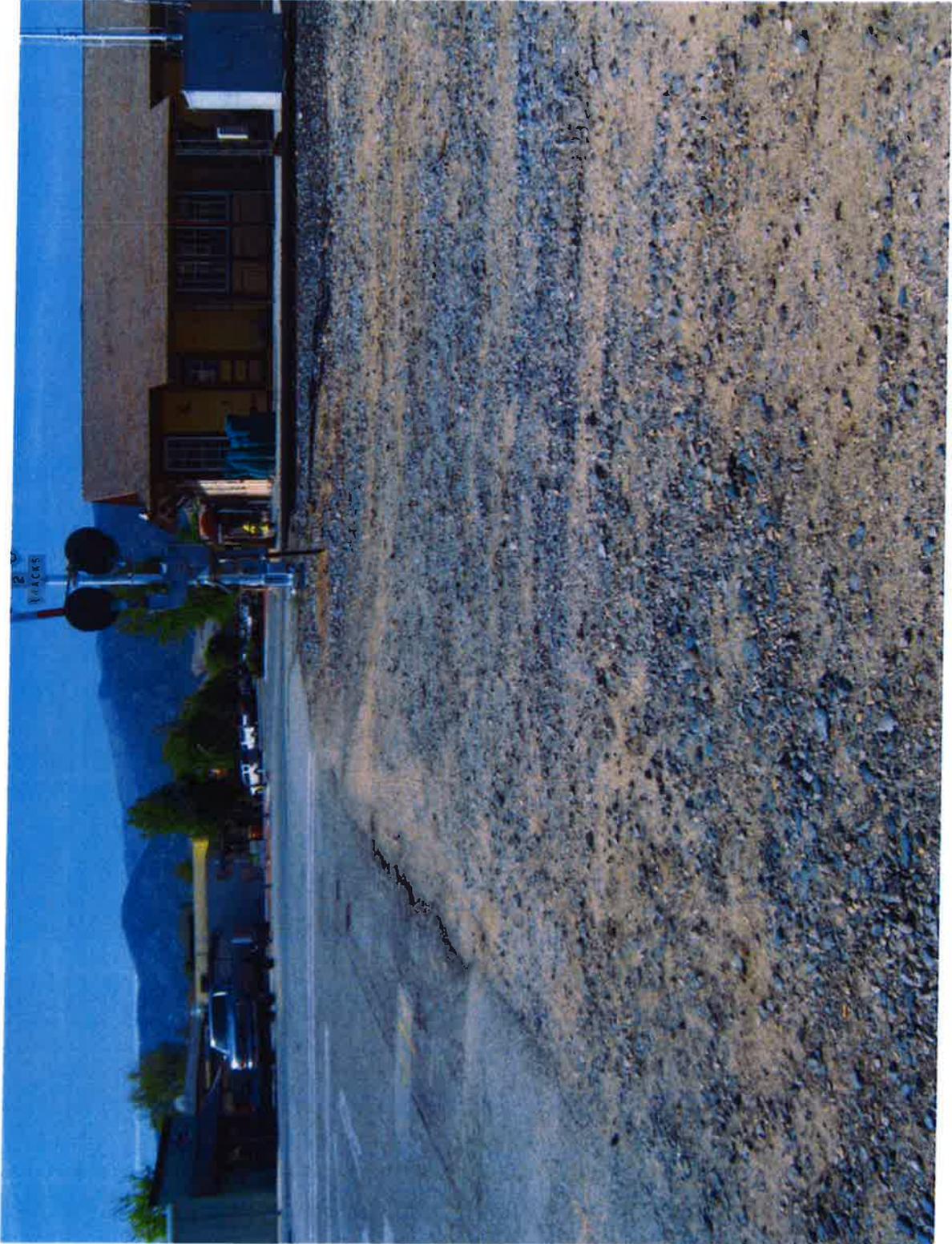
Pedestrian crossing the tracks from H Street to Tehachapi Boulevard (Photo by Nick Smirnoff NPAA)



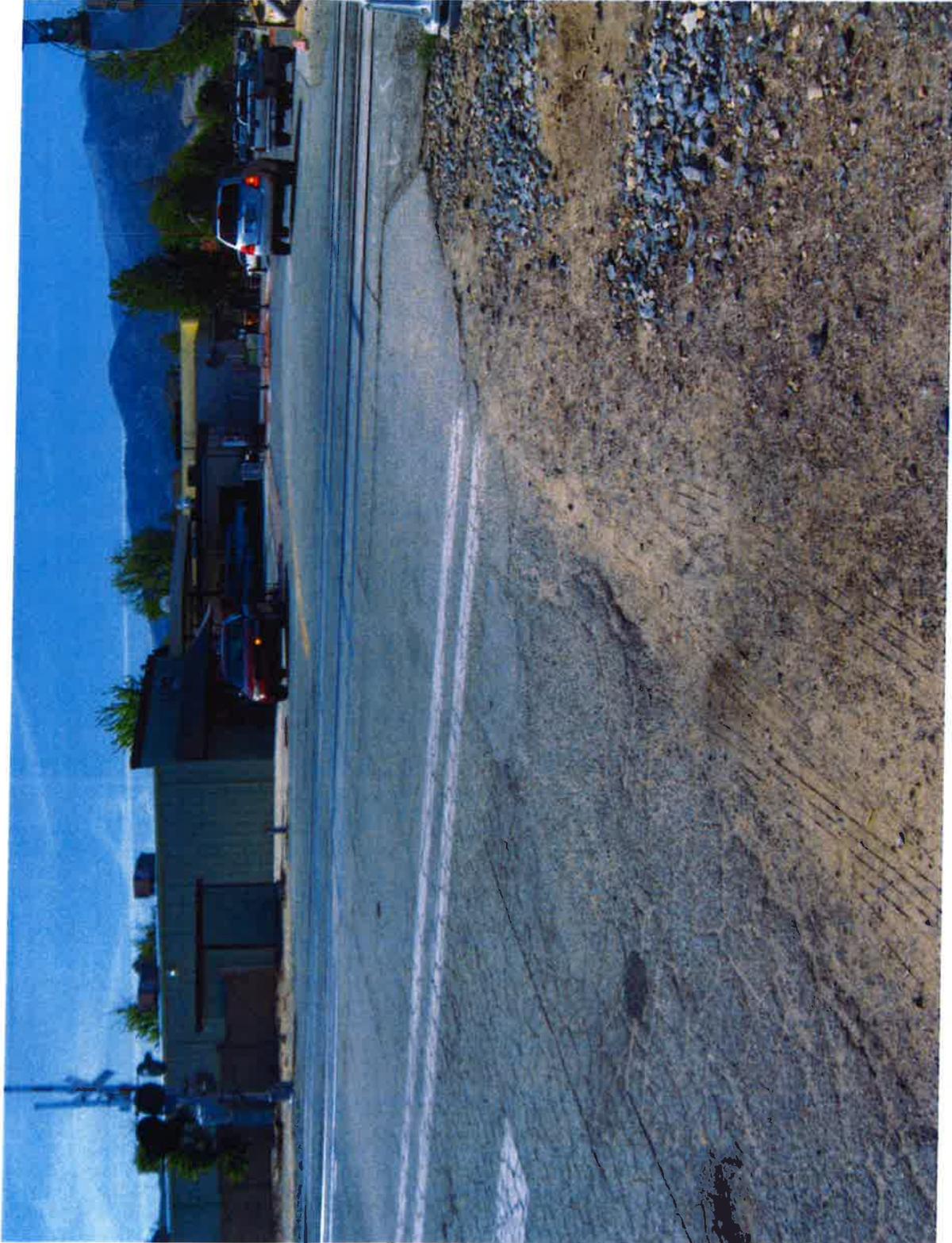
Pedestrian crossing the tracks from Tehachapi Boulevard to H Street



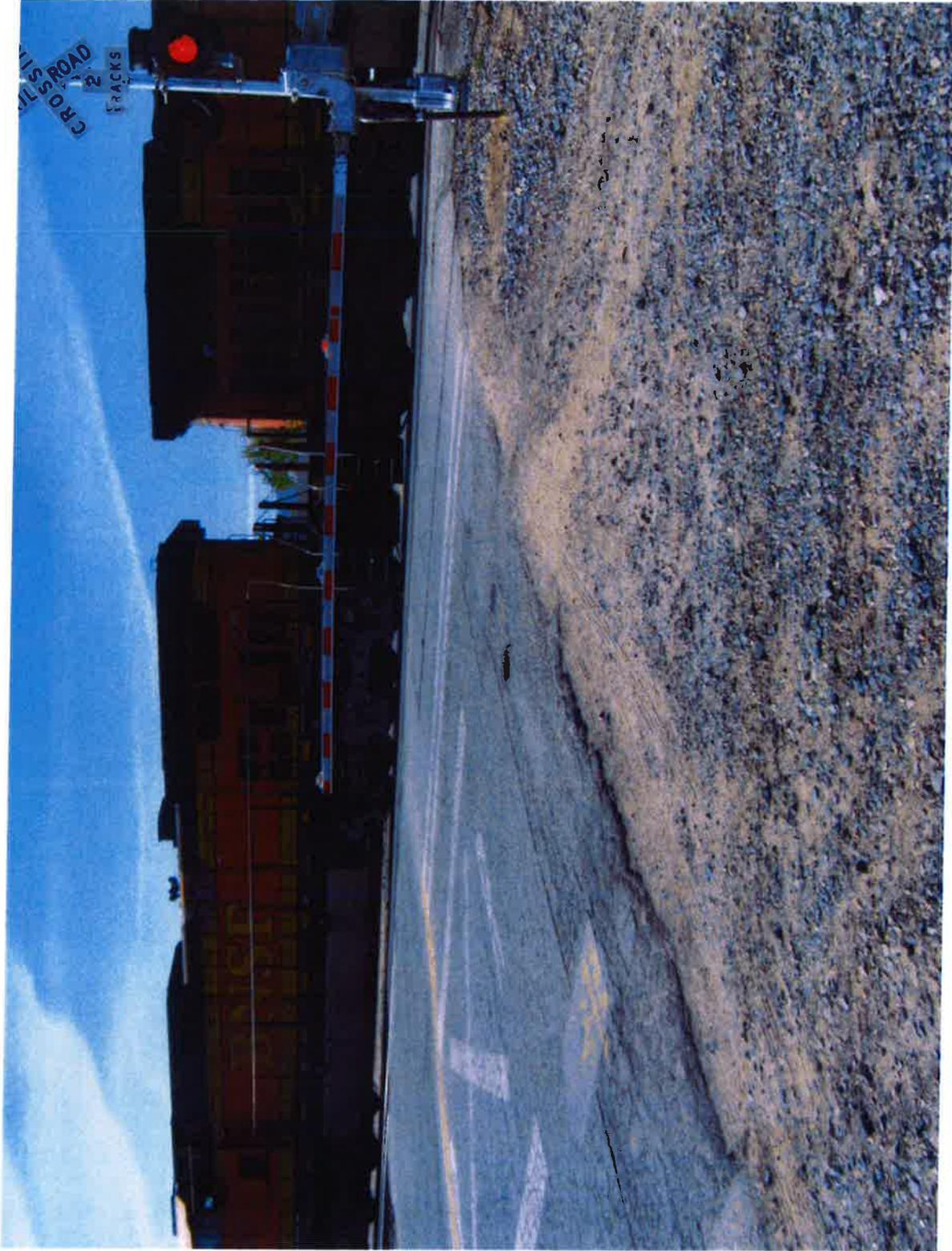
Pedestrian at the Green Street rail crossing heading from H Street to Tehachapi Boulevard



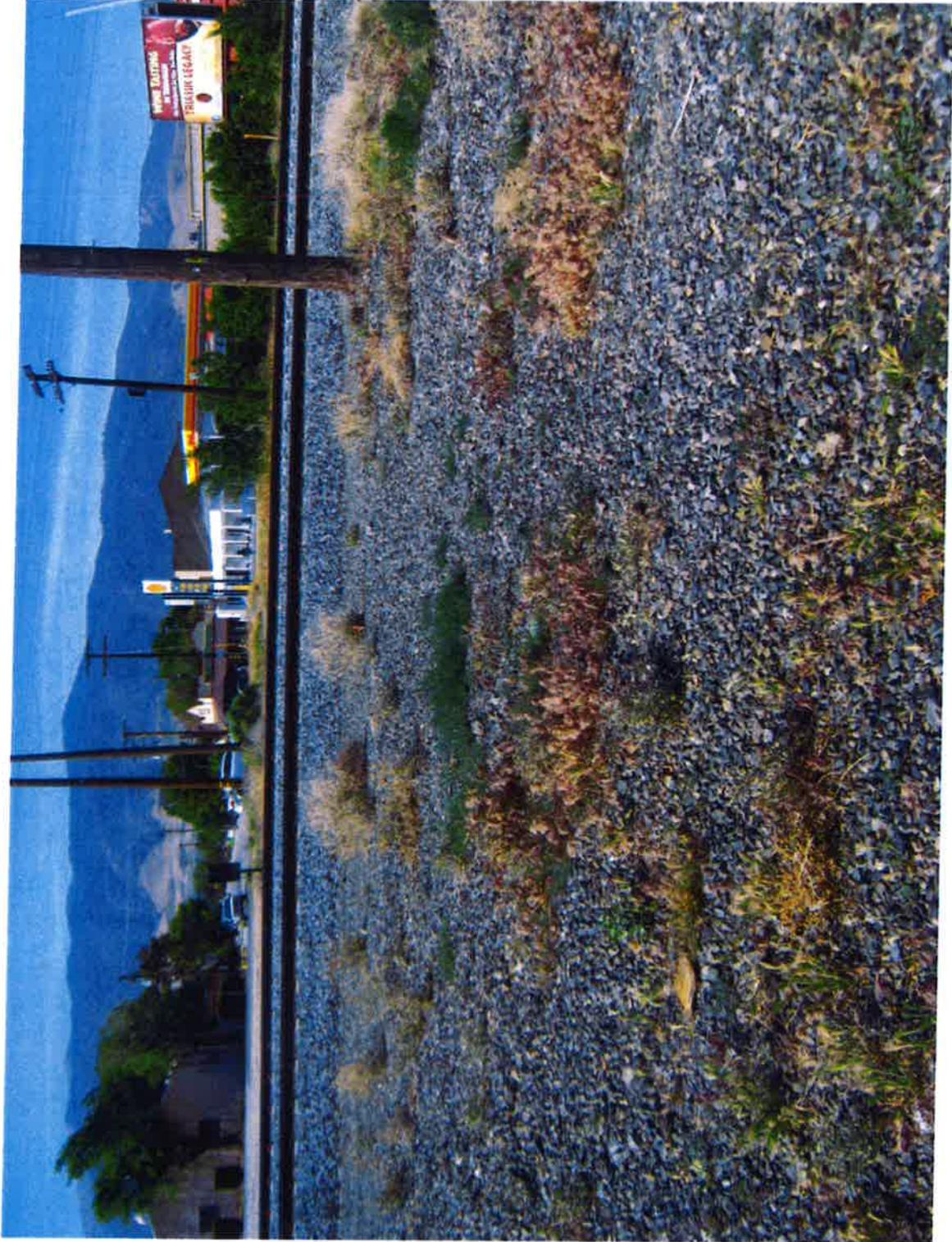
Green Street rail crossing looking south



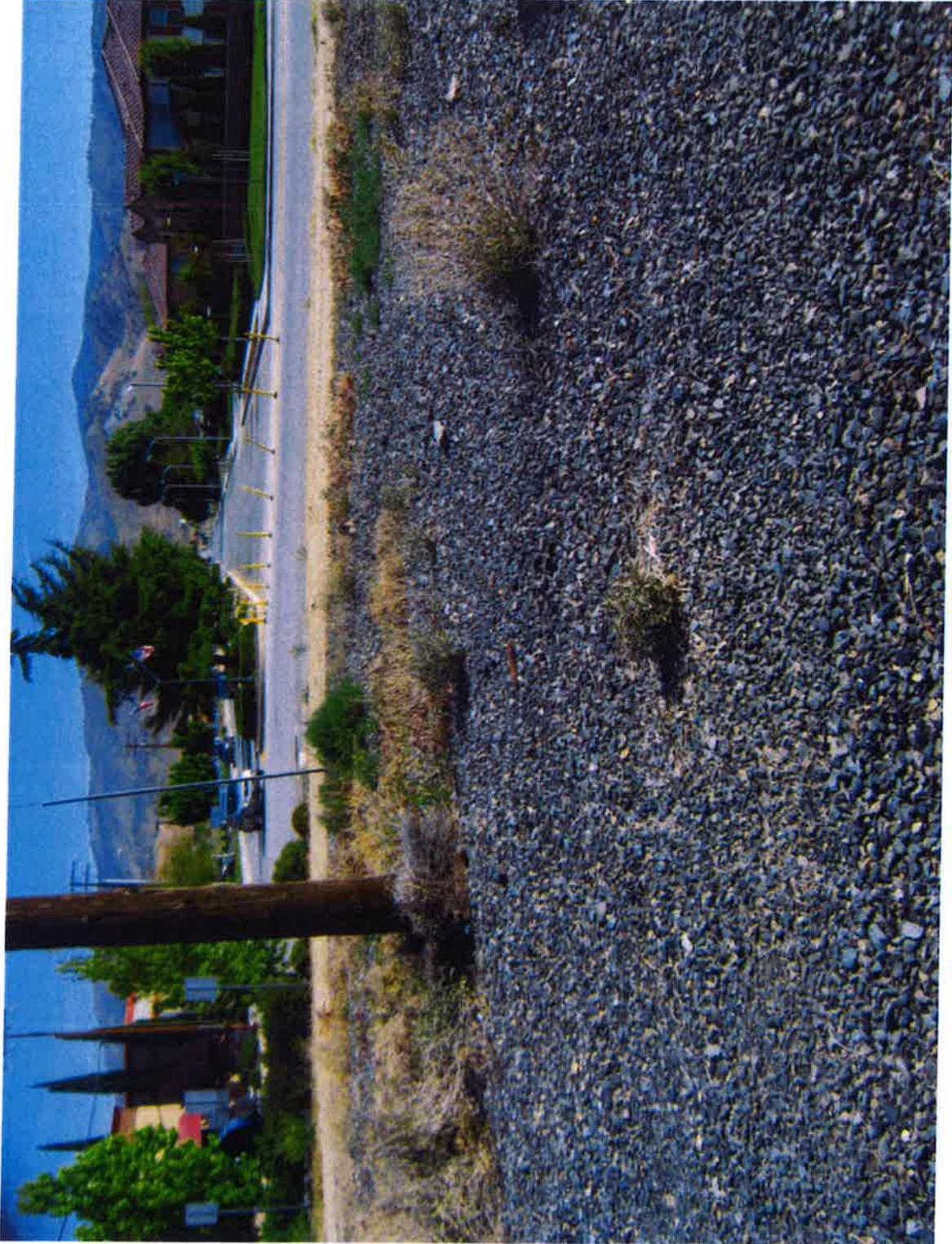
Green Street rail crossing looking south



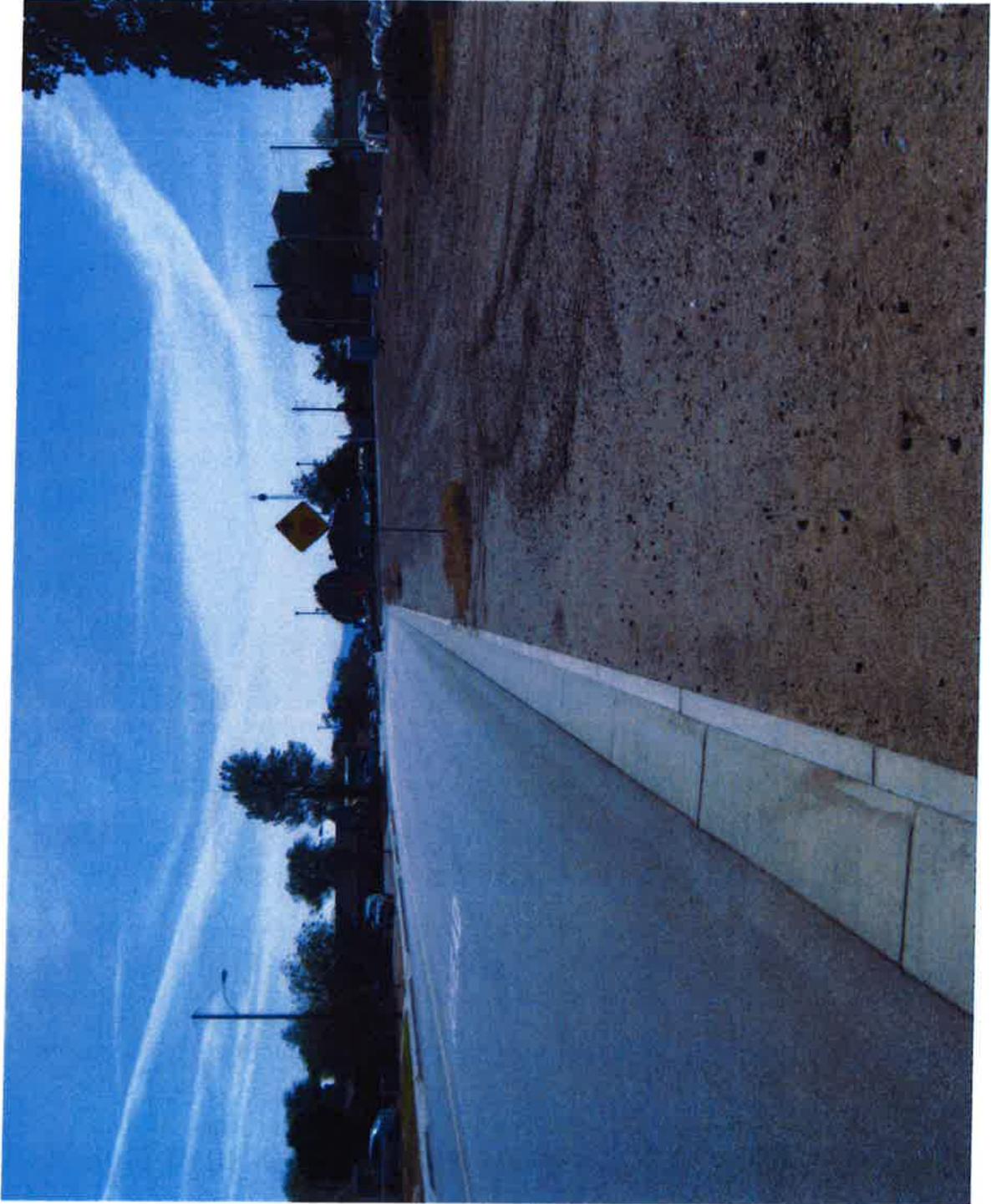
Green Street rail crossing looking south



