

**Low Carbon Transit Operations Program (LCTOP)
AUTHORIZED AGENT**

AS THE

Deputy Chief Executive Officer
(Chief Executive Officer / Director / President / Secretary)

OF THE

Golden Empire Transit District
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Karen H. King, Chief Executive Officer *OR*
(Name and Title of Authorized Agent)

J. Steven Woods, Deputy Chief Executive Officer *OR*
(Name and Title of Authorized Agent)

J. Steven Woods
(Print Name)

Deputy Chief Executive Officer
(Title)



(Signature)

 Approved this 28th day of January, 2016

Attachment: Board Resolution approving Authorized Agent

Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

Project Sponsor: Kern Council of Governments

Agency Name: Golden Empire Transit District

Effective Date of this Document: January 28, 2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to

verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

- (10) Funds must be encumbered and liquidated within the time allowed.

C. Reporting

- (1) The project lead must submit the following LCTOP reports:
 - a. Semi-Annual Progress Reports by May 15th and November 15th each year.
 - b. A Final Report within six months of project completion.
 - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
 - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
 - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

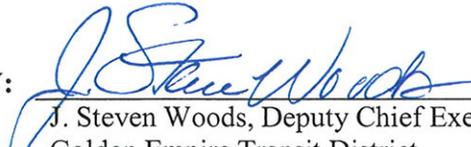
E. Record Retention

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

F. Special Situations

The Department may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at the Department’s discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY: 

J. Steven Woods, Deputy Chief Executive Officer
Golden Empire Transit District



**BEFORE THE BOARD OF DIRECTORS
OF THE GOLDEN EMPIRE TRANSIT DISTRICT**

RESOLUTION 2015-02

IN THE MATTER OF:

**AUTHORIZATION FOR THE EXECUTION OF THE
CERTIFICATIONS AND ASSURANCES FOR THE
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

WHEREAS, the Golden Empire Transit District is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Golden Empire Transit District wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer or Deputy Chief Executive Officer

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Golden Empire Transit District that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

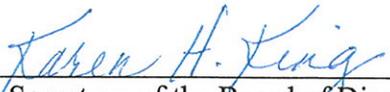
NOW THEREFORE, BE IT FURTHER RESOLVED that the Chief Executive Officer or Deputy Chief Executive Officer be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

All the foregoing, being on motion of Director Baldwin seconded by Director Kirschenmann and authorized by the following roll call vote.

AYES: Directors Baldwin, Henderson, Hunter, Kirschenmann, Parra
NOES: None
ABSENT: None
ABSTAIN: None

CERTIFICATION

The undersigned duly qualified Secretary of the Board of Directors of the Golden Empire Transit District certifies that the foregoing is a true and correct copy of the resolution adopted at a legally convened meeting of the Board of Directors of the Golden Empire Transit District held March 17, 2015.



Secretary of the Board of Directors

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	Golden Empire Transit District
Project Name:	Purchase of 3 Electric Buses
Project Type: <i>See Attachment A</i>	B4: Upgrade transit vehicles to support active transportation and encourage ridership
Description of Project (Short):	Double transit service on route 61 on weekdays, increasing frequencies from one hour to one half hour. Requiring 3 40ft electric buses.
Project Location:	Bakersfield, CA
Project Start Date (anticipated):	July-16
Project End Date (anticipated):	continuous

Funding Information:

Funding Year:	2015-16 rollover to 2016-17
Requested Amount of PUC 99313:	\$482,171
Requested Amount of PUC 99314:	\$53,050
Total LCTOP Funding:	\$535,221
Total Project Cost:	\$2,676,105

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	5,541 pounds per year
Project Life:	18
Estimated Total GHG Reduction:	99,740

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	A map is attached depicting the service area relationship to the CalEPA maps
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	LCTP 2C: Project provides greater mobility and increased access to clean transportation for disadvantaged community residents by placing services that are accessible by walking within ½ mile of a disadvantaged community, including ride-
Qualitative Description of DAC Benefit?	Increasing bus trips improve mobility using electric vehicles will not contribute to GHG effects. Increases trips gives passengers more choices as well as attracting new passengers.
Describe the DAC Need Project Addresses?	Providing more service without the harmful effects of GHG.
Total GGRF \$ Allocated to DAC	100%