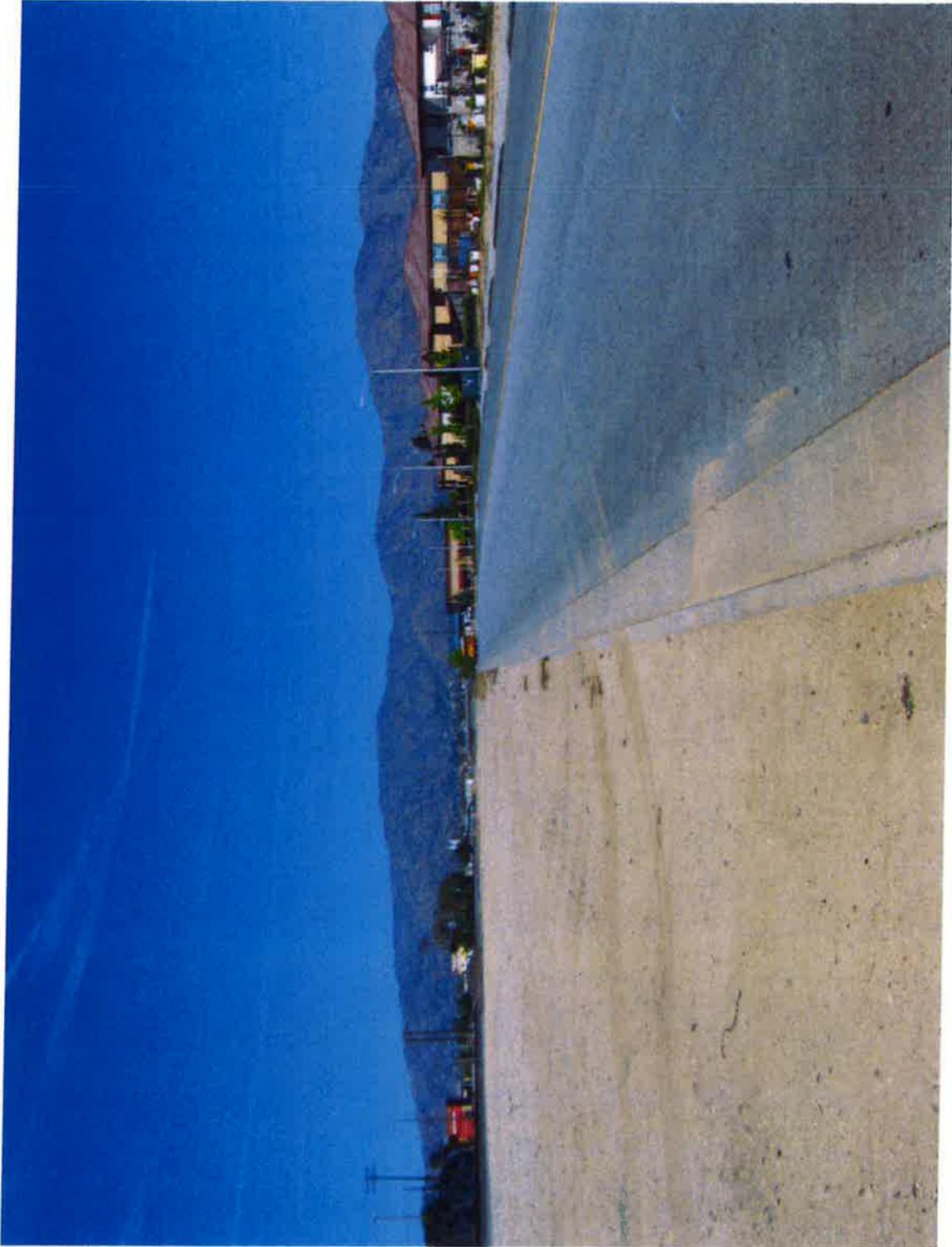
Looking south from South Mill Street



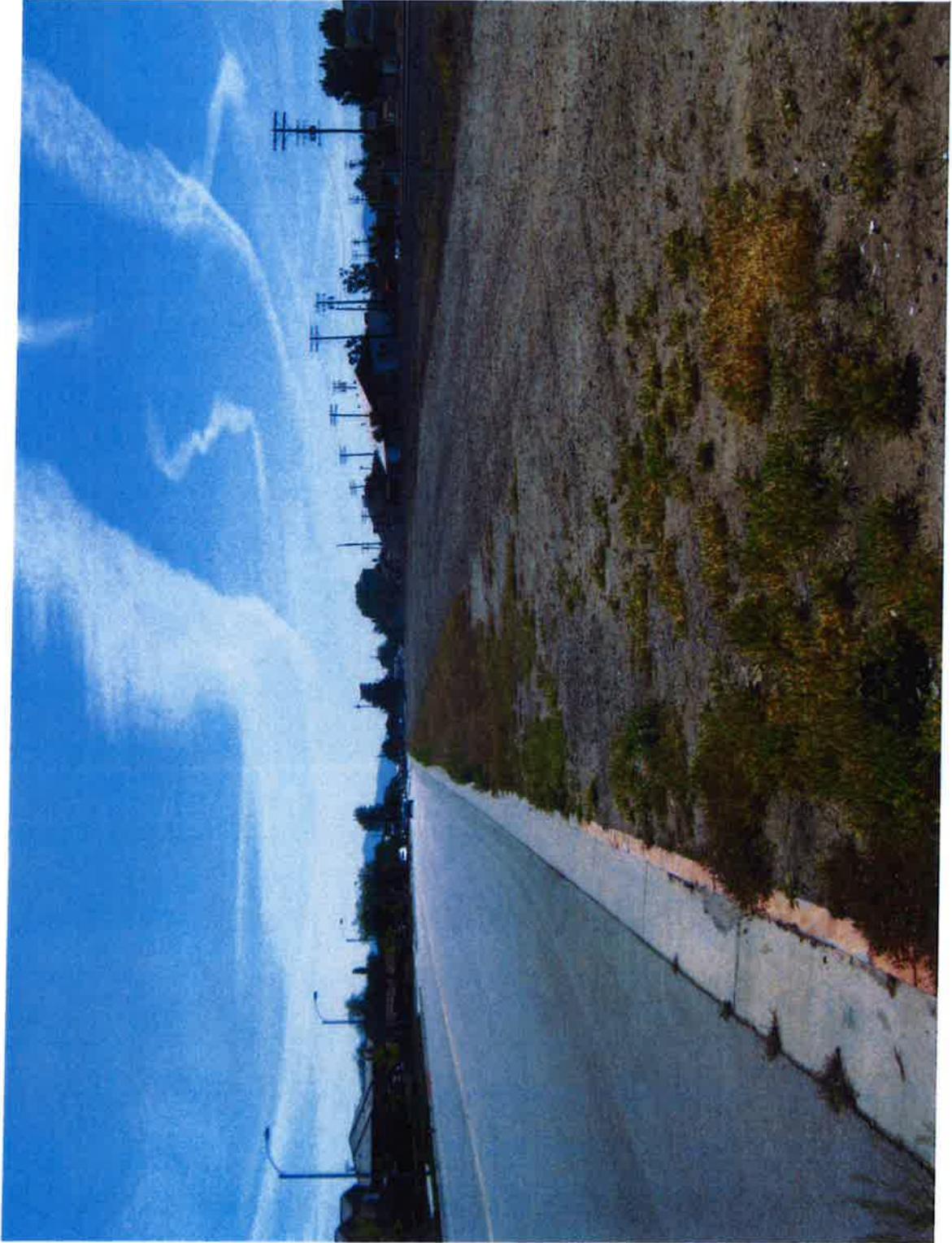
Looking north at South Mill Street



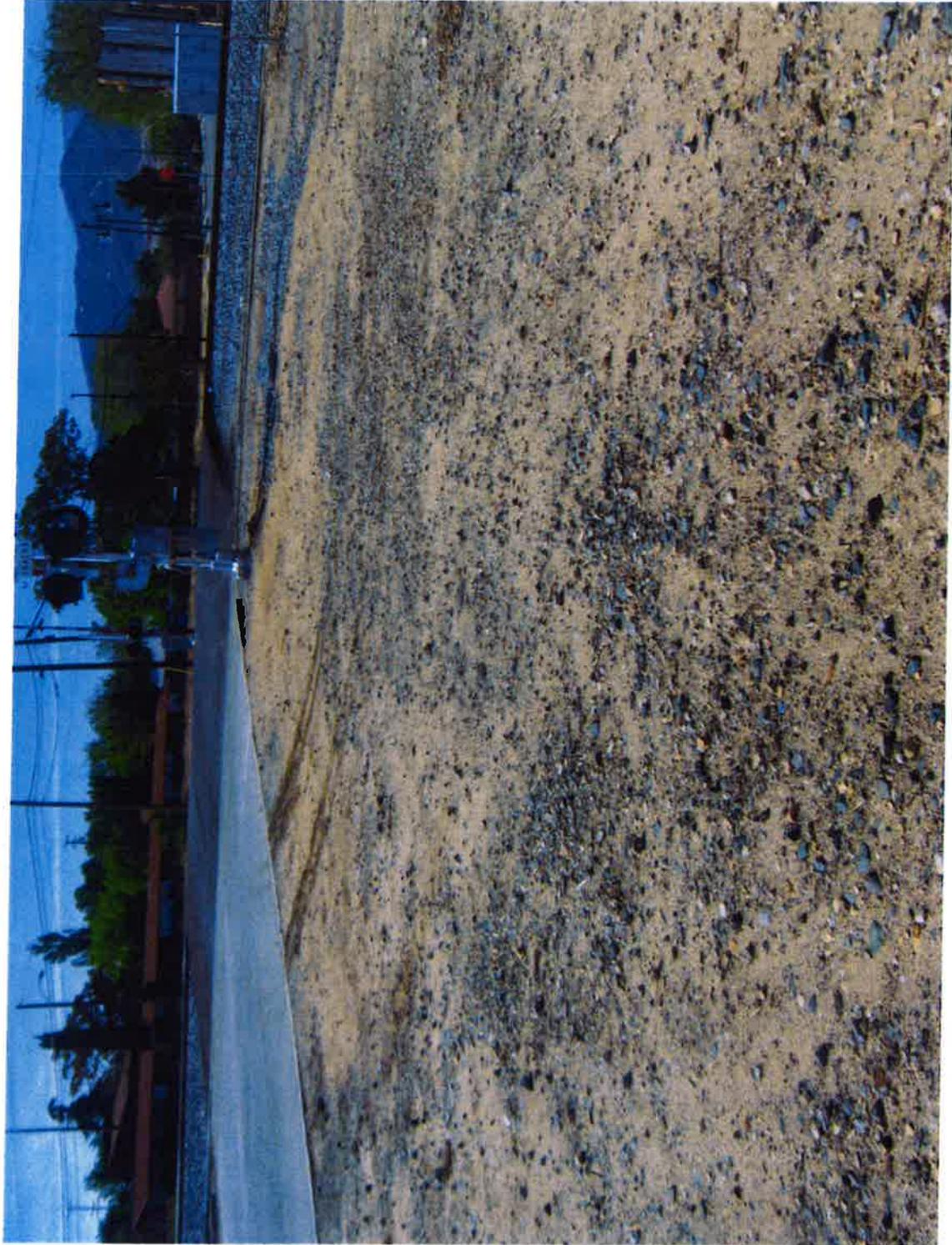
South side of H Street looking east



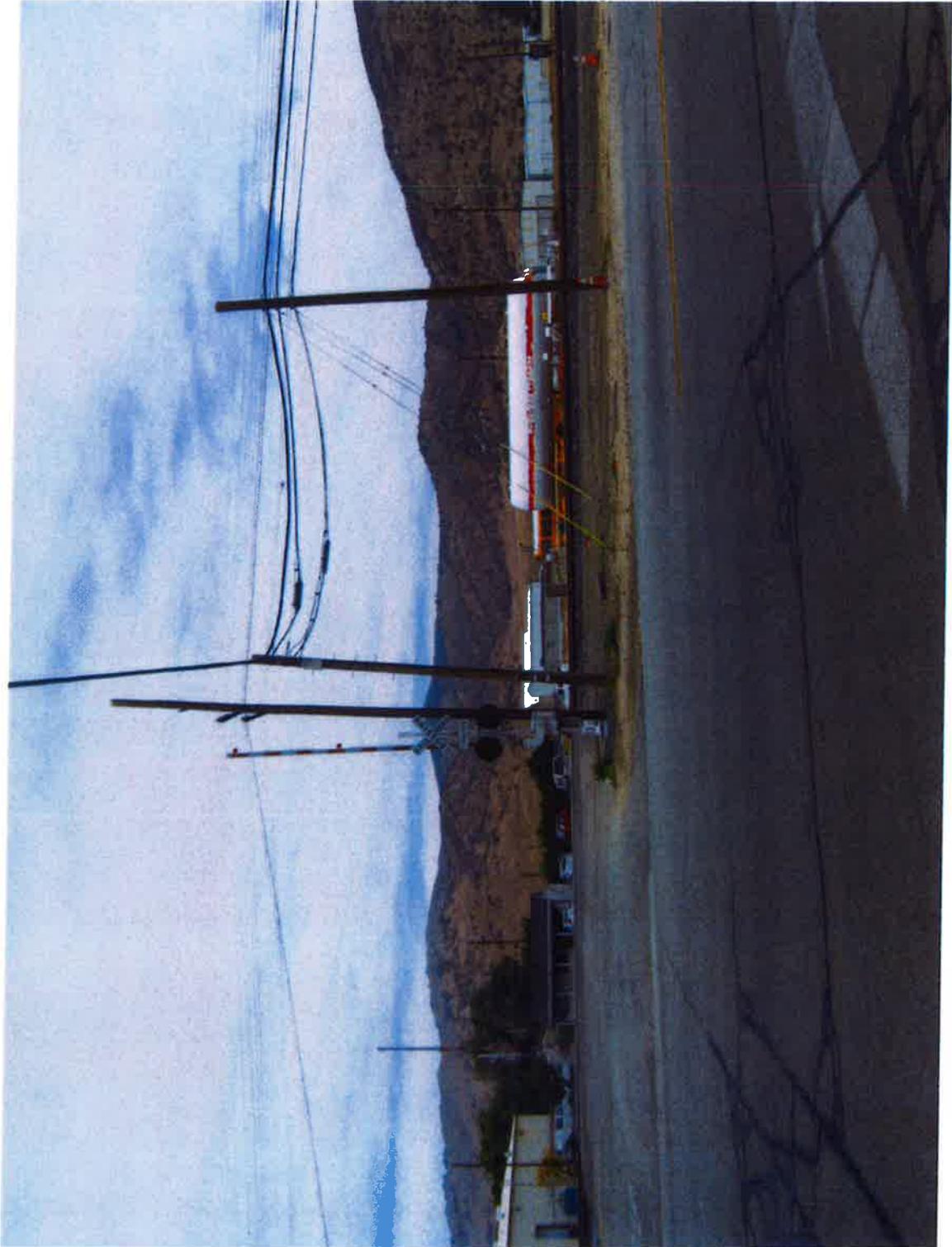
South side of H Street looking west.



South side of H Street looking east



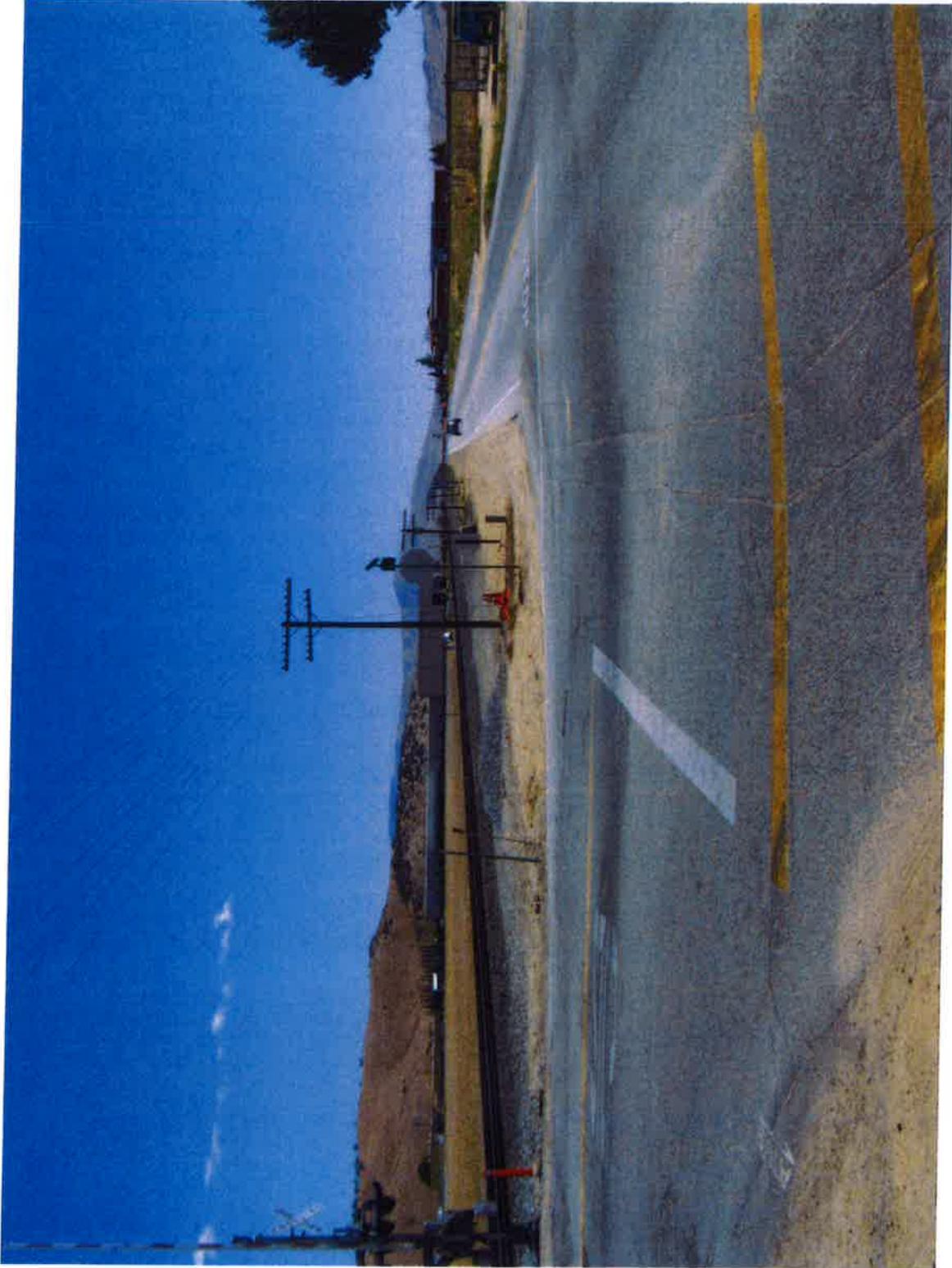
Hayes Street rail crossing looking south



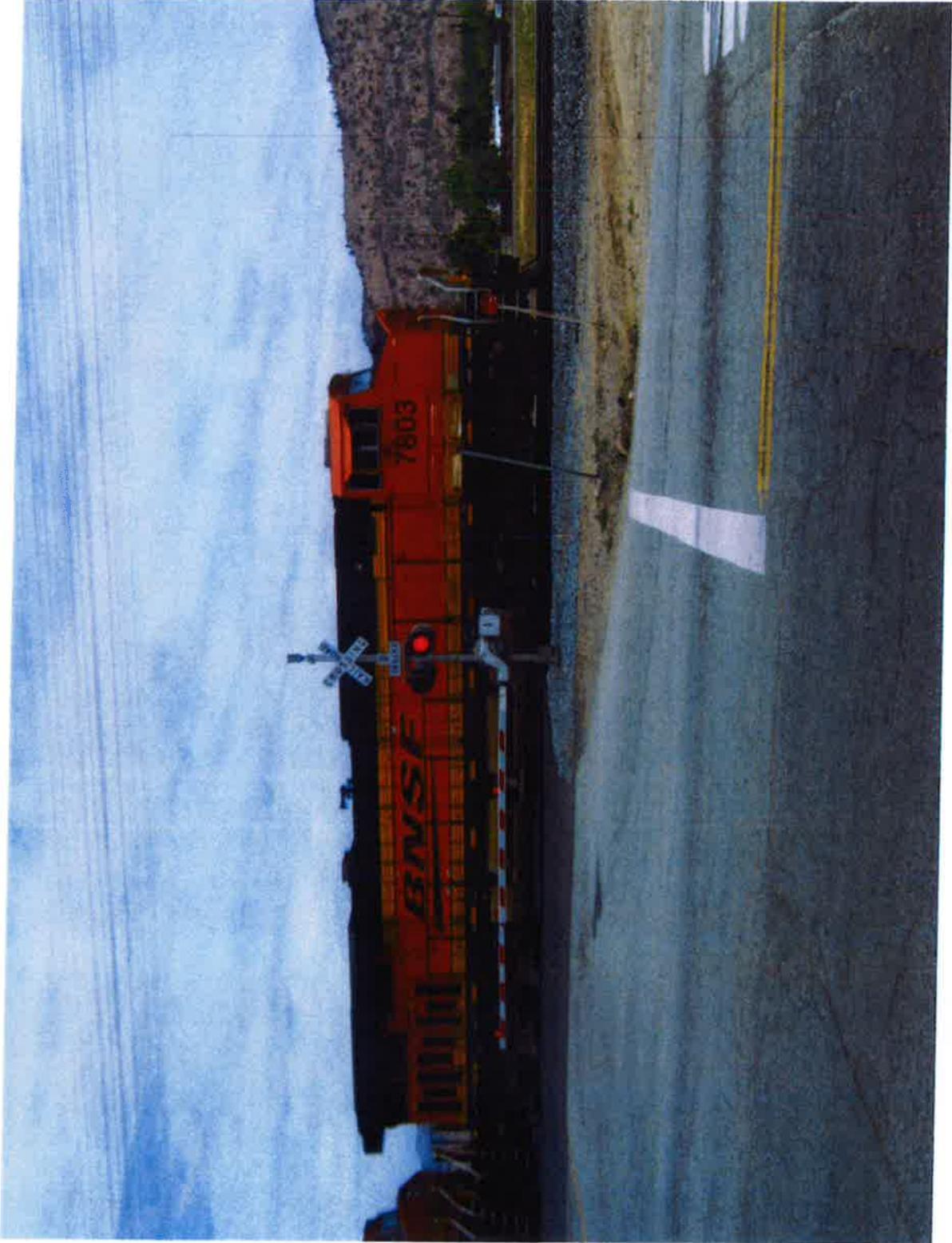
Hayes Street rail crossing looking north



North side of H Street looking east



Tehachapi Boulevard and Dennison Road intersection looking east.



Dennison Road rail crossing looking north

## Detailed Engineer's Estimate and Total Project Cost

**Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).**

### Project Information:

Agency:	City of Tehachapi		
Application ID:	09-City of Tehachapi-1	Prepared by:	J. Schlosser
			5/6/2015
Project Description:	Install fencing, curb, sidewalk, minor landscaping along the south side of H Street, install a new pedestrian at-grade pedestrian rail crossing at N. Mill Street and rail crossing improvements at three existing at-grade crossings.		
Project Location:	Lying within the City, the Union Pacific railroad right-of-way and the adjacent sections of H Street and Tehachapi Blvd from Mill Street east to Dennison Rd.		

### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization/Demobilization	1	LS	\$45,000.00	\$45,000	100%	\$45,000						
2	Traffic Control	1	LS	\$30,000.00	\$30,000	100%	\$30,000						
3	Site Preparation	1	LS	\$30,000.00	\$30,000	100%	\$30,000						
4	Concrete Curb & Gutter	2750	LF	\$27.00	\$74,250	100%	\$74,250						
5	Concrete Sidewalk	21600	SF	\$6.00	\$129,600	100%	\$129,600						
6	Concrete Drive Approach	19	EA	\$2,200.00	\$41,800	100%	\$41,800						
7	Asphalt Concrete Paving	56300	SF	\$7.50	\$422,250	100%	\$422,250						
8	Chain Link Fencing	5200	LF	\$22.00	\$114,400	100%	\$114,400					100%	\$114,400
9	Chain Link Gate	11	EA	\$1,500.00	\$16,500	100%	\$16,500					100%	\$16,500
10	Steel Fencing	1560	LF	\$38.00	\$59,280	100%	\$59,280						
11	Steel Gate	11	EA	\$3,500.00	\$38,500	100%	\$38,500						
12	ADA Vehicular/Pedestrian Rail Crossing	3	EA	\$52,000.00	\$156,000	100%	\$156,000						
13	Rail Crossing Gates	3	EA	46,000	\$138,000	100%	\$138,000						
14	ADA Pedestrian Rail Crossing	1	EA	\$27,000.00	\$27,000	100%	\$27,000						
15	Pedestrian Rail Crossing Gates	1	EA	20,000	\$20,000	100%	\$20,000						
16	Integrate Pedestrian Crossing Gates	1	EA	\$30,000.00	\$30,000	100%	\$30,000						
17	ADA-compliant Access Ramp	4	EA	\$3,500.00	\$14,000	100%	\$14,000						
18	Enhanced Pedestrian Road Crossing	840	SF	\$35.00	\$29,400	100%	\$29,400						
19	Relocate Conflicting Features	1	LS	12,000	\$12,000	100%	\$12,000						
20	Street Trees	30	EA	1,000	\$30,000	100%	\$30,000	100%	\$30,000				
21	Irrigation	1	LS	60,000	\$60,000	100%	\$60,000	100%	\$60,000			100%	\$60,000
22	Pedestrian Walk Lighting	30	EA	3,500	\$105,000	100%	\$105,000						
23	Electrical Service Pedestal	1	EA	14,000	\$14,000	100%	\$14,000						
24	Landscaping Maintenance	12	WK	250	\$3,000	100%	\$3,000	100%	\$3,000			100%	\$3,000
25	Record Drawings	1	LS	1,000	\$1,000	100%	\$1,000						
<b>Subtotal of Construction Items:</b>					<b>\$1,640,980</b>		<b>\$1,640,980</b>		<b>\$93,000</b>				<b>\$190,900</b>
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>15.00%</b>	<b>\$246,147</b>								
				<b>Enter in the cell to the right</b>									
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,887,127</b>								

### Project Cost Estimate:

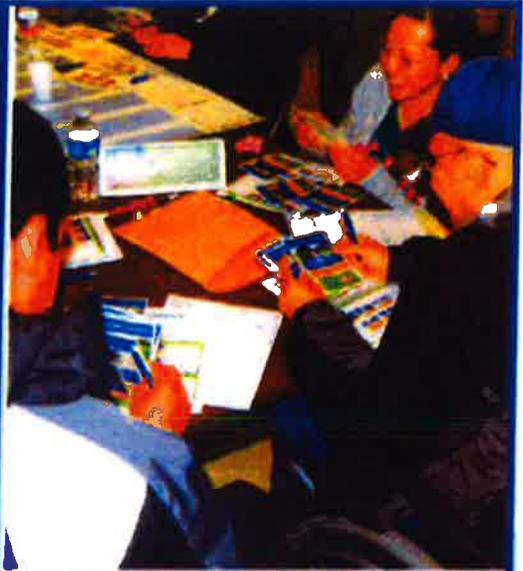
Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED):	\$ 5,000		
Plans, Specifications and Estimates (PS&E):	\$ 150,000		
<b>Total PE:</b>	<b>\$ 155,000</b>	<b>8.21%</b>	25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:	\$ -		
Acquisitions and Utilities:	\$ -		
<b>Total RW:</b>	<b>\$ -</b>		
<b>Construction (CON)</b>			
Construction Engineering (CE):	\$ 200,000	<b>9.58%</b>	15% Max

ATTACHMENT G

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
Total Construction Items & Contingencies:				\$1,887,127									
Total CON:				\$	2,087,127								
<b>Total Project Cost Estimate:</b>				\$	2,242,127								

**THIS  
PAGE  
INTENTIONALLY  
LEFT  
BLANK**

# Kern Council of Governments



## **2014 Regional Transportation Plan/Sustainable Communities Strategy**

**June 19, 2014**



**Kern Council  
of Governments**

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

### Improve economic vitality

Our transportation system will be increasingly efficient and cost-effective in the future. The 2014 RTP will generate construction jobs for transportation projects and additional jobs in a broad cross-section of industries as a result of the improved transportation system. This SCS seeks to reduce obstacles to development and reduce infrastructure costs for new development, which will enable appropriate development that supports the community's vision for the future. With a more efficient transportation system, our region will be more mobile and our roadways will be less congested, enabling the efficient movement of goods through the region. With increased maintenance of streets and roads, and more transit and active transportation options, Kern region transportation costs will be lower and community members will have more resources to spend on themselves and their families.

### Improve air quality

The RTP/SCS seeks to improve air quality in the Kern region by reducing emissions. The SCS component of the RTP will work in tandem with other RTP policies to reduce not only CO<sub>2</sub> emissions but also federal criteria pollutant emissions. We will achieve and exceed our CO<sub>2</sub> emissions reduction target set by CARB by achieving more than a 5% reduction by 2020 and more than a 10% by 2035 compared to the 2005 16.7 lbs. per capita. The RTP/SCS meets criteria pollutant emission budgets set by the Environmental Protection Agency. By improving air quality, the RTP/SCS helps to remove San Joaquin Valley's \$29 million fine and to meet very fine dust (particulate matter—PM<sub>2.5</sub>) attainment plan goals as well as attain the emission reduction for the other health based criteria pollutants in Kern. In 2013, the San Joaquin Valley portion of Kern went from extreme non-attainment to attainment of the one-hour ozone standard. Continued progress in this area may positively affect climate change impacts. With each passing year, Kern region community members should expect to breathe cleaner air and live healthier lives.

***By improving air quality, this SCS helps to remove San Joaquin Valley's \$29 million fine and to meet very fine dust (particulate matter—PM<sub>2.5</sub>) attainment plan goals as well as attain the emission reduction for the other health based criteria pollutants in Kern.***

This air quality benefit is made possible largely by integrating transportation and land use to allow Kern region residents to live closer to where they work and play and closer to high-quality transit service, bicycle paths, and sidewalks.

### Improve communities' health

Our region's bicycle and pedestrian facilities will expand, providing more opportunities to bike and walk to work, school, the park, the store, the bank, etc. In the future, Kern region residents will be able to live closer to where they work and play. The share of households living within bike or walk distance from where they work and play will increase from 84% to 93% by 2035 compared to the old plan<sup>1</sup>, signaling a more efficient overall development pattern in the future. As a result, more residents will be able to use transit and active transportation as a safe and attractive means of travel. Active transportation helps to maintain our communities' health and well-being. In addition, less vehicle trips will result in better air quality and healthier lives.

<sup>1</sup> Analysis used methodology suggested by Kern COG RPAC participants based on Human Impact Partners (humanimpact.org) SB 375 Health & Equity Metrics. Kern COG GIS analyzed public services within a 10 min. walk or bike of public services (transit, parks, schools, hospitals). Access to private services remained at 90% between the two alternatives.

## CHAPTER 4 SUSTAINABLE COMMUNITIES STRATEGY

### Increase transportation and public safety

Our local transit service and intercity transit services will be expanded and our transit system efficiency will be improved. Kern region community members will be safer as the RTP/SCS seeks to lower accident rates on highways and local streets and roads.

### Promote the conservation of natural resources and undeveloped land

Our military air space, recreation, and agricultural lands are an important resource. Our economic resource areas are an important part of the region's economic base. This SCS acknowledges existing local General Plan policies promoting resource conservation and supports Kern's agricultural sector by maintaining existing streets and roads and focusing appropriate compact and in-fill development in urban areas. Kern County has begun planning efforts to create a Natural Community Conservation Plan that combines existing Habitat Conservation Plans in San Joaquin Valley portion of Kern.

### Increase access to community services

In the future, Kern region residents will have more access to comprehensive community services for health, education, safety, and recreation. By improving transportation infrastructure, such as highways and local streets and roads, and increasing transit and active transportation options, traveling to these services will be more convenient.

### Increase regional and local energy independence

The Kern region will continue to increase its regional and local energy independence. With more transit and active transportation options and by living closer to where they work, community members will have alternatives to driving their cars. Additionally, this SCS seeks to promote conservation of our natural resources and open spaces, providing opportunities to invest in renewable energy production and distribution. Increased energy independence means less dependence on foreign oil, decreased payments to foreign countries, reduced trade imbalances and an improved economy.

***Increased energy independence means less dependence on foreign oil, decreasing payments to foreign countries, reducing trade imbalances and improving the economy.***

### Increase the opportunities to help shape our community's future

Kern region community members will continue to have ample opportunities to provide input in the transportation planning process. We value each person's opinion and will continue to solicit feedback from the public.

### **The Kern Region: Unlike Any Other in California**

Kern County is unlike any other region in California. Kern's large size and diverse valley, desert and mountain environs are dominated by agriculture, oil production, renewable energy, aerospace, military, recreation, transportation linkages and other activities that warrant unique and different approaches to address the SCS goals. These economic pursuits are the basis for dispersed rural centers and strategic locations for developments within the County that are unlike other areas of the State. Accordingly, unique strategies are needed to support Kern's economic, transportation and other needs. This uniqueness is reflected in the General Plans and programs of Kern County's local governments.

Kern County's eastern region boasts not one, but two United States' Military Air bases: Edwards Air Force Base and Naval Air Weapons Center China Lake. Surrounding communities benefit directly and indirectly from their proximity to these bases. The aerospace industry and its service and support-related personnel represent a significant interest to Kern's eastern regional communities, as well as its southern neighbors. As these areas continue to grow eastern Kern will require its own rural and urban policy considerations.

**Correctional Facilities** - Another significant rural transportation issue is correctional institutions. Kern County has five public and private high-security institutions that house over 20,000 federal, state and local inmates. There are a number of low and medium "community" correctional institutions located in urban areas (not shown). To manage these facilities, Kern County has almost 5000 correctional officers and first-line supervisors who commute by auto and vanpool for each shift.

**Rural Resource Area Transportation Safety** - Alternative transportation connectivity to these resource areas are dominated by regional transit and vanpooling. The rural job market plays an important role among rural and urban residents alike. As rural lands transition into non-agricultural uses, commute and other high speed auto traffic will experience conflicts with slow moving farm vehicles. In addition, vehicle miles driven are appreciably higher than in urban settings due to the lower population density of rural areas. This results in a disproportionately higher number of accidents per capita in rural settings than urban. A sustainable community strategy is required to address rural highway safety issues and provide financial incentives to address them.

### **Forecast Development Pattern**

GC Section 65080(b)(2)(B)(vii) requires MPOs to set forth a forecasted development pattern for the region, which when integrated with the transportation network and other transportation measures and policies will reduce emissions from automobiles and light-duty trucks to achieve, if there is a feasible way to do so, the emissions reduction targets approved by CARB.

### Housing the Kern Region's Population

The SCS Strategy Maps (Figures 4-8 and 4-9) have been developed by Kern COG staff and show both the place types reflecting forecasted development patterns and Kern COG modeling assumptions, and the planned transportation investments from this RTP. The maps show how investments in transportation are being coordinated with forecasted development patterns to reduce emissions from automobiles and light-duty trucks. The maps contain transit priority and strategic employment areas and transportation infrastructure that are existing, planned or proposed and have been grouped by Kern COG staff into descriptive types. The maps were developed with input from the Transportation Modeling Committee and the RPAC but there are currently no General Plans adopted that use these terms or categories.

The following place types employed in the RTP are not intended to represent detailed land use designations or policies, but are used to describe the general conditions likely to occur within a specific generalized area based on the assumptions made by local authorities. The place types are each comprised of specific characteristics related to jobs and housing intensity, urban design and transportation choices. It is important to note that these maps are only a snap shot of forecasted development patterns and Kern COG modeling assumptions to be updated every 4 years. For the latest information on land use, land use designations and transit concepts, please refer to the appropriate local jurisdictions.

#### *Metropolitan (Metro)*

Metro areas are the regions primary business, civic, commercial and cultural centers that can exceed 60,000 in population. These districts have significant amounts of employment and corresponding

## CHAPTER 4 SUSTAINABLE COMMUNITIES STRATEGY

residential uses and retail, typically clustered in multistory buildings and include easy access to neighboring residential and employment areas. Metro areas are served by numerous transportation choices. Existing and planned enhancements may include easy walk/bike design and improved transit. Metro areas are also typically located at the convergence of a number of high-capacity transit facilities such as passenger rail. The proposed Bakersfield metro center for Kern is also the planned location for the enhanced passenger rail service such as high-speed rail. In East Kern, the closest metro place type is Palmdale/Lancaster in Northern L.A. County.

### *Community*

Community place types feature subregional business, civic, commercial and cultural centers and draw activity from the subregional area. These areas may range from 15,000 to 60,000 persons or more and contain significant employment centers and a mix of housing choices, supported by retail and daily services. Existing and planned community enhancements may include easy walk/bike design and improved transit.

### *Town*

Town place types feature business activity, local-serving retail, daily services, housing choices, and may include a civic and cultural center and draws activity from the town and immediate area. These areas may range from 5,000 to 15,000 people or more. Existing and planned enhancements may include easy walk/bike design and improved transit.

### *Village*

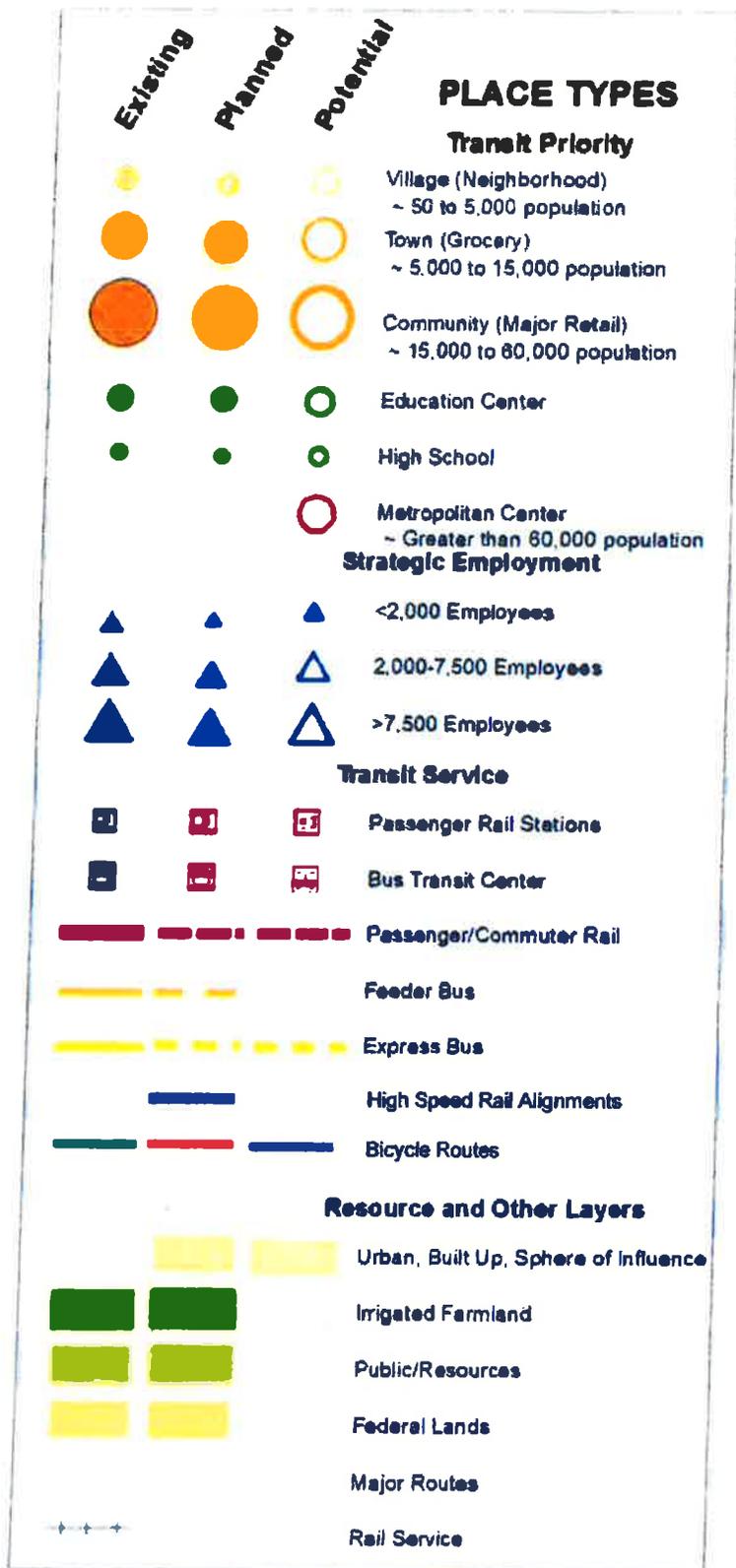
Village place types feature business activity and essential local services, and housing choices. These areas may range from 50 to 5,000 people or more. Existing and planned enhancements may include easy walk/bike design and improved transit as appropriate.

### *Strategic Employment (Rural/Urban)*

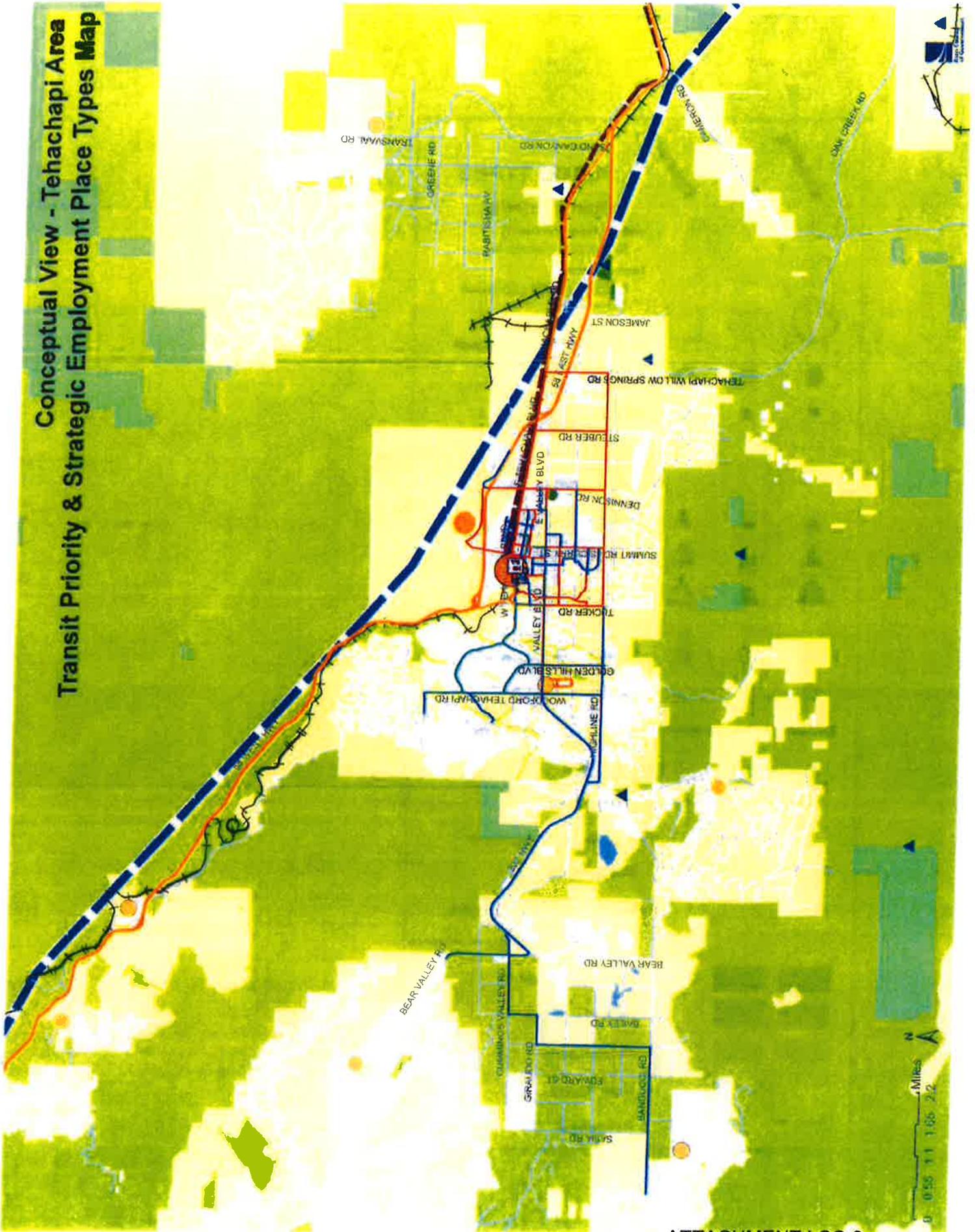
Strategic employment areas can be found in rural and more urban areas and may include both jobs and housing, though these two uses are rarely found in close proximity to each other. These areas often contain employment in isolated resource areas with sporadic activity dependent on the strategic resource (wind energy, agriculture, etc.). Many strategic employment areas are characterized by large operations located in close proximity to a resource to minimize transportation costs and the carbon footprint. In urban areas, existing and planned enhancements may include easy walk/bike design and improved transit. In rural strategic employment areas, regional transit and or vanpooling are existing or planned along with interconnectivity and safety projects.

The transit priority and strategic employment areas were jointly adopted by the city and county into the Metropolitan Bakersfield General Plan in 1982 and are found in the community plans for most of the outlying communities. The concepts have a distinct advantage over a corridor and strip commercial development pattern in that it provides for activity nodes around which future transit, and vanpooling services can be planned for in a way that is supportive of forecasted development patterns.

Figure 4-10 depicts a forecasted development pattern based on local area planning assumptions consistent with the transit priority and strategic employment areas. The map also indicates a network of Quality Transit Areas (QTA). These are areas within one-half mile of fixed route transit service based on planned transit expenditures. Nearly all of the region's planned highway projects will benefit the QTA routes. In addition the rural strategic employment areas outside the QTAs will also have access to carpool, vanpool and the HOV network being developed to benefit the resource areas consistent with SB 375.