Co-benefit

Critical Air Pollution Reduction:	project does not contribute to GHG
VMT Reduction:	146,640
Ridership Increase	10-20%
Fuel Ues Reduction:	NA

Low Carbon Transit Operations Program (LCTOP)

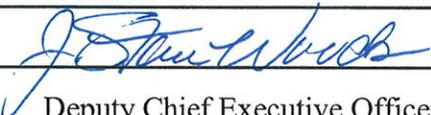
PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

		Regional Entity: Kern Council of Governments
Project Lead: Golden Empire Transit District	County: Kern	
Project Title: Purchase of 3 Electric Buses		

Project Lead:

I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Name: J. Steven Woods

Signature: 

Title: Deputy Chief Executive Officer

Agency: Golden Empire Transit District

Date: 28-Jan-16 **Amount:** \$53,050

Contributing Sponsor(s):

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or **attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.**

Name: Ahron Hakimi

Signature: 

Title: Executive Director

Agency: Kern Council of Governments

Date: 1-Feb-16 **Amount:** \$482,171

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

<i>LCTOP Allocation</i>	15/16	16/17	17/18
Request Amount per PUC 99313:	\$482,171	\$0	\$0
Request Amount per PUC 99314:	\$53,050	\$0	\$0
Total Project Allocation Request:	\$535,221	\$0	\$0
Project Title:	Purchase of 3 Electric Buses		
Project Location/Address:	1830 Golden State Ave. Bakersfield CA 93301		

Table 1: Project Lead Information

	Legislative District Numbers	
Agency Name: <u>Golden Empire Transit District</u>	Assembly:	
Contact Person: <u>Steve Woods</u>	Senate:	16 and 18
Contact Phone #: <u>661-324-9874</u>	Congressional:	30 and 32
Email Address: <u>swoods@getbus.org</u>	Amount:	PUC Funds Type:
Address: <u>1830 Golden State Avenue</u>	\$ 53,050	93314
<u>Bakersfield CA 93301</u>	\$	

Table 2: Contributing Sponsor Information

Name: <u>Kern Council of Governments</u>	Amount :	PUC Fund Type:
Contact: <u>Mr. Ahron Hakimi</u>	\$ 482,171	99313
Contact Phone #: <u>661-861-2191</u>	\$	
Email Address: _____		
Address: <u>1401 19th St. ste 300 Bakersfield CA 9</u>		

Other Contributing Sponsors: (Attach sheet with contact information)	Amount:	PUC Fund Type:
Name: _____	\$	
Name: _____	\$	
Name: _____	\$	

TOTAL \$535,221

(*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

Low Carbon Transit Operations Program (LCTOP)
PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

Table 3: Type of Project

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes)).

<u>Operations Projects</u>			<u>Capital Projects</u>		
	A1	X	Ai		Bi
X	A2		Aii		Bii
	A3		Aiii		Bii
	A4		Aiv		
	A5				

Table 4: Project Summary

a) Project Description - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

GET plans to expand service frequencies on route 61 that is more than 50% contained within the DAC. Three additional buses are required. Rolling over funding to future years finances those buses. In the meantime CNG buses will be used to provide the service.

b) Project Location - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information, <http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

attached

c) Project Life - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital: 18 years

Operations:

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

a) Greenhouse Gas Reduction - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

Approximately 5531 pounds of GHG will be removed when the electric buses replace the CNG buses. Over 18 years equates to 99,470 pounds.

b) Increased Mode Share - Describe how this project will directly increase mode share.

When bus trips increase, potential riders are more likely to use transit either full time or part time as. Although our proposal is for capital items the basis are the service changes planned for July 2016.

c) Disadvantaged Communities (DAC) Project Criteria

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantage community (e.g., vouchers, reduced fares, transit passes).