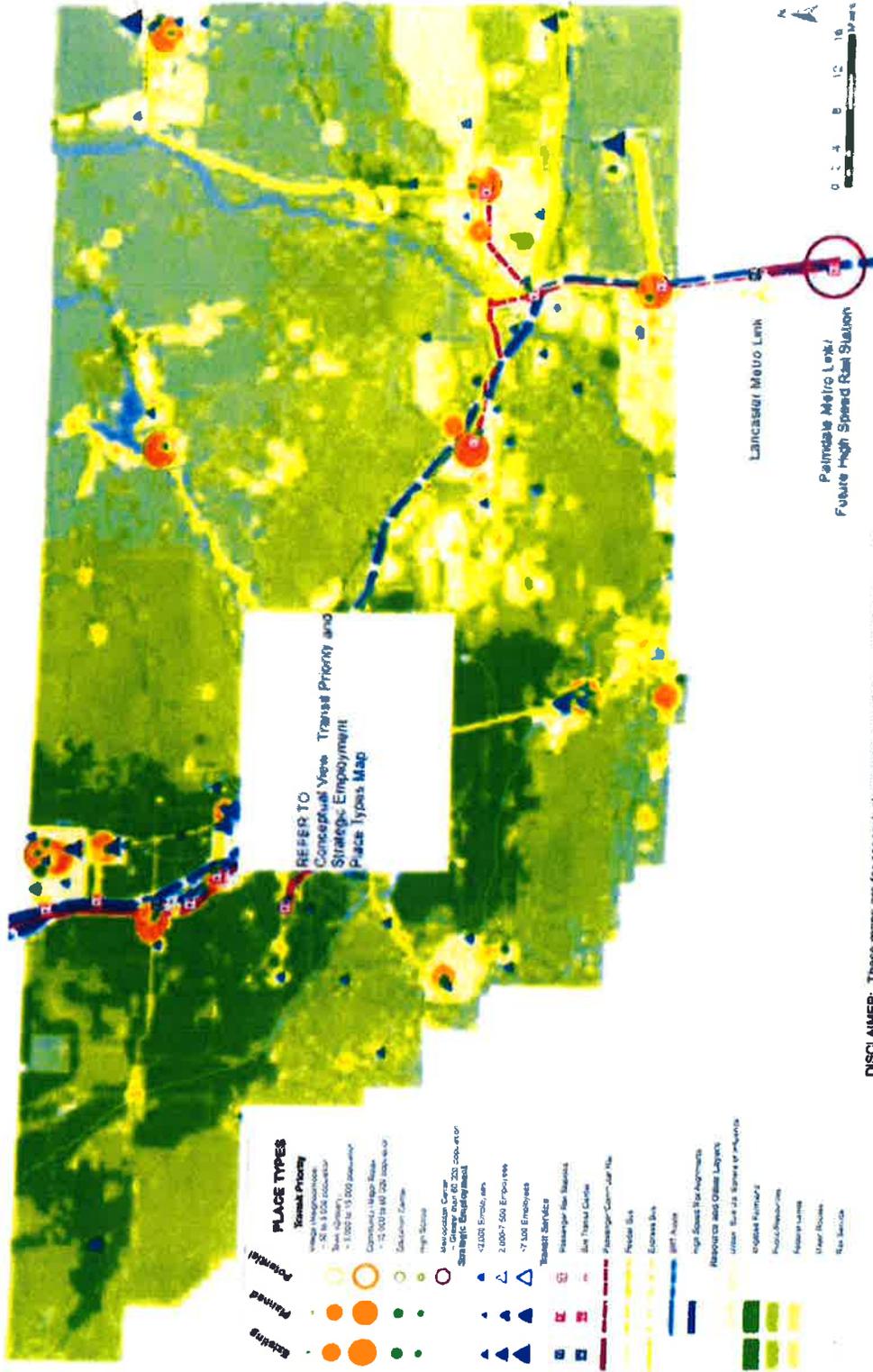


# Conceptual View - Tehachapi Area Transit Priority & Strategic Employment Place Types Map



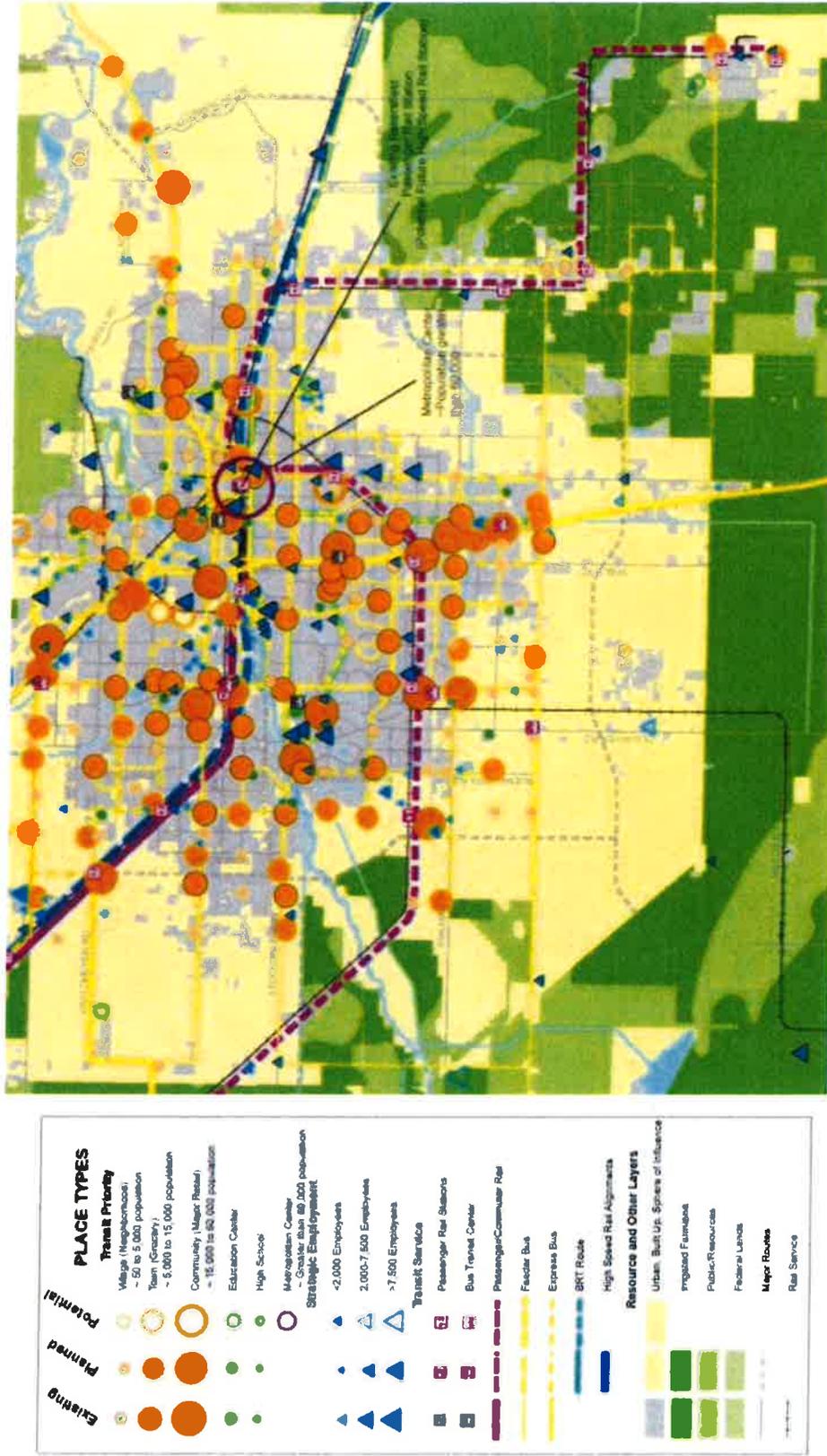
**CHAPTER 4 SUSTAINABLE COMMUNITIES STRATEGY**

**FIGURE 4-8: TRANSIT PRIORITY & STRATEGIC EMPLOYMENT PLACE TYPES**



**DISCLAIMER:** These maps are for conceptual purposes only. The RTP is updated every 4 years. Local general plans and other data can be updated more frequently. For more detailed information on the latest planning assumptions, please refer to the latest, locally adopted general plan for each community or other latest data source. Local general plans and other data updates will be incorporated into the next RTP update every 4 years.

FIGURE 4-9: TRANSIT PRIORITY & STRATEGIC EMPLOYMENT PLACE TYPES – METRO BAKERSFIELD



DISCLAIMER: These maps are for conceptual purposes only. The RTP is updated every 4 years. Local general plans and other data can be updated more frequently. For more detailed information on the latest planning assumptions, please refer to the latest locally adopted general plan for each community or other latest data source. Local general plans and other data updates will be incorporated into the next RTP update every 4 years.

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.

Bikeway miles recommended in the 2013 City of Bakersfield Bicycle Transportation Plan include:

- 44.55 miles of Class I multi-use bike paths
- 111.07 miles of Class II bike lanes
- 104.03 miles of Class III bike routes

Planned bicycle travel facility mileage by community in Kern County is provided in Table 4-5.

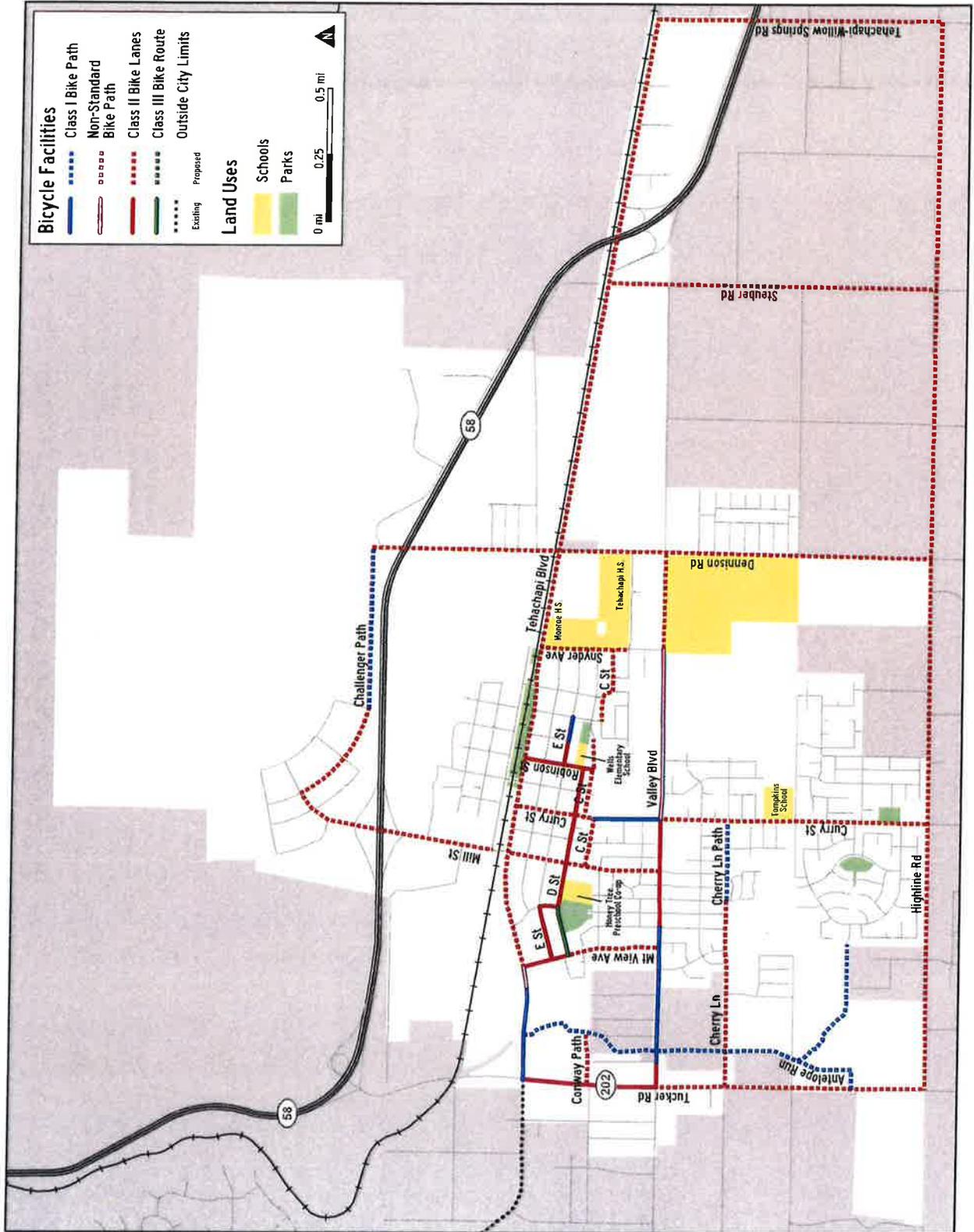
**TABLE 4-5: BICYCLE TRAVEL FACILITY MILEAGE IN KERN COUNTY  
(EXISTING/PLANNED ESTIMATED FROM 2012 & 2013 BIKE PLANS)**

	<b>Existing</b>	<b>Planned</b>
Unincorporated County	97	604
Arvin	5	22
Bakersfield	143	260
California City	10	25
Delano	0	13
Maricopa	0	0
McFarland	0	2
Ridgecrest	26	24
Shafter	0	17
Taft	1	18
Tehachapi	4	15
Wasco	2	11
<b>Total</b>	<b>288</b>	<b>1,011</b>

Bicycle and pedestrian measures identified in the 2014 RTP (see Chapter 5) include:

- Encourage member jurisdictions to implement their adopted local bicycle plans and to incorporate bicycle facilities into local transportation projects.
- Continue to seek funding for bicycle projects from local, state, and federal sources.
- Continue to seek funding to maintain existing bikeways.
- Promote the purchase and construction of bicycle racks and lockers for Kern County multimodal stations.

Figure 3-3: Existing and Proposed Bicycle Facilities in Tehachapi



# 3 Existing Conditions



View from H Street looking north on Green Street. CDBG funds will pay for new sidewalks on the east and west side of Green Street where needed.



Pedestrians crossing the tracks from South Mill Street to Tehachapi Boulevard

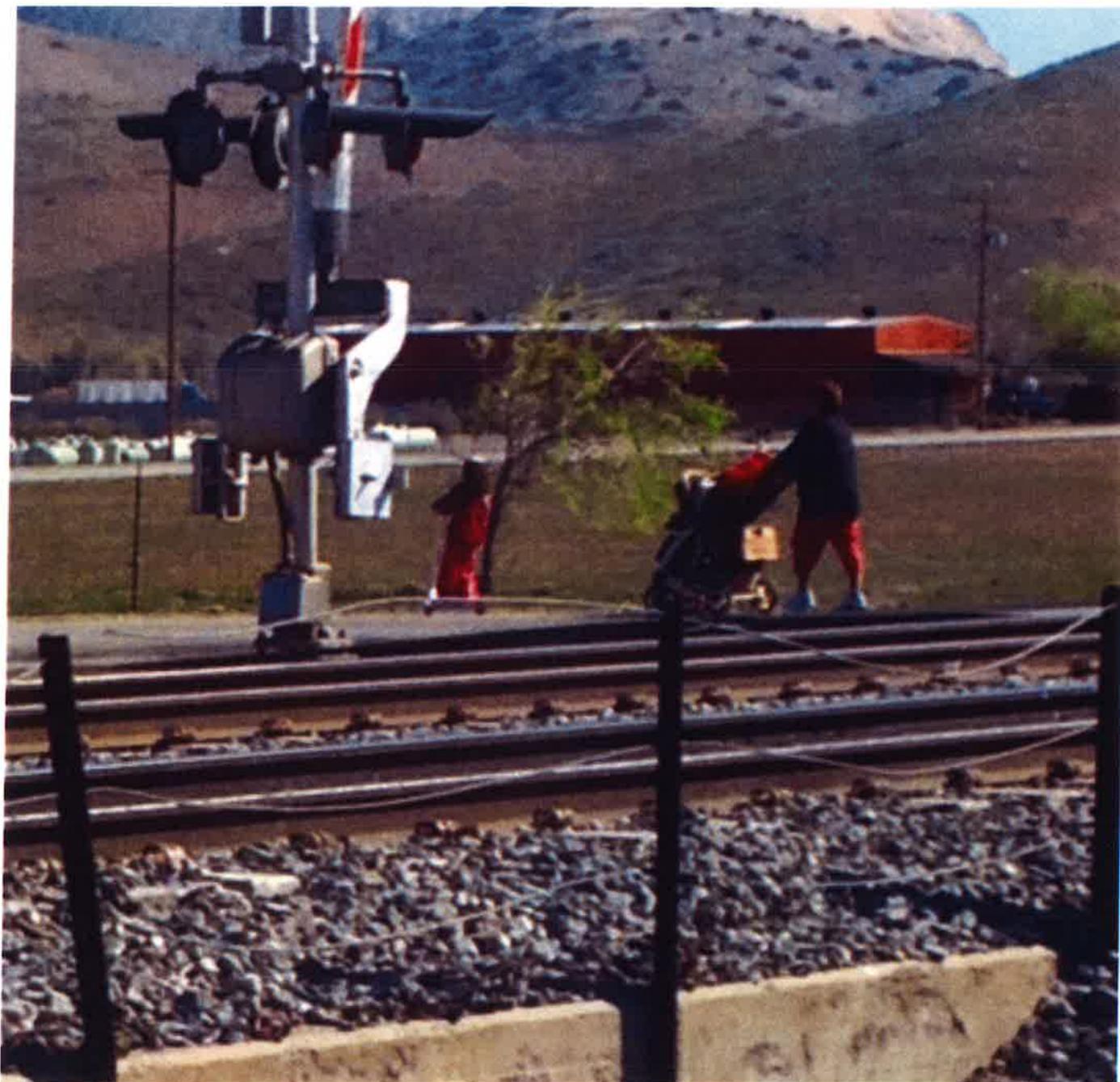
(Photo by Nick Smirnov NPAA)



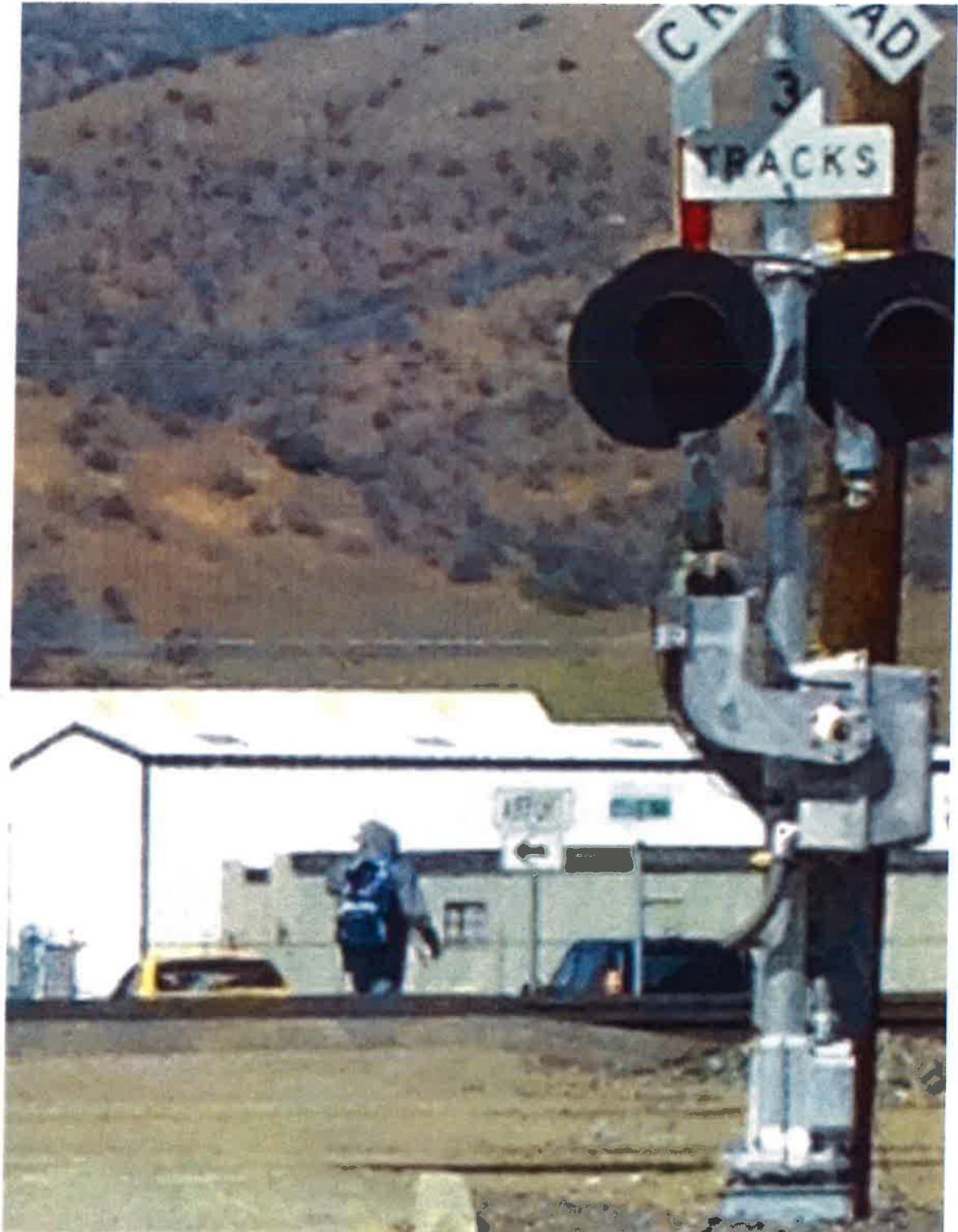
Pedestrian crossing the tracks from H Street to Tehachapi Boulevard (Photo by Nick Smirnov NPAA)



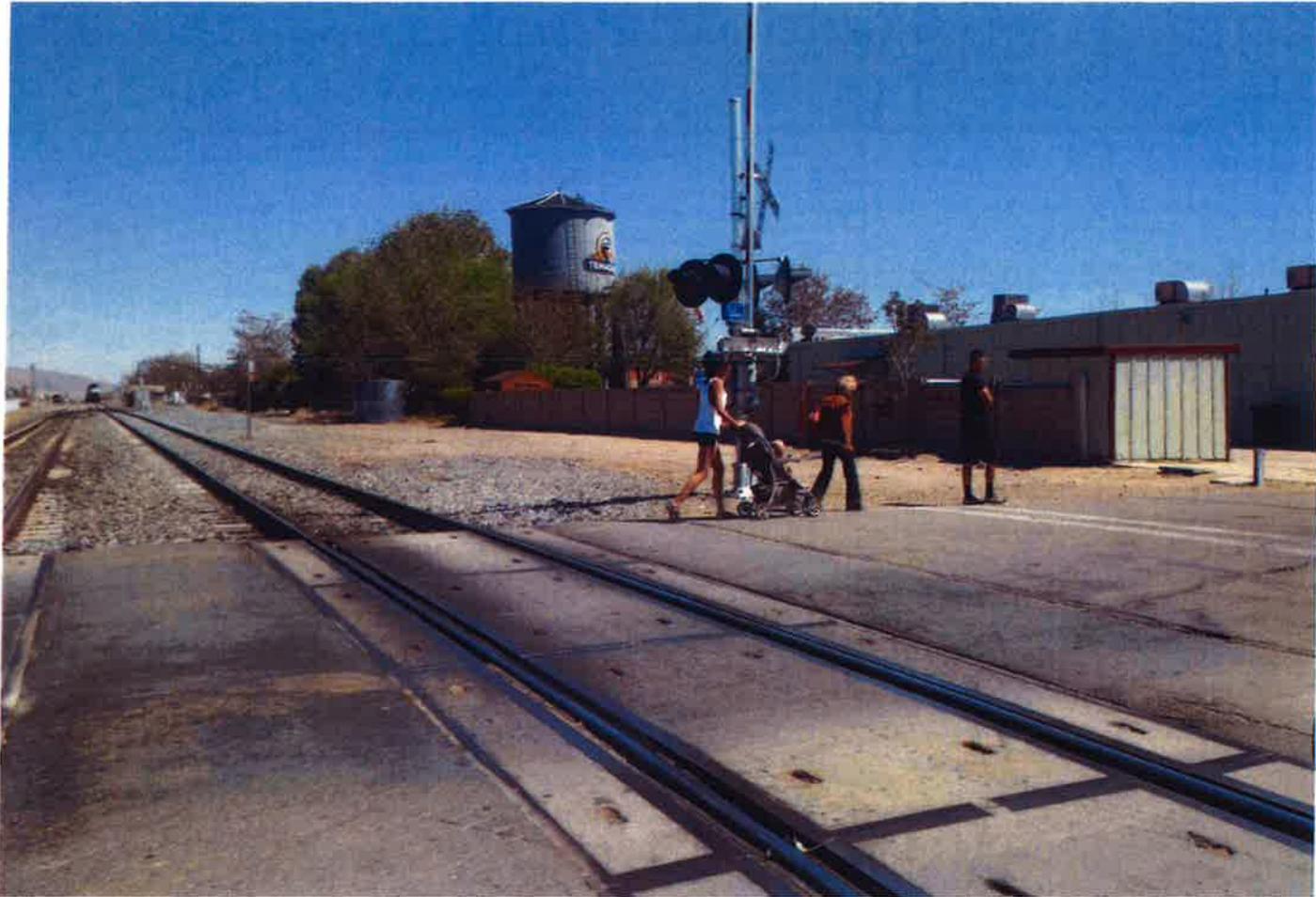
Pedestrian crossing the tracks from Tehachapi Boulevard to H Street



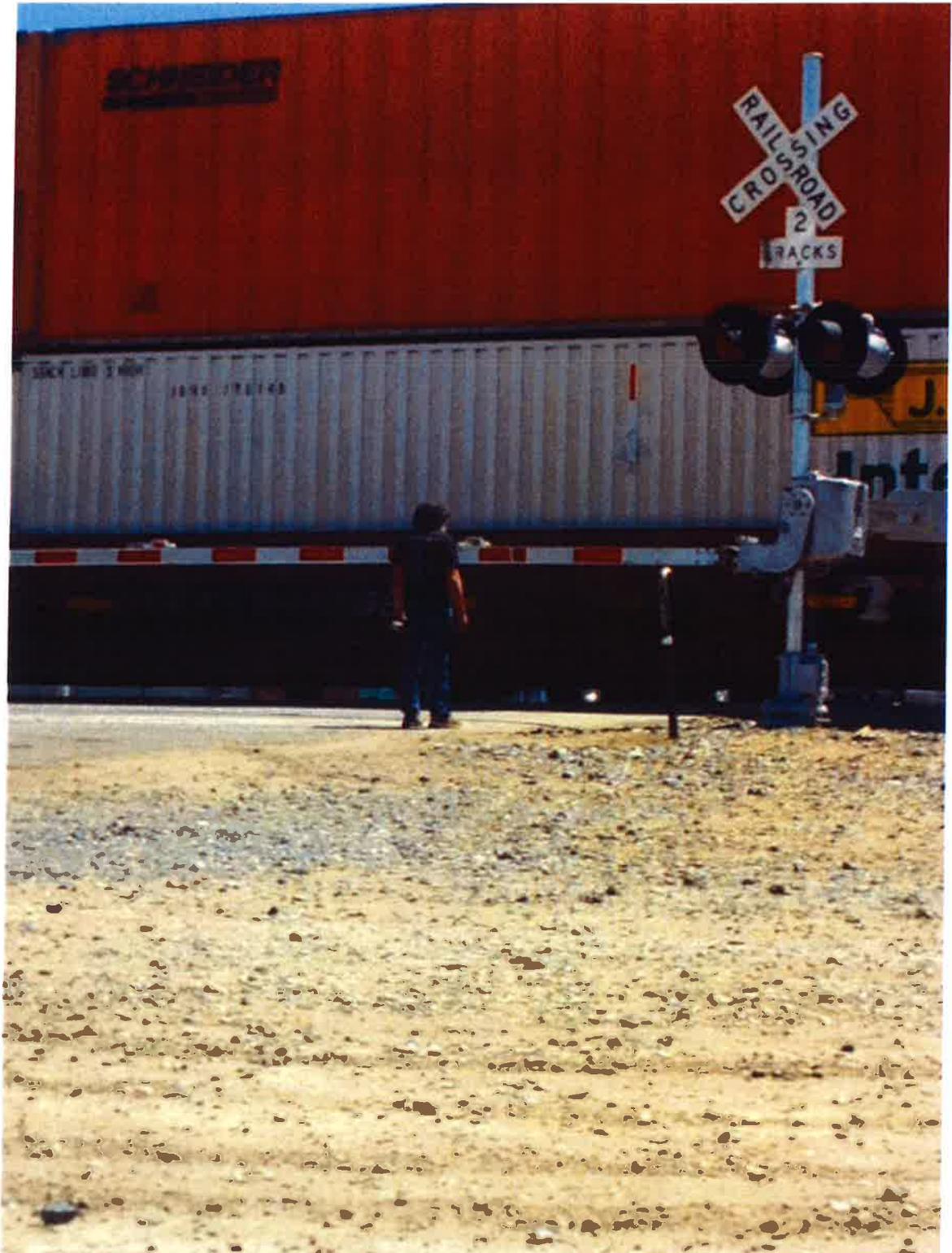
Pedestrians heading north on Dennison Road over the rail crossing.



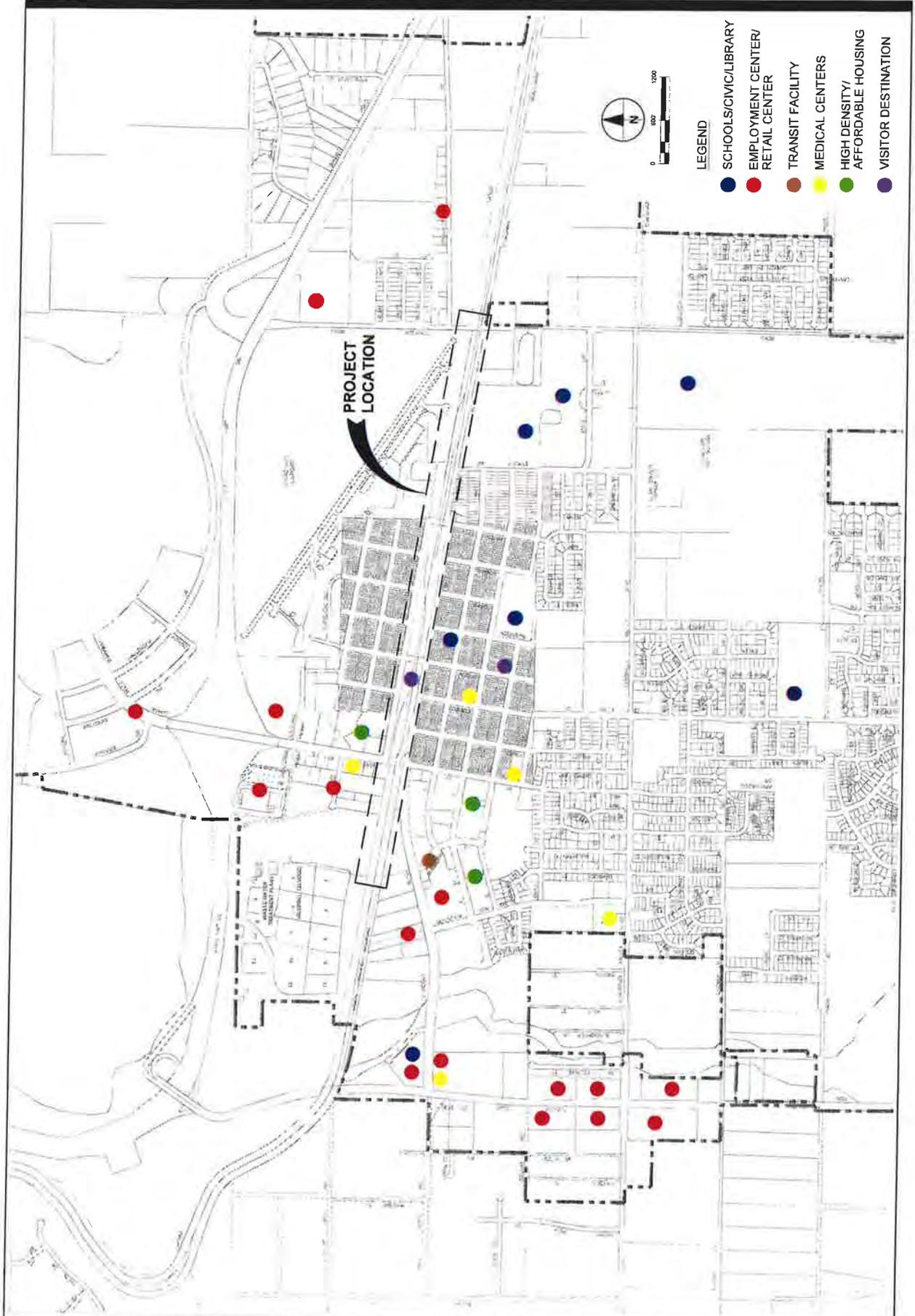
Student at the Hayes Street rail crossing heading north



Pedestrians at the Green Street crossing heading south towards Tehachapi Boulevard.



Pedestrian at the Green Street rail crossing heading from H Street to Tehachapi Boulevard



- LEGEND**
- SCHOOLS/CIVIC/LIBRARY
  - EMPLOYMENT CENTER/RETAIL CENTER
  - TRANSIT FACILITY
  - MEDICAL CENTERS
  - HIGH DENSITY/AFFORDABLE HOUSING
  - VISITOR DESTINATION

Map saved by: 2024-02-29 10:15:24-14 | Map Project: 2015-05-14 | File Name: 2110862027748 - C01 2014\_10 GENERAL SERVICES 300 CAD - 03/06/2009 - A1P EXHIBIT 9A17P PROJECT 1.DWG  
 Project Management Initials: Designer: Checked: Approved: ANSIS B 11 x 17"

**ANNUAL ACTION PLAN FOR COMMUNITY DEVELOPMENT PROGRAMS**

**FY 2015-16 ANNUAL ACTION PLAN PROJECTS**

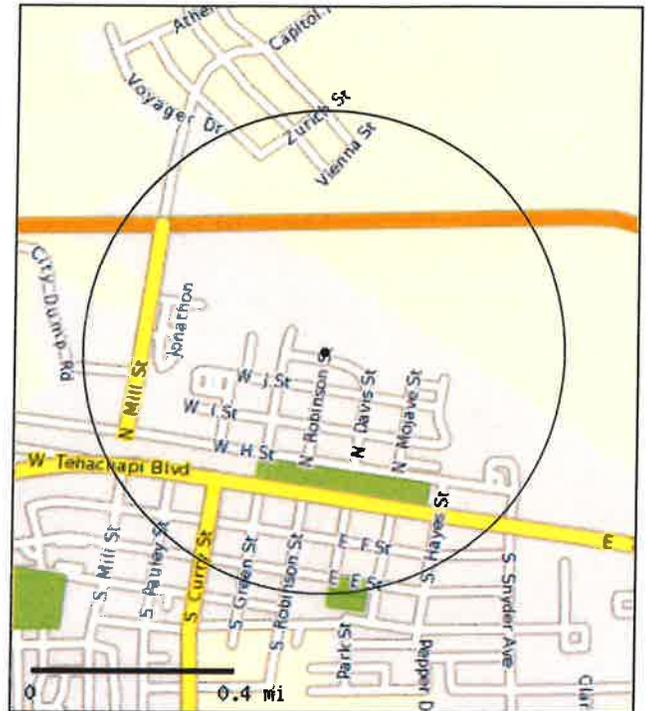
No.	Title	Description	Budget Amount FY 15/16 Funds Only
<b>CDBG PROJECTS</b>			
1.15.1	Oildale Bicycle/Pedestrian Safety Street Improvements	Design and construction of street improvements in the public rights-of-way. Improvements may include the installation of curb, gutter, and sidewalk; cross walks; bike lanes; signage; street lighting; flashing beacon; and other related improvements within an area generally described as Norris Rd. (starting at Airport Dr.) to Manor St., to the Kern River, to Highway 99, to Airport Dr., and return to the point of origin. The project beneficiaries include a service area of 20,595 residents, 69.04% of whom are low/moderate income (HUD 2014 LMISD). Total budget: \$852,610 (\$405,132 FY 15/16 + \$447,478 prior year funds).	\$405,132
3.15.1	California Infrastructure Bank Loan Payment	CDBG funds will be used to make payments (twenty year term) in connection with the \$7.2 million California Infrastructure (I-Bank) loan the County received for the construction of street and drainage related improvements in low-income neighborhoods in unincorporated East Bakersfield and in the community of Lamont.	\$494,510
3.15.2	East Bakersfield Bicycle/Pedestrian Safety Street Improvements	Design and construction of street improvements in the public rights-of-way. Improvements may include the installation of curb, gutter, and sidewalk; cross walks; bike lanes; signage; street lighting; flashing beacon; and other related improvements within an area generally described as Columbus St. (starting at Alta Vista Drive) to Mount Vernon Ave., to College Ave., to Morning Dr., to Highway 58, to Dr. Martin Luther King Jr. Blvd., and, generally following Bakersfield city limits, return to the point of origin. The project qualifies on an area-wide basis and will benefit 54,220 residents, 57.57% of whom are low/moderate income (HUD 2014 LMISD). Total budget: \$385,986 (\$272,853 FY 15/16 + \$113,133 prior year funds).	\$272,853
7.15.1	Community Action Partnership of Kern Food Bank Solar Energy Improvements	Design and construction/installation of solar energy system panels and other related improvements to improve energy efficiency of an existing, food bank warehouse located at 1807 Feliz Drive, Bakersfield, CA, 93307 (APN 167-060-35). Food bank operations will realize energy cost savings, and the project will serve qualified individuals on a limited clientele basis such that family size and income requires that "at least 51% are persons with family income not exceeding the low/moderate income limit."	\$134,000
17.15.1	City of Ridgecrest - Senior Center Parking Lot Rehabilitation	Design and construction of improvements to rehabilitate the Ridgecrest Senior Center parking lot including compliance with the Americans with Disabilities Act. Improvements may include grinding existing asphalt down to sub grade, adding new base where needed, repaving with new asphalt, installation of handicapped ramps/signage/path of travel, marking/stripping, and other related improvements. Located at 125 S. Warner Street, Ridgecrest, CA 93555, the improved facility will serve senior citizens who are presumed to be low and moderate income.	\$129,487
18.15.x	City of Shafter Kirschenmann and Stringham Parks Improvements	Design, rehabilitation, and construction of improvements at Kirschenmann and Stringham Parks. Improvements may include rehabilitation of restrooms, playground equipment, sports field bleachers, installation of picnic canopy, and other related improvements. The Kirschenmann Park project qualifies on an area-wide basis and will benefit 16,580 residents, 60.9% of whom are low and moderate income; and the Stringham Park project qualifies on an area-wide basis and will benefit 4,425 residents, 79.6% of whom are low and moderate income. (HUD 2014 LMISD).	\$126,835
19.15.1	Ford City Park Improvements	Design and construction/rehabilitation of neighborhood park improvements serving the community of Ford City. Improvements may include demolition and replacement of restroom facility and related improvements and/or replacement of playground equipment and play area surface including ADA accessibility, shade structures, picnic amenities, and other related improvements. The project will benefit the 3,685 residents of Ford City CDP, 69.34% of whom are low and moderate income. Total budget: \$278,837 (\$100,000 FY 15/16 + \$178,837 prior year funds).	\$100,000
20.15.1	City of Tehachapi Northside Neighborhood Sidewalk and Alleyway Improvements	Design and construction of sidewalks, alleyways, and other related improvements within City's right-of-way. The project qualifies on an area-wide basis and will benefit 1,145 residents, 82.10% of whom are low and moderate income (HUD 2014 LMISD). Total budget: \$154,577 (\$54,577 FY 15/16 + \$100,000 advance of FY 16/17 & FY 17/18 funds).	\$54,577

# California State Parks Community Fact Finder Report

ROUND TWO

This is your Community FactFinder report for the project you have defined. Please refer to your Project ID in any future communications about this project.

Project ID:	<b>29828</b>
Date created:	<b>May 27, 2015</b>
County:	<b>Kern</b>
City:	<b>Tehachapi</b>
Coordinates:	<b>35.135791, -118.444933</b>
Total Population:	<b>635</b>
Median Household Income:	<b>\$33,963</b>
Number of people below poverty line:	<b>137</b>
Park acreage:	<b>12.72</b>
Park acres per 1,000 population:	<b>20.04</b>



Project Site

If your service area includes a modified park (outlined in red), the statistic shown match the new boundary. All numbers above have been calculated based on a ½ mile radius from the point location of your project. Demographics are figured by averaging population numbers over selected census block groups and using the percent of the block group within the project circle to determine the actual counts.

Parks and park acres are based on best available source information but may not always contain exact boundaries or all parks in specific locations. Parks acreage does not include major lakes or ocean. Users can send update information to: [parkupdates@parks.ca.gov](mailto:parkupdates@parks.ca.gov)

#### Data Sources:

Demographics - Claritas Pop-Facts, block group level (2010)  
Parks - Calif. Protected Areas Database v. 1.6 (Feb. 2011)



Community FactFinder is a service of the  
California Department of Parks and Recreation  
[www.parks.ca.gov](http://www.parks.ca.gov)

Community FactFinder created  
by GreenInfo Network  
[www.greeninfo.org](http://www.greeninfo.org)



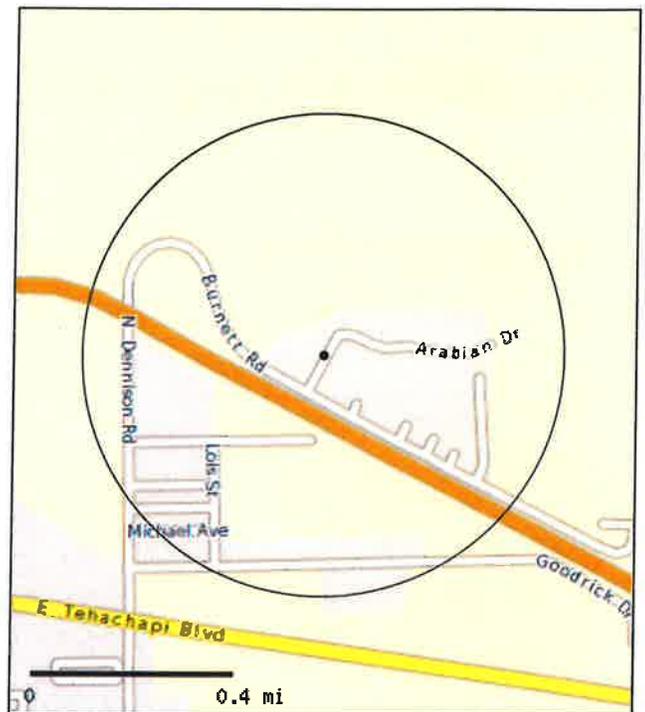
ATTACHMENT I-1

# California State Parks Community Fact Finder Report

ROUND TWO

This is your Community FactFinder report for the project you have defined. Please refer to your Project ID in any future communications about this project.

Project ID:	<b>29829</b>
Date created:	<b>May 27, 2015</b>
County:	<b>Kern</b>
City:	<b>Tehachapi</b>
Coordinates:	<b>35.137446, -118.425044</b>
Total Population:	<b>256</b>
Median Household Income:	<b>\$33,930</b>
Number of people below poverty line:	<b>56</b>
Park acreage:	<b>0.00</b>
Park acres per 1,000 population:	<b>0.00</b>



Project Site

If your service area includes a modified park (outlined in red), the statistic shown match the new boundary. All numbers above have been calculated based on a 1/2 mile radius from the point location of your project. Demographics are figured by averaging population numbers over selected census block groups and using the percent of the block group within the project circle to determine the actual counts.

Parks and park acres are based on best available source information but may not always contain exact boundaries or all parks in specific locations. Parks acreage does not include major lakes or ocean. Users can send update information to: [parkupdates@parks.ca.gov](mailto:parkupdates@parks.ca.gov)

#### Data Sources:

Demographics - Claritas Pop-Facts, block group level (2010)  
Parks - Calif. Protected Areas Database v. 1.6 (Feb. 2011)



Community FactFinder is a service of the  
California Department of Parks and Recreation  
[www.parks.ca.gov](http://www.parks.ca.gov)

Community FactFinder created  
by GreenInfo Network  
[www.greeninfo.org](http://www.greeninfo.org)



## We Need Your Input!

The City of Tehachapi is applying for grants which promote **"Active Transportation"** such as bicycling and walking to keep our community healthy and safe and promote non-vehicular modes of transportation.

The project(s) may include bike paths, sidewalks and other grant funding opportunities that will be discussed at a **Public Input Meeting** scheduled for April 1, 2015.

We need your help to assist City staff with understanding the needs of the community and in determining which projects should be considered a priority.

## Please Join Us!

Wednesday, April 1st

6:00 to 7:00pm

at the

Tehachapi Police Department

Community Room

220 W. C Street

Got Questions? Please feel welcome to contact  
Marcia Smith at (661) 822-2200 ext. 118



CITY OF  
**TEHACHAPI**  
CALIFORNIA

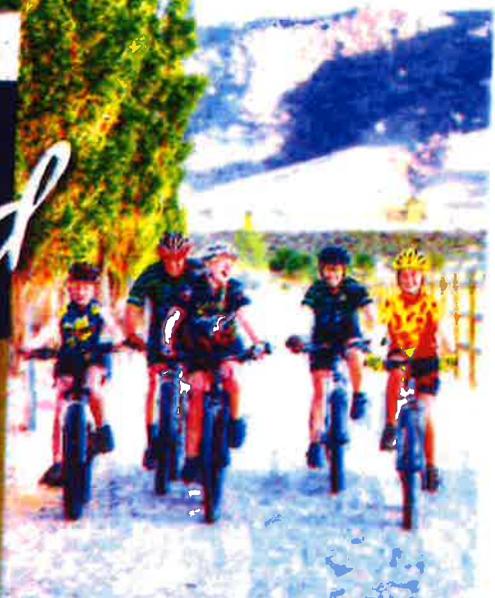




You're



Invited



Be part of the process!

Wednesday April 1st at 6pm

**We Need Your Input!**

The City of Tehachapi is applying for grants which promote "Active Transportation" such as bicycling and walking to keep our community healthy and safe and promote non-vehicular modes of transportation.

The project(s) may include bike paths, sidewalks and other grant funding opportunities that will be discussed at a **Public Input Meeting** scheduled for April 1, 2015.

We need your help to assist City staff with understanding the needs of the community and in determining which projects should be considered a priority.

City of Tehachapi  
115 S. Robinson Street  
Tehachapi, CA 93561



**Please Join Us!**

Wednesday, April 1st  
6:00 to 7:00pm

at the  
Tehachapi Police Department  
Community Room  
220 W. C Street

Local  
Postal Customer

Got Questions? Please feel welcome to contact  
Marcia Smith at (661) 822-2200 ext. 118



**RESOLUTION NO. 32-15**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
TEHACHAPI AUTHORIZING THE CITY MANAGER TO SIGN AND  
EXECUTE DOCUMENTS FOR THE ACTIVE TRANSPORTATION  
PROGRAM GRANT APPLICATION**

**WHEREAS, the provisions of the Active Transportation Grant Program permit the Tehachapi City Council to designate an official of the City to act on behalf of the City concerning the signing and execution of grant applications, contract documents and approval of related matters; and**

**WHEREAS, the City of Tehachapi will submit from time to time Active Transportation Program Grant Applications for infrastructure and non-infrastructure improvement assistance for areas of the City.**

**WHEREAS, if awarded, CITY OF TEHACHAPI, will enter into a Grant Agreement with Caltrans for implementation of said Grant(s).**

**NOW, THEREFORE, IT IS HEREBY RESOLVED that the City Manager of the City of Tehachapi is herewith authorized to sign and execute grant applications, contract documents and to approve related matters with the Active Transportation Grant Program.**

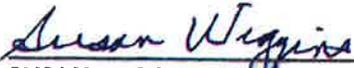
**PASSED AND ADOPTED by the City Council of the City of Tehachapi at a regular meeting this 18<sup>th</sup> day of May 2015 by the following vote:**

**AYES: WIGGINS, NIXON, WAHLSTROM \_\_\_\_\_**

**NOES: NONE \_\_\_\_\_**

**ABSTAIN: NONE \_\_\_\_\_**

**ABSENT: GRIMES, SMITH \_\_\_\_\_**

  
SUSAN WIGGINS, Mayor  
City of Tehachapi, California

ATTEST:

  
TORI MARSH, City Clerk  
City of Tehachapi, California

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a regular meeting thereof held on May 18, 2014.

  
TORI MARSH, City Clerk  
City of Tehachapi, California

**City of Tehachapi**  
**Active Transportation Program**  
**Project Scoping Workshop Agenda**

- I. **Introductions**
- II. **What is the Active Transportation Program (ATP)?**
  - a. **Background**
  - b. **Funding Purpose**
  - c. **Funding Limitations**
  - d. **Grant Application Components**
- III. **Round 1 Funding Successes and Failures**
  - a. **Successful Projects**
  - b. **Unsuccessful Projects**
- IV. **Audience Questions**
- V. **Audience Comments/Suggestions**
- VI. **Presentation of Draft Round 2 Projects**
- VII. **Next Steps**
  - a. **Deadline for Proposed Projects (4/15/15)**
  - b. **Request for Letters of Support**

**MEETING SIGN-IN SHEET**

**Project:** ACTIVE TRANSPORTATION PROGRAM (ATP) GRANTS  
**Meeting Date:** APRIL 2, 2015 9:00 a.m.  
**Facilitator:** CITY OF TEHACHAPI  
**Place/Room:** Tehachapi Area Association of Realtors 803 Tucker Road

Name (please print)	E-Mail	General Location of Household (City, Golden Hills, Bear Valley, etc.)	Do you have children in school? Which schools?	Can we email you a sample letter of support to submit? (Y or N)
Tanya Salcido	Salcidotanya79@gmail.com	Bear Valley	YES, BUS, SMS	YES
Liana Williams	dianawilliams@jackanddiana.com	Bike Valley	NO	YES
Laura Lynne Wyatt	LauraLynneWyatt@gmail.com	Golden Hills	yes - Valley Oaks	YES
Sadie Eskandar	Sadiees.kandari@yahoo.com	Bear Valley	NO	YES
Kristina Behnke	kbehnke@firstam.com	Bear Valley	NO	YES
Beth Barnes	ebarnes@placertitle.com	GH	NO	YES
CAROL CHASE	carol.chase@coldwellbank.com	Bear Valley	NO	yes
RON DEPEW	rdepew@guildmanprop.com	GH	no	yes
Greg Gureth	krizidbarrr.com	GH	yes - THS	yes
STEVE WILES	STEVEW@WHOLESALEDEALS.COM	BUS	YES - THS	YES
DOCI BETHANY	dbethany@bakrr.com	WBH	YES - THS	YES
Sally Lawrence	Tapi@93561Home.com	Stallion Springs	NO	Yes
Kelly Sarrott	KSarrott@placertitle.com	Bakersfield (trying to move north)	NO	YES
Lola Traylor	lola@lolaTraylor.com	G.H.E.	NO	Yes
Maggie Schick	maggie10s@att.net	BUS	no	yes
KAREN HAZELHEAR	kharzelhvc@bankoftheSierra.com	BUS	NO	yes
SHYQUANE COSTANTO	scostanzo@tehasapi-news.com	City	NO	yes



MEETING SIGN-IN SHEET

Project: ACTIVE TRANSPORTATION PROGRAM (ATP) GRANTS

Meeting Date: APRIL 1, 2015

6:00 P.M.

Facilitator: CITY OF TEHACHAPI

Place/Room: TEHACHAPI POLICE COMMUNITY ROOM

220 WEST C STREET

Name (please print)	E-Mail	General Location of Household (City, Golden Hills, Bear Valley, etc.)	Do you have children in school? Which schools?	Can we email you a sample letter of support to submit? (Y or N)
Roxanne Davis	rdavis@tehadapi.org	Golden Hills	Granchilaren	Y
Cheryl Graham Wilson	cgrawil@aol.com	Tehachapi	Granchilaren	Yes
James Wilson	cheryljameshyw@aol.com	Tehachapi	Granchilaren	Yes
Shir Hansen	nasastwo@gmail.com	Golden Hills	Granchilaren	Yes
David James	djames22@gsnub.com	COT	NO	Yes
Socorro Schmitt	435.9365@steepvalley.net	City	NO	Yes
MATT STERK	MATT-STERK@HOTMAIL.COM	G.H.	G.H.F.	Yes
Daryl Butler		Tehachapi	no	Y
Pat Deady	pedeady@gmail.com	Tehachapi	no	Y
Gayle Stewart	gskewart@kaya.com	Golden Hills	NO	Y
Jennifer Thysons	Jenthysens7@gmail.com	Golden Hills	NO	Yes
BRYAN RAILS	CAJALIDER76@GMAIL.COM	SH	TNS + JMS	Y
Carl Gebriek	ngenc@mail.com	tehadapi	NO	Yes







**Missing Sheet-In Sheet**

Project: ACTIVE TRANSPORTATION PROGRAM Meeting Date: APRIL 9, 2015 12:00 p.m.  
 Facilitator: CITY OF TEHACHAPI Place/Room: Rotary Meeting at Big Papa's Steakhouse

Name (please print)	E-Mail	General Location of Household (City, Golden Hills, Bear Valley, etc.)	Do you have children in school? Which schools?	Can we email you a sample letter of support to submit? (Y or N)
JUDY TRUJILLO	JTRUJILLO@EARTHLINE.NET	B.V.	No	Y
TIM TRUJILLO	TIM-TRUJILLO@EARTHLINE.NET	B.V.	NO	Y
KATHLEEN GILBERT	KATHLEEN.MELEUDY@gmail.com	CH	KU	yes
KEN CASKEY	EKC2@SBCGLOBAL.NET	B.V.	NO	YES
RHONDA BRADY	HMCENTER@AOL.COM	B.V.	NO	yes
TEARY BRADY	DRUGSDC@AOL.COM	B.V.	NO	yes.
ANNE TEGARDEN	Anne@Tegarden.com	B.V.	NO	YES
<del>KOTR</del>	<del>XXXX@XXXX.COM</del>	City	N	Y
Bert Roper	estj@att.net	City	N	Yes
David Hensel	judson9ould@gmail.com	Ort Kiroi	No	yes
Phil Seaton	PhilSeaton@SBC.com			
David Brust	david.brust@yaho.com	Bakersfield/comm valley	Yes CNS/SMS	YES





MEETING SIGN-IN SHEET

Project: ACTIVE TRANSPORTATION PROGRAM (ATP) GRANTS

Meeting Date: Tehachapi Chamber of Commerce

Facilitator: CITY OF TEHACHAPI

Place/Room: April 21, 2015 at 12:00 p.m. Pacino's Italian Restaurant

Name (please print)	E-Mail	General Location of Household (City, Golden Hills, Bear Valley, etc.)	Do you have children in school? Which schools?	Can we email you a sample letter of support to submit? (Y or N)
Eugene Suksi	esuksi@TUHD.org	City	Y	Y
Michelle Bettis	michelle@musicmx.net	County	Y	Yes
Bill Bullis	bill@musicmx.net	County	Y	Yes
Kristi Carrell	Kristi.Carrell@bak.rr.com	County	Y	Yes
Ruthie Grimes	egrimes1@bak.rr.com	City	Y	Yes
Marty Fay	mfay@musicmx.net	Golden Hills	Y	Yes!!!
Nancy Ann Connelly	nconnelly@alltel.com	County	Y	Yes
CAROL CHASE	carol.chase@coldwellbanker.com	Bear Valley	Y	Yes
Susan McKenna	Susan.McKenna@kfp.org	Dak.	Y	Yes
Ella Perkins	idaportking@tehadapi.com	City	Y	Yes

**MEETING SIGN-IN SHEET**

**Project:** ACTIVE TRANSPORTATION PROGRAM (ATP) GRANTS

**Meeting Date:** Greater Tehachapi Economic Development Council  
May 6, 2015

**Facilitator:** CITY OF TEHACHAPI

**Place/Room:** The Apple Shed  
7:30 a.m.

Name (please print)	E-Mail	General Location of Household (City, Golden Hills, Bear Valley, etc.)	Do you have children in school? Which schools?	Can we email you a sample letter of support to submit? (Y or N)
Kyle Hart	PIXSYM@COMCAST.COM	GOLDEN HILLS	YES, VALLEY DAYS CHARACTER	Y
ROB DEPLEW	ronwdeplew@yahoo.com	Golden Hills	no	Y
Steve Hensler	hensler@cox.net	Downtown	NO	Y
Ryan Rush	rushr@cox.net	Golden Hills	NO	yes
Cybele Stewart	qstewart@KARPE.COM	Golden Hills	NO	yes
Carol L. Gerd	carolgerd@gmail.com	Golden Hills	NO	yes
IDA PERKINS	idaperkins@tehadapi.org	Golden Hills	NO	yes
Aime Marie Navrigen	murtzieobak@rr.com	Old Town Rd.	no	yes!
George Nanning	"	"	no	yes
Teri S. Jurgens	terij@ts@yaker.com	Bear Valley Springs	no	yes!
Kelby Joly	kelby@belden.com	Old Town Rd	Y	Y
Susan Andrews Baniel	SAndrews@teh.k12.ca.us	Golden Hills	NO	yes
Matthew Rice	mrice77@yahoo.com	City	NO	Yes
JIM ARNOLD	JIM@TRIASSELEGRACY.COM	CUMMINGS VALLEY	NO	YES
Dawn Zane	dawnz@dog.com	City	NO	yes!

MEETING SIGN-IN SHEET

Project: ACTIVE TRANSPORTATION PROGRAM (ATP) GRANTS

Facilitator: CITY OF TEHACHAPI

Meeting Date: Greater Tehachapi Economic Development Council  
May 6, 2015 7:30 a.m.

Place/Room: The Apple Shed

Name (please print)	E-Mail	General Location of Household (City, Golden Hills, Bear Valley, etc.)	Do you have children in school? Which schools?	Can we email you a sample letter of support to submit? (Y or N)
Charles White	chelsewhite@sbglobal.net	City	NO	Y
Pat Deady	pedeady@gmail.com	City	NO	Y
Jacquelyn Walters	jwalters@bakrr.com	G.H.	NO	Y
Donna Fishman	donnafishmarketing.com	City	NO	Y
Adonae Farns	adonae@tvald.org	Caliente	no	Yes
Eugene Subi	esuksi@tvald.org	City	NO	Y
KEN CASKEY	EKCR@Socis.com	OV	NO	Y
TOM MENDES	Tom.Mendes@bac.ca.gov	Bear Valley	NO	Y
LINDA CARHART	Lindacarhart@gmail.com	CUMMING VALLEY	NO	Y
ALAN GARRETT	Krizz@bakrr.com	G.H.	yes	Y
Paul Benz	Generalinfo@benzinc.us	City/BVS	yes CUS	Y
Paul S Benz	"	"	THS	Since Why Not.









## Comments Received at Meetings

### Community Outreach Meeting (April 1, 2015)

#### Comments on Project #1

- Concerned about the people on the north side of the tracks walking across the tracks at undesignated crossings.
- Fence in the pedestrian crossing areas (create a fenced crossing corridor)
- Connect north and south Mill Street somehow.
- Add Mill Street pedestrian crossing.
- Track crossing is very bumpy.
- Consider the type of fencing. Don't block view of the train from H Street.

#### Comments on Project #3

- Can the City consider a trail from the proposed event center to the area by the PW's yard? (would that be Caltrans R.O.W.?)
- Upgrade guard rails on Dennison Road overpass for safety.
- Improvements to the Mill Street overpass is grant eligible and would be supported by Caltrans.
- A whole new group of cyclists loop over the Mill Street overpass.
- Mill Street can be added to the Strava heat map.
- Creating loops to recreational areas.
- Will improve safety for children, cyclists and coaches.
- Huge recreational area and it would be a gap closure so cyclists can ride their bikes there without having to drive to the recreational area.
- TMTA will write letters of support.
- Can a bike path extend from H Street to Dennison on the north side of the tracks?

#### Other Grant Ideas

- Can the grant be tied in with commercial properties? For example, expand the outdoor recreational by closing E Street adjacent to Kmart and D Street between the Senior Manor and West Park. Walkable area from housing, commercial and the park. Walk or bike where people may otherwise drive.
- Connect Burnett Drive to Tehachapi Blvd by the Summit (bike path)
- Connect Warrior Park to Antelope Run.
- Pave Antelope Run. (Which led in to discussion of Project #2, paving Antelope Run)

**Meeting with Tehachapi Area Association of Realtors (TAAR) April 2, 2015**

**Comments on Project #1**

- **Comment made about the safety of the Railroad crossings.**
- **Where does the Railroad property begin-City r.o.w end?**

**Comments on Project #3**

- **Questions on the Class 1 path from Hayes to the Summit.**
- **More people need to be walking or cycling across the Mill Street overpass.**
- **Will the High Speed Rail project interfere with this project?**

**Comments on Project #2**

- **Recreational value, already in use but will be enhanced, will link to commercial center.**

**General Comments:**

- **Place the Exhibits on the City's website**
- **Include the exhibits in the emails going out requesting letters of support.**

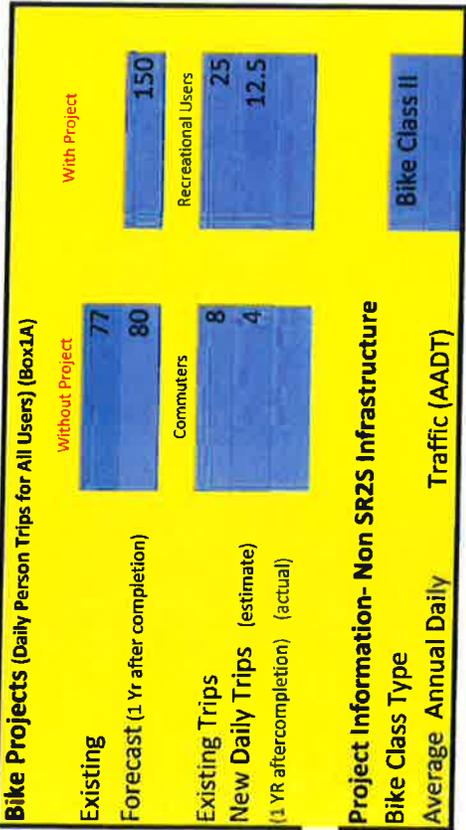
**Project Name:**

**Project Location:**

09-Tehachapi-1

Highway right-of-way and the adjacent sections of H Street and Tehachapi Blvd

**INFRASTRUCTURE**



**Project Costs (Box 1D)**

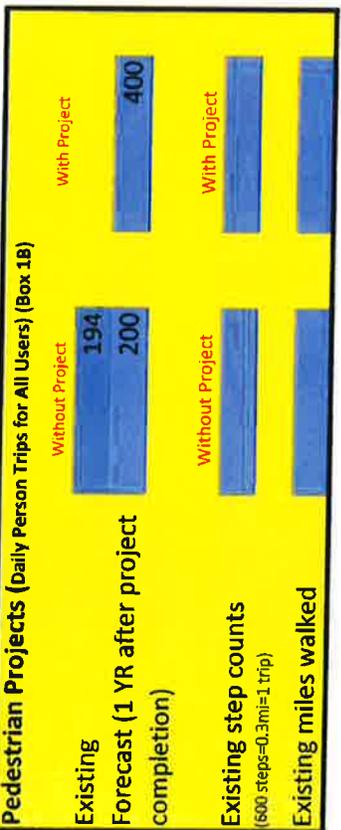
Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	\$2,242,000

**ATP Requested Funds (Box 1E)**

Non-SR2S Infrastructure	
SR2S Infrastructure	\$2,042,000

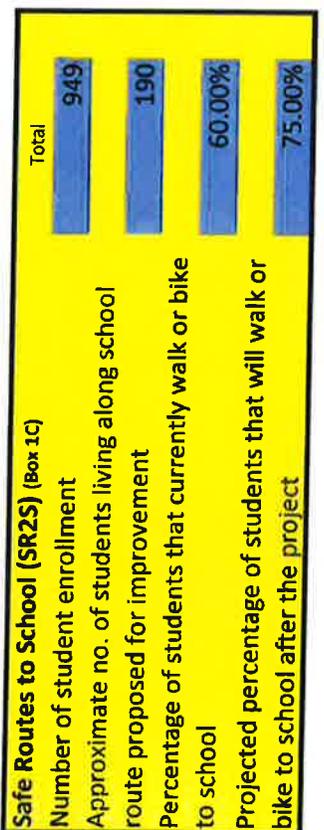
**CRASH DATA (Box 1F)**

Fatal Crashes	Last 5 Yrs	Annual Average
Injury Crashes	2	0.4
PDO	0	0
	0	0



**SAFETY COUNTERMEASURES (Improvements) (Box 1G)**

Signalized Intersection	Pedestrian countdown signal heads	Y or N (Capitalized)
Unsignalized Intersection	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	Y
	Pedestrian crossing	Y
	Other reduction factor countermeasures	Y



**NON-INFRASTRUCTURE**

Project Name: \_\_\_\_\_  
 Project Location: \_\_\_\_\_

**Outreach ( SR2S) - (Box 2A)**

Participants (School Enrollment)  
 Current Active Trans Walker/Bicyclist Users  
 Percentage of Current Active Trans Walkers/Bicyclists  
 Project Cost  
 ATP Requested Funds  
 Duration of Outreach (months)  
 Outreach to new users

**Outreach (Non SR2S) - (Box 2B)**

Participants  
 Current Active Trans Walker/Bicyclist Users  
 Percentage of Current Active Trans Walkers/Bicyclists  
 Project Cost  
 ATP Requested Funds  
 Duration of Outreach (months)  
 Outreach to new users

**Perception (must be marked with an "X") - (Box 2C)**

Outreach is Hands-on (self-efficacy)  
 Overcome Barriers (e.g., dist, time, etc.)  
 Eliminates Hazards/Threats (speed, crime, etc.)  
 Connected or Addresses Connectivity Challenges  
 Creating Value in Using Active Transportation

**Promotional Effort (must be marked with an "X") - (Box 2D)**

Effort Targets 5 E's or 5 P's  
 Knowledgeable Staff/Educator  
 Partnership/Volunteers  
 Creates Community Ownership/Relationship  
 Part of Bigger Effort (e.g., political support)

**Age (must be marked with an "X") - (Box 2E)**

Younger than 10  
 10-12  
 13-24  
 25-55  
 55+

**Duration (must be marked with an "X") - (Box 2F)**

One Day  
 One Month  
 One Year  
 Multiple Years  
 Continuous Effort

**Projected New Active Trans Riders**

Longitudinal New Users

**Projected New Active Trans Riders**

Longitudinal New Users

**CRASH DATA - (Box 2G)**

	Last 5 Yrs	Annual
Fatal Crashes		0
Injury Crashes		0
PDO		0

**Assumption:**  
 Benefits only accrue for five years, unless the project is ongoing.

**Non Infrastructure- All**

Projected New ATP Users	
Annual Mobility Benefits	\$0
Annual Health Benefits	\$0
Annual Recreational Benefits	\$0
Annual Safety Benefits	\$0

Did not quantify mobility benefits.

Did not quantify recreational benefits.

Safety benefits are assumed to be a reduction in Other Reduction Factor Countermeasures.

Fuel saved	\$0
Emissions Saved	\$0
Fuel and Emissions Saved	\$0

**Underlying assumptions for calculations:**

- 1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.  
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.  
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 2) Assume users divert 1040 miles ( 4 miles (bike 3 mi, walk .6 mi) \* 5days \*52 weeks)
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 5) 2,000 lbs = 1 ton

**ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION**

Countermeasures	OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)	10%
Service Life	5
1st year	\$0

	Total	Injury	POD	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	

**SAFE ROUTES TO SCHOOL**

**Infrastructure**

**Before Project**

No. of students enrollment	1,400
Approximate no. of students living along school route proposed for improvement	100
Percent that currently walks/bikes to school	10%
Number of students that walk/bike to school	100

**After Project**

No. of students enrollment	1,400
Approximate no. of students living along school route proposed for improvement	100
Projected percentage of students that will walk or bike because of the project	70%
Number of students that will walk/bike to school after the project	70

ATP Shift	10,000
Fuels Saved	\$1,878
Emissions Saved	31,212

Annual Mobility Benefits	\$66,869
Annual Time/Kids Benefits	\$4,171
Annual Safety Benefits	\$936,212
Fuel and Emissions Saved	\$1,878
Recreational Benefits	\$0

**Assumptions:**

- 1) 180 school days
- 2) 2 miles distance to school = 1 hour walk
- 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
- 4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
- 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
- 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Did not quantify recreational benefits for SR2S Infrastructure projects.

<b>20 Year Invest Summary Analysis</b>	
Total Costs	\$2,242,000.00
Net Present Cost	\$2,155,769.23
Total Benefits	\$50,833,266.97
Net Present Benefit	\$33,665,831.40
Benefit-Cost Ratio	15.62

<b>20 Year Itemized Savings</b>	
Mobility	\$3,227,884.03
Health	\$581,408.50
Recreational	\$1,415,929.23
Gas & Emissions	\$113,066.87
Safety	\$45,494,978.35

Funds Requested	\$2,042,000.00
Net Present Cost of Funds Requested	\$1,963,461.54
Benefit Cost Ratio	17.15

**ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT**

<b>Current Walk Counts</b>	
Total miles walked	0.00
Total person Trips walked	200.00
Total Steps walked	0.00

<b>After the Project is Completed</b>	
Total miles walked	0.00
Total person trips walked	400.00
Total Steps walked	0.00

<b>Converted miles walked to trips</b>	0
<b>Difference of person trips walked</b>	200
<b>Converted steps walked to trips</b>	0

<b>Current Bike Counts</b>	
Existing Commuters	8
New Commuters	4

<b>Benefits, 2014 values</b>	
Annual Mobility Benefit (Walking)	\$42,500
Annual Mobility Benefit (Biking)	\$23,480.06

<b>Total Annual Mobility Benefits</b>	\$65,980
---------------------------------------	----------

Sources:

NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

**Project Types**

For M values:

20.38 min/trip	OFF STREET	Bike Class I
18.02 min/trip	ON STREET w/o parking benefit	Bike Class II
15.83 min/trip	ON STREET w/ parking benefit	Bike Class III

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

**YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT**

**INFRASTRUCTURE**

<b>Cycling:</b>		
New Cyclists	35	
Value of Health (ave.annual)	\$146	GDP Deflator
Annual Health Benefits	\$5,122	2006 0.9429
		2014 1.0781
<b>Walking:</b>		
New Walkers	100	
Value of Health	\$146	
Annual Health Benefits	\$14,635	
<b>Total Annual Health Benefits</b>	<b>\$19,758</b>	

Source: NCHRP 552- Guidelines for Analysis of Investments in  
 Bicycle Facilities, Appendix G.  
 (Estimated annual per capita cost savings of direct and/indirect  
 of physical activity)

**YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT**

**INFRASTRUCTURE**

New Pedestrians	100
New Bicyclists	35
Avoided VMT due to Walking	6,375
Avoided VMT due to Biking	8,794
Fuel Saved	\$2,586
Emissions Saved	\$190
Fuel and Emissions saved	\$2,776

**Underlying assumptions for calculations:**

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
  - 2) Assume 50% of new walkers and cyclists choose not to drive their cars
  - 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
- Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.  
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 4) Gasoline price per gallon is \$3.41 (incl. tax)
  - 5) Carbon price is \$25 per ton
  - 6) 250 working days
  - 7) 2,000 lbs = 1 ton

**YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT**

<b>Biking</b>		
New Recreational Users	13	\$10 per trip
New Commuters	4	
Existing Recreational Users	25	\$4 per trip
<hr/>		
Value of Spending Recreational Time for New Recreational Users	\$15,500	
Value of Spending Recreational Time for Existing Recreational Users	\$12,400	
Potential number of recreational time outdoors	124	
<hr/>		
<b>Annual Biking Recreational Benefits</b>	<b>\$27,900</b>	
<p>Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)</p>		

<b>Walking</b>		
Total Recreational pedestrians	30	15%- See Misc. Tab
<hr/>		
Value of Spending Recreational time for all pedestrians	\$10,950	\$1 per trip
Potential number of recreational time outdoors	365	
<hr/>		
<b>Annual Walking Recreational Benefits</b>	<b>\$10,950</b>	
<p>Sources: Pedestrian and Bicycle Information Center, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.</p>		

<b>Total Annual Recreational Benefits</b>	<b>\$38,850</b>
---	-----------------



**ECONOMIC EVALUATION (Constant Values)**

<b>Total Benefits</b>	\$49,417,338
Mobility Benefits	\$3,227,884
Health Benefits	\$581,409
Recreational Benefits	\$1,415,929
Safety Benefits	\$45,494,978
Gas & Emission Benefits	\$113,067

<b>Total Costs</b>	\$2,242,000
--------------------	-------------

<b>Benefit-Cost Ratio (BCR)</b>	22.0
---------------------------------	------

**NON-INFRASTRUCTURE-Non-SR25 and SR25**

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	1.02
2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
<b>Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

INFRASTRUCTURE - Non SR25

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$65,980	\$19,758	\$38,850	\$936,212	\$2,776	\$1,063,576	\$0	1.02
2	\$67,300	\$20,153	\$39,627	\$954,936	\$2,831	\$1,084,847		
3	\$68,646	\$20,556	\$40,420	\$974,035	\$2,888	\$1,106,544		
4	\$70,019	\$20,967	\$41,228	\$993,516	\$2,946	\$1,128,675		
5	\$71,419	\$21,386	\$42,052	\$1,013,386	\$3,005	\$1,151,249		
6	\$72,847	\$21,814	\$42,894	\$1,033,654	\$3,065	\$1,174,274		
7	\$74,304	\$22,250	\$43,751	\$1,054,327	\$3,126	\$1,197,759		
8	\$75,790	\$22,695	\$44,626	\$1,075,413	\$3,189	\$1,221,714		
9	\$77,306	\$23,149	\$45,519	\$1,096,922	\$3,252	\$1,246,148		
10	\$78,852	\$23,612	\$46,429	\$1,118,860	\$3,317	\$1,271,071		
11	\$80,429	\$24,085	\$47,358	\$1,141,237	\$3,384	\$1,296,493		
12	\$82,038	\$24,566	\$48,305	\$1,164,062	\$3,451	\$1,322,423		
13	\$83,679	\$25,058	\$49,271	\$1,187,343	\$3,520	\$1,348,871		
14	\$85,352	\$25,559	\$50,257	\$1,211,090	\$3,591	\$1,375,849		
15	\$87,059	\$26,070	\$51,262	\$1,235,312	\$3,663	\$1,403,366		
16	\$88,800	\$26,591	\$52,287	\$1,260,018	\$3,736	\$1,431,433		
17	\$90,576	\$27,123	\$53,333	\$1,285,218	\$3,811	\$1,460,062		
18	\$92,388	\$27,666	\$54,399	\$1,310,923	\$3,887	\$1,489,263		
19	\$94,236	\$28,219	\$55,487	\$1,337,141	\$3,965	\$1,519,048		
20	\$96,120	\$28,783	\$56,597	\$1,363,884	\$4,044	\$1,549,429		
						<b>Sum Total Benefits</b>	<b>Total Project Cost</b>	
<b>Total</b>	<b>\$1,603,142</b>	<b>\$480,062</b>	<b>\$943,953</b>	<b>\$22,747,489</b>	<b>\$67,447</b>	<b>\$25,842,093</b>	<b>\$0</b>	

INFRASTRUCTURE- SR25

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$66,869	\$4,171	\$0	\$936,212	\$1,878	\$1,009,130	\$2,242,000	1.02
2	\$68,206	\$4,255	\$0	\$954,936	\$1,915	\$1,029,312		
3	\$69,571	\$4,340	\$0	\$974,035	\$1,953	\$1,049,899		
4	\$70,962	\$4,426	\$0	\$993,516	\$1,993	\$1,070,897		
5	\$72,381	\$4,515	\$0	\$1,013,386	\$2,032	\$1,092,314		
6	\$73,829	\$4,605	\$0	\$1,033,654	\$2,073	\$1,114,161		
7	\$75,305	\$4,697	\$0	\$1,054,327	\$2,114	\$1,136,444		
8	\$76,812	\$4,791	\$0	\$1,075,413	\$2,157	\$1,159,173		
9	\$78,348	\$4,887	\$0	\$1,096,922	\$2,200	\$1,182,356		
10	\$79,915	\$4,985	\$0	\$1,118,860	\$2,244	\$1,206,003		
11	\$81,513	\$5,085	\$0	\$1,141,237	\$2,289	\$1,230,123		
12	\$83,143	\$5,186	\$0	\$1,164,062	\$2,335	\$1,254,726		
13	\$84,806	\$5,290	\$0	\$1,187,343	\$2,381	\$1,279,820		
14	\$86,502	\$5,396	\$0	\$1,211,090	\$2,429	\$1,305,417		
15	\$88,232	\$5,504	\$0	\$1,235,312	\$2,477	\$1,331,525		
16	\$89,997	\$5,614	\$0	\$1,260,018	\$2,527	\$1,358,156		
17	\$91,797	\$5,726	\$0	\$1,285,218	\$2,578	\$1,385,319		
18	\$93,633	\$5,841	\$0	\$1,310,923	\$2,629	\$1,413,025		
19	\$95,505	\$5,957	\$0	\$1,337,141	\$2,682	\$1,441,286		
20	\$97,416	\$6,076	\$0	\$1,363,884	\$2,735	\$1,470,111		
						<b>Sum Total Benefits</b>	<b>Total Project Cost</b>	
<b>Total</b>	<b>\$1,624,742</b>	<b>\$101,346</b>	<b>\$0</b>	<b>\$22,747,489</b>	<b>\$45,620</b>	<b>\$24,519,198</b>	<b>\$2,242,000</b>	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
<b>PROJECT OPEN</b>							
1	\$65,980	\$19,758	\$38,850	\$468,106	\$2,776	\$595,470	\$0
2	\$67,300	\$20,153	\$39,627	\$477,468	\$2,831	\$607,379	
3	\$68,646	\$20,556	\$40,420	\$487,017	\$2,888	\$619,527	
4	\$70,019	\$20,967	\$41,228	\$496,758	\$2,946	\$631,917	
5	\$71,419	\$21,386	\$42,052	\$506,693	\$3,005	\$644,556	
6	\$72,847	\$21,814	\$42,894	\$516,827	\$3,065	\$657,447	
7	\$74,304	\$22,250	\$43,751	\$527,163	\$3,126	\$670,596	
8	\$75,790	\$22,695	\$44,626	\$537,707	\$3,189	\$684,008	
9	\$77,306	\$23,149	\$45,519	\$548,461	\$3,252	\$697,688	
10	\$78,852	\$23,612	\$46,429	\$559,430	\$3,317	\$711,641	
11	\$80,429	\$24,085	\$47,358	\$570,619	\$3,384	\$725,874	
12	\$82,038	\$24,566	\$48,305	\$582,031	\$3,451	\$740,392	
13	\$83,679	\$25,058	\$49,271	\$593,672	\$3,520	\$755,200	
14	\$85,352	\$25,559	\$50,257	\$605,545	\$3,591	\$770,304	
15	\$87,059	\$26,070	\$51,262	\$617,656	\$3,663	\$785,710	
16	\$88,800	\$26,591	\$52,287	\$630,009	\$3,736	\$801,424	
17	\$90,576	\$27,123	\$53,333	\$642,609	\$3,811	\$817,452	
18	\$92,388	\$27,666	\$54,399	\$655,461	\$3,887	\$833,801	
19	\$94,236	\$28,219	\$55,487	\$668,571	\$3,965	\$850,477	
20	\$96,120	\$28,783	\$56,597	\$681,942	\$4,044	\$867,487	
<b>Sum Total</b>						<b>Benefits</b>	<b>Total Project Cost</b>
<b>Total</b>	<b>\$1,603,142</b>	<b>\$480,052</b>	<b>\$943,053</b>	<b>\$11,373,745</b>	<b>\$67,447</b>	<b>\$14,488,348</b>	<b>\$0</b>

COMBO PROJECTS- SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
<b>PROJECT OPEN</b>								
1	\$66,869	\$4,171	\$0	\$468,106	\$1,878	\$541,024	\$2,242,000	1.02
2	\$68,206	\$4,255	\$0	\$477,468	\$1,915	\$551,844		
3	\$69,571	\$4,340	\$0	\$487,017	\$1,953	\$562,881		
4	\$70,962	\$4,426	\$0	\$496,758	\$1,993	\$574,139		
5	\$72,381	\$4,515	\$0	\$506,693	\$2,032	\$585,621		
6	\$73,829	\$4,605	\$0	\$516,827	\$2,073	\$597,334		
7	\$75,305	\$4,697	\$0	\$527,163	\$2,114	\$609,281		
8	\$76,812	\$4,791	\$0	\$537,707	\$2,157	\$621,466		
9	\$78,348	\$4,887	\$0	\$548,461	\$2,200	\$633,896		
10	\$79,915	\$4,985	\$0	\$559,430	\$2,244	\$646,573		
11	\$81,513	\$5,085	\$0	\$570,619	\$2,289	\$659,505		
12	\$83,143	\$5,186	\$0	\$582,031	\$2,335	\$672,695		
13	\$84,806	\$5,290	\$0	\$593,672	\$2,381	\$686,149		
14	\$86,502	\$5,396	\$0	\$605,545	\$2,429	\$699,872		
15	\$88,232	\$5,504	\$0	\$617,656	\$2,477	\$713,869		
16	\$89,997	\$5,614	\$0	\$630,009	\$2,527	\$728,147		
17	\$91,797	\$5,726	\$0	\$642,609	\$2,578	\$742,710		
18	\$93,633	\$5,841	\$0	\$655,461	\$2,629	\$757,564		
19	\$95,505	\$5,957	\$0	\$668,571	\$2,682	\$772,715		
20	\$97,416	\$6,076	\$0	\$681,942	\$2,735	\$788,169		
<b>Sum Total</b>						<b>Benefits</b>	<b>Total Project Cost</b>	
<b>Total</b>	<b>\$1,624,742</b>	<b>\$101,846</b>	<b>\$0</b>	<b>\$11,373,745</b>	<b>\$45,620</b>	<b>\$13,145,453</b>	<b>\$2,242,000</b>	

COMBO PROJECTS- NonSR25 & SR25 Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
<b>PROJECT OPEN</b>							
1	\$66,425	\$11,964	\$38,850	\$936,212	\$2,327	\$1,055,778	\$2,242,000
2	\$67,753	\$12,204	\$39,627	\$954,936	\$2,373	\$1,076,893	
3	\$69,108	\$12,448	\$40,420	\$974,035	\$2,421	\$1,098,431	
4	\$70,490	\$12,697	\$41,228	\$993,516	\$2,469	\$1,120,400	
5	\$71,900	\$12,951	\$42,052	\$1,013,386	\$2,519	\$1,142,808	
6	\$73,338	\$13,210	\$42,894	\$1,033,654	\$2,569	\$1,165,664	
7	\$74,805	\$13,474	\$43,751	\$1,054,327	\$2,620	\$1,188,977	
8	\$76,301	\$13,743	\$44,626	\$1,075,413	\$2,673	\$1,212,757	
9	\$77,827	\$14,018	\$45,519	\$1,096,922	\$2,726	\$1,237,012	
10	\$79,383	\$14,299	\$46,429	\$1,118,860	\$2,781	\$1,261,752	
11	\$80,971	\$14,585	\$47,358	\$1,141,237	\$2,836	\$1,286,987	
12	\$82,591	\$14,876	\$48,305	\$1,164,062	\$2,893	\$1,312,727	
13	\$84,242	\$15,174	\$49,271	\$1,187,343	\$2,951	\$1,338,981	
14	\$85,927	\$15,477	\$50,257	\$1,211,090	\$3,010	\$1,365,761	
15	\$87,646	\$15,787	\$51,262	\$1,235,312	\$3,070	\$1,393,076	
16	\$89,399	\$16,103	\$52,287	\$1,260,018	\$3,131	\$1,420,938	
17	\$91,187	\$16,425	\$53,333	\$1,285,218	\$3,194	\$1,449,357	
18	\$93,010	\$16,753	\$54,399	\$1,310,923	\$3,258	\$1,478,344	
19	\$94,871	\$17,088	\$55,487	\$1,337,141	\$3,323	\$1,507,911	
20	\$96,768	\$17,430	\$56,597	\$1,363,884	\$3,390	\$1,538,069	
<b>Total</b>						<b>Sum Total Benefits</b>	<b>Total Project Cost</b>
						\$25,652,622	\$2,242,000

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
<b>PROJECT OPEN</b>								
1	\$132,849	\$23,929	\$58,275	\$1,872,424	\$4,653	\$2,092,130	\$2,242,000	22.67
2	\$135,506	\$24,407	\$59,441	\$1,909,872	\$4,747	\$2,133,973		
3	\$138,216	\$24,896	\$60,629	\$1,948,070	\$4,841	\$2,176,653		
4	\$140,981	\$25,394	\$61,842	\$1,987,031	\$4,938	\$2,220,186		
5	\$143,800	\$25,901	\$63,079	\$2,026,772	\$5,037	\$2,264,589		
6	\$146,676	\$26,419	\$64,340	\$2,067,307	\$5,138	\$2,309,881		
7	\$149,610	\$26,948	\$65,627	\$2,108,654	\$5,241	\$2,356,079		
8	\$152,602	\$27,487	\$66,940	\$2,150,827	\$5,345	\$2,403,200		
9	\$155,654	\$28,036	\$68,278	\$2,193,843	\$5,452	\$2,451,264		
10	\$158,767	\$28,597	\$69,644	\$2,237,720	\$5,561	\$2,500,290		
11	\$161,942	\$29,169	\$71,037	\$2,282,474	\$5,673	\$2,550,295		
12	\$165,181	\$29,753	\$72,458	\$2,328,124	\$5,786	\$2,601,301		
13	\$168,485	\$30,348	\$73,907	\$2,374,686	\$5,902	\$2,653,327		
14	\$171,854	\$30,955	\$75,385	\$2,422,180	\$6,020	\$2,706,394		
15	\$175,292	\$31,574	\$76,893	\$2,470,624	\$6,140	\$2,760,522		
16	\$178,797	\$32,205	\$78,430	\$2,520,036	\$6,263	\$2,815,732		
17	\$182,373	\$32,849	\$79,999	\$2,570,437	\$6,388	\$2,872,047		
18	\$186,021	\$33,506	\$81,599	\$2,621,846	\$6,516	\$2,929,488		
19	\$189,741	\$34,176	\$83,231	\$2,674,283	\$6,646	\$2,988,077		
20	\$193,536	\$34,860	\$84,896	\$2,727,768	\$6,779	\$3,047,899		
<b>Total</b>						<b>Sum Total Benefits</b>	<b>Total Project Cost</b>	<b>Benefit Cost Ratio</b>
						\$50,833,267	\$2,242,000	22.67

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
1	\$182,849	\$28,929	\$88,275	\$1,877,464	\$4,853	\$1,092,130	\$2,011,664	\$2,242,000	\$2,155,769	4.00%	\$1,524,836.14	31.6	2,042,000	1,963,462
2	\$135,506	\$24,407	\$59,441	\$1,908,872	\$4,747	\$1,139,379	\$1,972,078		\$0					
3	\$138,216	\$24,896	\$60,629	\$1,943,070	\$4,841	\$1,176,653	\$1,835,086		\$0					
4	\$140,881	\$25,394	\$61,842	\$1,987,091	\$4,938	\$1,220,186	\$1,887,824		\$0					
5	\$143,800	\$25,901	\$63,079	\$2,035,772	\$5,037	\$1,264,589	\$1,893,327		\$0					
6	\$146,576	\$26,418	\$64,340	\$2,087,907	\$5,138	\$1,309,881	\$1,825,433		\$0					
7	\$149,510	\$26,948	\$65,627	\$2,148,634	\$5,241	\$1,356,079	\$1,790,426		\$0					
8	\$152,602	\$27,487	\$66,940	\$2,218,827	\$5,345	\$1,403,200	\$1,755,995		\$0					
9	\$155,654	\$28,036	\$68,278	\$2,297,720	\$5,452	\$1,451,264	\$1,721,228		\$0					
10	\$158,767	\$28,597	\$69,644	\$2,384,474	\$5,561	\$1,500,285	\$1,689,108		\$0					
11	\$161,942	\$29,169	\$71,037	\$2,478,186	\$5,673	\$1,550,285	\$1,658,023		\$0					
12	\$165,181	\$29,753	\$72,458	\$2,577,686	\$5,786	\$1,601,301	\$1,627,765		\$0					
13	\$168,485	\$30,348	\$73,907	\$2,682,190	\$5,902	\$1,653,327	\$1,598,520		\$0					
14	\$171,854	\$30,955	\$75,385	\$2,792,624	\$6,020	\$1,706,394	\$1,569,275		\$0					
15	\$175,292	\$31,574	\$76,898	\$2,908,624	\$6,140	\$1,760,522	\$1,540,820		\$0					
16	\$178,797	\$32,205	\$78,450	\$3,030,896	\$6,263	\$1,815,732	\$1,513,342		\$0					
17	\$182,373	\$32,849	\$79,998	\$3,159,437	\$6,388	\$1,872,047	\$1,486,078		\$0					
18	\$186,021	\$33,506	\$81,598	\$3,294,696	\$6,516	\$1,929,488	\$1,458,268		\$0					
19	\$189,741	\$34,176	\$83,231	\$3,436,283	\$6,646	\$1,988,077	\$1,430,268		\$0					
20	\$193,536	\$34,860	\$84,896	\$3,583,768	\$6,779	\$3,047,839	\$1,390,994		\$0					
<b>Total</b>	<b>\$3,227,884</b>	<b>\$581,459</b>	<b>\$1,415,929</b>	<b>\$45,684,978</b>	<b>\$113,067</b>	<b>\$50,833,267</b>	<b>\$53,685,331</b>	<b>\$2,242,000</b>	<b>\$2,155,769</b>				<b>\$2,042,000</b>	<b>\$1,963,462</b>

**PARAMETERS**

Mobility Parameters		
DR Value of Time (2013)	\$26.07	
Value of Time (2013)	\$19.03	
Value of Time (2014)	\$5.42	
Cost Per Mile (2013)	29.38	min/trip
Cost Per Mile (2014)	16.02	min/trip
Cost Per Mile (2015)	15.83	min/trip

Health Parameters		
Quality	\$146	annual\$/person
Quantity	\$146	annual\$/person

Accident Cost Parameters		
Cost of a Fatality	\$4,130,347	\$/crash
Cost of an Injury	\$81,393	\$/crash
Cost of Property Damage (2013)	\$7,624	\$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreation Values Parameters		
Biking	New Users	\$10 per trip
	Existing Users	\$4 per trip
Walking	All Users	\$1 per trip

VMT Reduction		Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On-Highway Diesel Fuel Prices <a href="http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf">http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf</a>
Price of Gasoline (2013)	\$3.41	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Price of Gasoline (2014)	\$25	
Price of Gasoline (2015)	\$0.01	
Quantity	250	

2.5%	Average CA Annual Growth of Population (1955-2011)
7%	Discount Rate used (same as Cal B/C Model)

Recreation	33
Exercise or health	28
Personal errands	17
Visit a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

Estimated Annual Per Capita Cost Savings  
(Direct and/or Indirect of physical activity)

Study/Agency	Per Capita Cost Savings (\$)
Washington DOH	19
Garrett et al.	57
South Carolina DOH	78
Georgia Department of Human Resources	79
Colditz	91
Minnesota DOH	>100
Goetz et al.	172
Pronk et al.	176
Pruitt	380
Michigan Fitness Foundation	1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

Note: An annual per-capita cost savings from physical activity of \$128 was determined by taking the median value of ten noted studies above for year 2006\$. The updated 2014\$ value is \$13.03.

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9894
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2015 Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019. <http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf> page 217-218.

**Roxanne Davis**

---

**From:** Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>  
**Sent:** Wednesday, May 27, 2015 12:10 PM  
**To:** Roxanne Davis  
**Cc:** ATP@CCC; Hsieh, Wei@CCC; inquiry@atpcommunitycorps.org; Rios, Enrique@CCC; Duncan, Amy@CCC; Mijares, Marie@CCC  
**Subject:** RE: ATP Application

Hi Roxanne,

Enrique Rios, the Conservation Supervisor at our CCC Fresno location has responded to the partnership for your project. CCC can possibly do the fencing, irrigation and some landscape maintenance for the Tehachapi Rail Corridor Pedestrian Safety Project. The other two bike path projects attached to this email are not really suited for our operation.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Enrique Rios directly [Enrique.Rios@ccc.ca.gov](mailto:Enrique.Rios@ccc.ca.gov) if your project receives funding.

Thank you,

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

**From:** Roxanne Davis [mailto:[rdavis@tehachapicityhall.com](mailto:rdavis@tehachapicityhall.com)]  
**Sent:** Tuesday, May 19, 2015 3:53 PM  
**To:** ATP@CCC  
**Subject:** RE: ATP Application

Attached are the applications with all of the information you requested.

Thank you,

**Roxanne Davis, CMC**  
*Community Development  
Executive Assistant  
City of Tehachapi  
115 South Robinson St.  
Tehachapi, CA 93561  
(661) 822-2200 ext. 114  
(661) 825-8630 fax  
[www.tehachapicityhall.com](http://www.tehachapicityhall.com)*



**From:** Hsieh, Wei@CCC [<mailto:Wei.Hsieh@CCC.CA.GOV>] **On Behalf Of** ATP@CCC  
**Sent:** Monday, April 27, 2015 9:44 AM  
**To:** Roxanne Davis  
**Subject:** RE: ATP Application

You still have time. The final deadline is June 2, however, we prefer that you submit them ahead of everyone else.

**From:** Roxanne Davis [<mailto:rdavis@tehachapicityhall.com>]  
**Sent:** Monday, April 27, 2015 9:38 AM  
**To:** ATP@CCC  
**Subject:** RE: ATP Application

No working on them. Is there a deadline date?

**Roxanne Davis, CMC**  
*Community Development  
Executive Assistant  
City of Tehachapi  
115 South Robinson St.  
Tehachapi, CA 93561  
(661) 822-2200 ext. 114  
(661) 825-8630 fax  
[www.tehachapicityhall.com](http://www.tehachapicityhall.com)*



**From:** Hsieh, Wei@CCC [<mailto:Wei.Hsieh@CCC.CA.GOV>] **On Behalf Of** ATP@CCC  
**Sent:** Monday, April 27, 2015 9:18 AM  
**To:** Roxanne Davis  
**Subject:** RE: ATP Application

Do you have them ready?

**From:** Roxanne Davis [<mailto:rdavis@tehachapicityhall.com>]  
**Sent:** Thursday, April 23, 2015 9:24 AM  
**To:** ATP@CCC  
**Subject:** RE: ATP Application

Thank you we will get that to you.

**Roxanne Davis, CMC**  
*Community Development  
Executive Assistant  
City of Tehachapi*

115 South Robinson St.  
Tehachapi, CA 93561  
(661) 822-2200 ext. 114  
(661) 825-8630 fax  
[www.tehachapicityhall.com](http://www.tehachapicityhall.com)



**From:** Hsieh, Wei@CCC [<mailto:Wei.Hsieh@CCC.CA.GOV>] **On Behalf Of** ATP@CCC  
**Sent:** Thursday, April 23, 2015 9:19 AM  
**To:** Roxanne Davis  
**Subject:** Re: ATP Application

Hi Roxanne,

In order for the CCC to determine if we are able to participate in this project, we will need the following included in your attachments:

1. Project Description and scope of work
2. Project Estimate
3. Project Schedule
4. Project Map
5. Preliminary Plan

Can you please send more details as Enrique Rios from our Fresno location is trying to determine CCC's participation. Thank you!

Wei Hsieh, Manager  
Programs & Operations Division  
California Conservation Corps  
1719 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

**From:** Roxanne Davis [<mailto:rdavis@tehachapicityhall.com>]  
**Sent:** Monday, April 20, 2015 12:27 PM  
**To:** ATP@CCC  
**Subject:** ATP Application

Mr. Hsieh:

As you are aware the Active Transportation Program (ATP) Cycle 2 Grant application materials are now formally available. Based on the application instructions and guidelines prospective applicants are obligated to reach out to the California Conservation Corps (CCC) to determine if the CCC is interested in participating in one or all of the proposed projects. To that end I have enumerated the three (3) projects below that the City of Tehachapi is planning to submit an application for.

1. Project 1 (Tehachapi Rail Corridor Pedestrian Safety Project).
2. Project 2 (Antelope Run Class I Bike Path Gap Closure Project).
3. Project 3 ( North Tehachapi Bike Lane Connectivity Project).

Additionally, I am providing exhibits that illustrate in more detail the above listed projects. The City of Tehachapi respectfully requests that you evaluate the prospective ATP funded projects and inform us if the CCC envisions a role in any of these projects or not.

Thank you,

**Roxanne Davis, CMC**  
*Community Development  
Executive Assistant  
City of Tehachapi  
115 South Robinson St.  
Tehachapi, CA 93561  
(661) 822-2200 ext. 114  
(661) 825-8630 fax  
[www.tehachapicityhall.com](http://www.tehachapicityhall.com)*



**Roxanne Davis**

---

**From:** Active Transportation Program <inquiry@atpcommunitycorps.org>  
**Sent:** Monday, April 20, 2015 4:46 PM  
**To:** Roxanne Davis  
**Cc:** atp@ccc.ca.gov  
**Subject:** Re: ATP Application

Hi Roxanne,

Thank you again for contact the Local Conservation Corps. Unfortunately, we are unable to participate in these projects. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Thank you,  
Danielle

On Mon, Apr 20, 2015 at 4:01 PM, Active Transportation Program <[inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)> wrote:  
Hi Roxanne,

Thank you for your inquiry. I have reached out to the corps regarding your projects, and will get back to you by April 24th with confirmation regarding their ability to participate.

Thank you,  
Danielle

On Mon, Apr 20, 2015 at 12:28 PM, Roxanne Davis <[rdavis@tehachapicityhall.com](mailto:rdavis@tehachapicityhall.com)> wrote:

Ms. Lynch:

As you are aware the Active Transportation Program (ATP) Cycle 2 Grant application materials are now formally available. Based on the application instructions and guidelines prospective applicants are obligated to reach out to the California Conservation Corps (CCC) to determine if the CCC is interested in participating in one or all of the proposed projects. To that end I have enumerated the three (3) projects below that the City of Tehachapi is planning to submit an application for.

1. Project 1 (Tehachapi Rail Corridor Pedestrian Safety Project).
2. Project 2 (Antelope Run Class I Bike Path Gap Closure Project).
3. Project 3 (North Tehachapi Bike Lane Connectivity Project).

Additionally, I am providing exhibits that illustrate in more detail the above listed projects. The City of Tehachapi respectfully requests that you evaluate the prospective ATP funded projects and inform us if the CCC envisions a role in any of these projects or not.

Thank you,

***Roxanne Davis, CMC***

*Community Development*

*Executive Assistant*

*City of Tehachapi*

*115 South Robinson St.*

*Tehachapi, CA 93561*

*(661) 822-2200 ext. 114*

*(661) 825-8630 fax*

[www.tehachapicityhall.com](http://www.tehachapicityhall.com)



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

May 14, 2015

Mr. Greg Garrett, City Manager  
City of Tehachapi  
115 South Robinson Street  
Tehachapi, CA 93561

RE: Letter of Support for Tehachapi Rail Corridor Pedestrian Safety Project

Dear Mr. Garrett,

I am writing to offer my support to the City of Tehachapi and its efforts to obtain Active Transportation Program (ATP) grant funding for the Tehachapi Rail Corridor Pedestrian Safety Project.

This project will enhance safety for residents of Tehachapi's north side traveling south across the Union Pacific Railroad lines to access shopping, services, schools. The construction of a physical barrier at this corridor will safeguard pedestrians from the railroad tracks and encourage the use of safer paths of travel at Green Street, Hayes Street, and Dennison Road.

It is for these reasons that I am pleased to offer my support for the Tehachapi Rail Corridor Pedestrian Safety Project and the City of Tehachapi's ATP grant application. Should you have questions regarding this letter, or like to discuss my support, you may contact me directly at (661) 323-0443.

Sincerely,

A handwritten signature in blue ink that reads "Jean Fuller".

JEAN FULLER  
California State Senate  
16<sup>th</sup> District

1115 TRUXTON AVENUE, ROOM 502  
BAKERSFIELD, CA 93301



PHONE (661) 868-3660  
FAX (661) 868-3666  
district2@co.kern.ca.us

**ZACK SCRIVNER**  
SUPERVISOR - SECOND DISTRICT

May 14<sup>th</sup>, 2015

California Department of Transportation  
Division of Local Assistance  
PO Box 942874  
Sacramento, CA 94274-0001

Re: Active Transportation Program Grant – Tehachapi Rail Corridor Public Safety Project

To Whom it May Concern:

This letter is intended to lend my support for the City of Tehachapi's Active Transportation Program application for the Tehachapi Rail Corridor Public Safety Project. As the elected county supervisor for the greater Tehachapi area, I wholeheartedly support the City's application for this grant. There are thousands of residents within the unincorporated portion of the greater Tehachapi, whom I represent, that would greatly benefit from this project.

Currently residents, and particularly children, living in the north-side neighborhood often cross the Union Pacific railroad tracks at inappropriate and haphazard locations. The improvements will create a barrier along the H Street interface, which will force individuals crossing the tracks to cross at the designated at-grade crossings. Additionally, these existing crossings will be improved/enhanced to make them more accommodating to bicycles, strollers, and pedestrians.

Thank you for your time and consideration of this application by the City of Tehachapi. If I can be of any further assistance to you, please do not hesitate to contact me at (661) 868-3660.

Regards,

A handwritten signature in blue ink that reads "Zack Scrivner".

ZACK SCRIVNER  
Second District Supervisor

ATTACHMENT J



**Kern Council  
of Governments**

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

RE: Tehachapi Rail Corridor Pedestrian Safety Project

To Whom it May Concern:

The Kern Council of Governments supports the Tehachapi Rail Corridor Pedestrian Safety Project for Active Transportation Program funding. The residents in general and the children in particular that live in the Northside Tehachapi neighborhoods must cross the Union Pacific Railroad tracks to access goods and services that are not available on the northside of the rail line. Additionally, all of the public schools are located south of the rail line and the children from the northside neighborhood must cross the tracks to access public schools. In the absence of a physical barrier the residents of the northside cross the tracks haphazardly and more often than not avoid the available grade crossing at Green Street and Hayes Street and Dennison Road in favor of a more direct path of travel. Projects of this type are consistent with the Kern COG Regional Transportation Plan (RTP) and Associated Sustainable Communities Strategy (SCS) in terms of providing non-motorized modes of transportation opportunities for residence to safely access goods and services and employment centers.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ahron Hakimi".

Ahron Hakimi,  
Executive Director



**MATTHEW CONSTANTINE**  
**DIRECTOR**

1800 MT VERNON AVENUE

KERNEFIELD, CALIFORNIA 93506-1707

TEL: 321-3000

WWW.KERNPUBLICHEALTH.COM

May 20, 2015

Mr. David James  
City of Tehachapi  
115 S Robinson Street  
Tehachapi, CA 93561

**RE: Active Transportation Program Application**

Dear Mr. Garrett:

On behalf of the Kern County Public Health Services Department, I support the City of Tehachapi's application for the Active Transportation Program. Kern County residents struggle with obesity and the wide myriad of chronic diseases associated with it. In order to address these issues, there has to be a comprehensive, multi-sectorial response. By applying for this grant program, the City of Tehachapi will be able to use it to provide safe and healthy means of transportation for residents of all ages. Moreover, it will work towards creating an environment that is supportive of health and improved quality of life.

This application will allow the city the opportunity to complete a number of projects that will greatly increase the safety of its residents as they utilize alternative forms of transportation. It is our understanding that its various projects will:

- **Implementation of the Tehachapi Rail Corridor Public Safety Project.** Currently, residents, in particular children living in the north side neighborhood, often cross the Union Pacific railroad tracks at inappropriate haphazard locations. The improvements will aid in creating a barrier along the "H" Street interface, compelling pedestrians crossing the tracks to cross at the designated at grade crossings. Additionally, these existing crossings will be enhanced to make them more accommodating to bicycle, strollers, wheelchairs, and the like.
- **Creation of a North Tehachapi Bike Lane Connectivity Project.** This will provide improvements to create a bicycle path loop that will connect residents living north of the Union Pacific rail line and Highway 58 with a non-vehicular connection to business parks, employment centers, and access to goods and services.
- **Implementation of the Antelope Run Class I Bike Lane Gap Closure Project.** This will provide improvements that will pave over existing unimproved trail along the Antelope Run drainage. With this improvement, the quality of the trail will be enhanced making it more accommodating to a wider range of users. Moreover, the trail will link up to existing bike paths in the area which will essentially, as the project title implies, close the gap in terms of missing improvements within the bike path network.

ATTACHMENT J

Receiving grant funds for a small economically disadvantaged city allows a small city to continue to provide services to the community. A small city such as Tehachapi does not have the funds to augment its alternative transportation infrastructure on its own but is fully cognizant of the need to implement such a plan for the benefit of their community. Given the gravity of our county's health condition as it struggles with chronic diseases and the obesity epidemic, we are supportive of the need to foster the development of healthy community growth and structure. Therefore, my department is committed to collaborating with the city of Tehachapi in their efforts.

As Director of the Kern County Public Health Services Department, I believe your applications are important and consistent with our agency's mission. We look forward to working with you towards creating a healthier environment for the residents of our county.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Constantine".

Matthew Constantine, Director  
Public Health Services Department



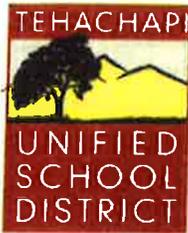
Mr. David James  
City of Tehachapi  
115 S. Robinson Street  
Tehachapi, CA 93561

Dear Mr. James,

As Chief of The Tehachapi Police Department, I support the City's ATP grant applications and the effort in making our community safer and more enjoyable for our residents. Connecting sidewalks and bike paths will provide a safer means of travel and give residents the opportunity to ride or walk rather than drive to different destinations. This is a particularly important project for our community not only due to our relatively small size which allows people the opportunity to ride or walk rather than drive, but also for our younger population who have no other means of transportation. I fully support the City's efforts in these projects.

Sincerely,

Kent, Kroeger  
Chief of Police



**Office of the Superintendent**

300 South Robinson Street  
Tehachapi, CA 93561

Phone: (661) 822-2100  
Fax: (661) 822-2159

May 14, 2015

Mr. Greg Garrett, City Manager  
City of Tehachapi  
115 South Robinson Street  
Tehachapi, CA 93561

RE: Tehachapi Rail Corridor Pedestrian Safety Project

Dear Mr. Garrett:

Please let this correspondence serve as an expression of my support for the above referenced project. As the Superintendent of Tehachapi Unified School District, this is an important infrastructural improvement that will enhance the safety of our community.

Residents in general, as well as children who live in northside neighborhoods, must cross the Union Pacific Railroad tracks to access goods and services that are not available on the northside of the rail line. In the absence of a physical barrier, the residents of the northside cross the tracks wherever it is convenient, and avoid using the available grade crossing at Green Street and Hayes Street and Dennison Road in favor of a more direct path of travel. Additionally, all of the schools within the Tehachapi Unified School District are located south of the rail line and the children from the northside neighborhood must cross the tracks to access public schools. This requires the district to run bus routes for students who otherwise live in close proximity to schools.

This is a busy stretch of railroad, and is an accident waiting to happen. The proposed project will create a physical barrier and effectively force pedestrians to cross the rail line at the aforementioned at grade crossings, significantly improving public safety.

Sincerely,

A handwritten signature in blue ink that reads "Susan Andreas-Bervel".

Susan Andreas-Bervel  
Superintendent

ATTACHMENT J



# Jacobsen Middle School

711 ANITA DRIVE  
TEHACHAPI, CA 93561  
661-822-2150

RECEIVED

MAY 11 2015

CITY OF TEHACHAPI

May 11, 2015

To Whom It May Concern:

This letter is to give support from the Jacobsen Middle School staff towards the Tehachapi Rail Corridor Public Safety Project. The proposed improvements to the bike path along Dennison Road will make it safer for students coming and going to and from our school. There are a large number of JMS students in the subdivision east of Denison and north of Tehachapi Blvd. The bike paths proposed for Tehachapi Blvd. and H St. would also allow for a safer bike ride by our students who live north of Tehachapi Blvd. and between N. Mill and Hayes St. Most importantly, the barriers created along the tracks will force students to use the designated crossings instead of crossing the tracks at various points that could be unsafe for them. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Paul Kaminski".

Paul Kaminski

Principal

Jacobsen Middle School



TEHACHAPI VALLEY HEALTHCARE DISTRICT

May 1, 2015

Mr. Greg Garrett, City Manager  
City of Tehachapi  
115 S. Robinson Street  
Tehachapi, CA 93561

Dear Mr. Garrett,

I am writing in support of the City of Tehachapi applying for grant funding for bicycle and pedestrian improvements within the City limits, specifically the Tehachapi Rail Corridor Public Safety Project. I often see people walking on unpaved areas in town while walking to and from school or heading to the downtown area of the City. Also, the proposed bike paths will connect with existing bike trails and provide cyclists a safer area to ride. I truly believe installing more bike paths and sidewalks will encourage the community to be more active and make our community a healthier and safer place to live.

Regards,

Eugene Suksi  
Chief Executive Officer  
Tehachapi Valley Healthcare District  
115 West E Street, PO Box 1900  
Tehachapi, California 93581-1900

CITY OF TEHACHAPI  
RECEIVED

MAY 06 2015

COMMUNITY DEVELOPMENT

May 5, 2015

Mr. Greg Garrett, City Manager  
City of Tehachapi  
115 South Robinson Street  
Tehachapi, CA 93561

RE: Tehachapi Rail Corridor Pedestrian Safety Project

Dear Mr. Garrett:

I strongly support the above referenced project. The residents in general and the children in particular that live in the northside neighborhood must cross the Union Pacific Railroad tracks to access city services that are not available on their side of the rail line. Additionally, all of the public schools are located south of the rail line and the children from the northside neighborhood must cross the tracks to reach their schools. Without a physical barrier the people of the northside cross the tracks randomly and more often than not avoid the available grade crossing at Green Street and Hayes Street and Dennison Road in favor of a shorter way to travel.

In my volunteer work at the Tehachapi Depot Railroad Museum I've watched these "accidents waiting to happen". The proposed project will create an attractive barrier and will require pedestrians to cross the rail line at the aforementioned grade crossings, significantly improving public safety.

Please let me know if you should need additional information or questions for me to support this worthwhile safety project.

Sincerely,

Tim Trujillo, SPHR  
FOTD Board Advisor  
Tehachapi Depot Railroad Museum  
(661)821-0086

ATTACHMENT J



# TEHACHAPI NEWS

*Tehachapi's Hometown Newspaper Since 1899 • Published Every Tuesday*

May 1, 2015

Greg Garrett, City Manager  
City of Tehachapi  
115 S. Robinson St.  
Tehachapi, CA 93561

Dear Mr. Garrett,

I appreciate having the opportunity to learn about the proposed Tehachapi Rail Corridor Pedestrian Safety Project and would like to express my support.

As the manager of a business located north of the Union Pacific railroad tracks going through the City of Tehachapi, I frequently notice people crossing the tracks at other than the designated crossing points. This is, of course, very dangerous and always concerns me when I see it, particularly when I notice children or obviously disabled people trying to navigate the uneven areas where no one was intended to cross.

Your proposed project would create a physical barrier to effectively force pedestrians to cross at much safer grade crossings at Green, Hayes and Dennison Streets. While people might otherwise choose other more dangerous areas to cross because they are shorter routes, the current situation is an accident waiting to happen.

I support the proposed Tehachapi Rail Corridor Pedestrian Safety Project and hope the city is able to secure funding to complete it.

Sincerely



Claudia Elliott  
Editor and General Manager

Notice of Exemption

RECEIVED WITH FEE  
RECEIPT # 1523442

Appendix E

To:  Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814  
  
 County Clerk  
County of Kern  
1115 Truxtun Avenue, First Floor  
Bakersfield, CA 93301

From: (Public Agency) City of Tehachapi  
115 South Robinson Street  
Tehachapi, CA 93561 (Address)

FILED  
KERN COUNTY

MAY 20 2015

MARY B. BEARD  
ADMINISTRATOR CONTROLLER-COUNTY CLERK  
BY [Signature] DEPUTY

Project Title: City of Tehachapi Rail Corridor Public Safety Project

Project Location - Specific: West of North Mill Street fronting East and West H Street, East of North Hayes Street.

Project Location - City: Tehachapi Project Location - County: Kern

Description of Nature, Purpose, and Beneficiaries of Project:

Currently residents and in particularly children living in the northside neighborhood often cross the Union Pacific railroad tracks at inappropriate haphazard locations. This improvement will create a barrier along the H Street interface which will force individuals crossing the tracks to cross at the designated at grade crossings along with pedestrian improvements.

COPY

Name of Public Agency Approving Project: City of Tehachapi

Name of Person or Agency Carrying Out Project: City of Tehachapi

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: 15301(c)
- Statutory Exemptions. State code number:

Reasons why project is exempt: The project consists of public improvements on existing roadway and intersections within existing City rights-of-way.

Lead Agency Contact Person: David James Area Code/Telephone/Extension: 661-822-2200

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?  Yes  No

Signature: [Signature] Date: May 6, 2015 Title: Community Development Director

- Signed by Lead Agency
- Signed by Applicant

Date received for filing at OER: 5/16/15  
Filed at OER: 5/16/15  
Posted by County Clerk on 5/16/15 Revised October 1989  
and for 30 days thereafter, Pursuant to  
Section 152(C), Public Resources Code APPENDICES • 151

**CALIFORNIA DEPARTMENT OF EDUCATION  
ANALYSIS, MEASUREMENT, & ACCOUNTABILITY REPORTING DIVISION  
DATA REPORTING OFFICE**

**OCTOBER 2014 DATA COLLECTION  
DATA CERTIFIED AS OF: MARCH 16, 2015**

**SOURCE: 2014-15 CALIFORNIA LONGITUDINAL PUPIL ACHIEVEMENT DATA SYSTEM (CALPADS) FALL 1  
FEE OR REDUCED PRICE MEAL DATA**

Academic Year	County Code	District Code	School Code	County Name	District Name	School Name	District Type	School Type	Educational Option Type	NSLP Provision Status	Charter School (Y/N)	Charter School Number
2014-2015	15	63826	6057426	Kern	Tehachapi Unified	Jacobsen Middle	Unified School District	Intermediate Middle Schools (Public)	Traditional		N	

Chartering Type	IRC	Low Grade	High Grade	Enrollment (K-12)	Free Meal Count (K-12)	Percent Eligible Free (K-12)	FRPM Count (K-12)	Percent Eligible Free (K-12)	Enrollment (Ages 5-17)	Free Meal Count (Ages 5-17)	Percent Eligible Free (Ages 5-17)	FRPM Count (Ages 5-17)	Percent Eligible FRPM (Ages 5-17)	2013-14 CALPADS Fall 1 Certification Status
	N	6	8	949	283	29.8%	337	35.5%	948	282	29.7%	336	35.4%	Y

*Susan Andreas-Bervel* Date: 5/19/15

Susan Andreas-Bervel  
TUSD Superintendent

Paul Kaminski, Principal  
Jacobsen Middle School  
711 Anita Drive  
Tehachapi, CA 93561  
(661) 822-2150