Low Carbon Transportation Projects				Transit Projects			
<input type="checkbox"/>	1A	<input type="checkbox"/>	2A	<input type="checkbox"/>	1A	<input checked="" type="checkbox"/>	1G
<input type="checkbox"/>	1B	<input type="checkbox"/>	2B	<input type="checkbox"/>	1B	<input type="checkbox"/>	1H
<input checked="" type="checkbox"/>	1C	<input checked="" type="checkbox"/>	2C	<input type="checkbox"/>	1C	<input type="checkbox"/>	2A
<input type="checkbox"/>	1D	<input type="checkbox"/>		<input type="checkbox"/>	1D	<input type="checkbox"/>	2B
				<input type="checkbox"/>	1E	<input type="checkbox"/>	2C
				<input type="checkbox"/>	1F	<input type="checkbox"/>	2D
						<input type="checkbox"/>	2E
						<input checked="" type="checkbox"/>	2F
						<input type="checkbox"/>	2G
						<input type="checkbox"/>	2H
						<input type="checkbox"/>	2I

d) Disadvantaged Communities (DAC) (if applicable*) - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. Route 61 is 100% contained within the DAC area. Benefits are more bus trips, (double weekdays trips) and eliminating GHG.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

e) Co-Benefits - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety <input checked="" type="checkbox"/> Improved Public Health <input checked="" type="checkbox"/> Reduced Operating/Maintenance Cost <input checked="" type="checkbox"/> Increase System Reliability <input type="checkbox"/> Other Benefits (describe below)	<input type="checkbox"/> Coordination with Educational Institutions <input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12 <input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking) <input type="checkbox"/> Promotes integration with other modes of transportation
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f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	
End Construction Phase (Contract Acceptance)	
Begin Vehicle/Equipment Order (Contract Award)	Jul-17
End Vehicle/Equipment Order (Contract Acceptance)	Jul-18
Begin Closeout Phase	
End Closeout Phase	

Operations Projects	
Begin expanded/enhanced transit services	
End expanded/enhanced transit services	
Begin Closeout Phase	
End Closeout Phase	

START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.

Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)

Table 7: Operations Project Description

a) Describe the operating plan for this system.

b) Describe the fare structure for this system.
attached is the current fares for the entire system.

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

Average annual weekday rides on route 61 per day equate 752. If our estimated response to more bus trips is a 10-15% increase then weekday ridership should increase between 827 to 865 trips per day, or between \$19,500 to 29,380 annual trips. Assuming an average fare of \$.75 equates to \$14,625 to \$22,035 in additional revenue.

d) Describe the assumptions and process for how the operating cost projections were developed.



Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Person preparing this form (please type or print) Steve Woods Phone: 661-324-9874 Date: 01-28-16

Approval Authority: Sign and date *Steve Woods 2/1/16* Typed name and phone number: Steve Woods, 661-324-9874

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost									Project
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	FY	Total
PA&ED	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	535,221	535,221	1,605,663	0	0	0	0	2,676,105
Operations/Other	0	0	0	0	0	0	0	0	0
TOTAL	0	535,221	535,221	1,605,663	0	0	0	0	2,676,105

Low Carbon Transit Operations Program (LCTOP)									Total
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	FY	Total
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase		535,221	535,221						1,070,442
Operations/Other									0
TOTAL	0	535,221	535,221	0	0	0	0	0	1,070,442

Funding Source: TDA									Total
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	FY	Total
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase				1,605,663					1,605,663
Operations/Other									0
TOTAL	0	0	0	1,605,663	0	0	0	0	1,605,663

Funding Source:									Total
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	FY	Total
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase									0
Operations/Other									0
TOTAL	0	0	0	0	0	0	0	0	0

Funding Source:									Total
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	FY	Total
PA&ED									0
PS&E									0
R/W									0
CON									0
Veh/Equip Purchase									0
Operations/Other									0
TOTAL	0	0	0	0	0	0	0	0	0



Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

Funding Source:								
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	2015-16	Y 2016-17	FY 2018	FY	FY	FY	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Reduced Fares are discounted fares for customers who meet the following requirements: seniors 65 and older, Medicare Cardholders, and customers with qualifying disabilities. GET's identification card, a Medicare Card or a California ID Card as proof of age, are required in order to pay a reduced fare.

Premium Express Fare Passes must be used on express routes which have an X before the route number. Express passes are also good for all other routes. Express passes are sold in limited locations.

GET also offers a Summer Youth Pass and GET-A-LIFT Pass. For more information about our passes and programs, please call 869-2GET(2438).

Children - Children 5 years old and younger ride free when accompanied by a fare paying passenger (maximum three children per passenger); customers 6 years and older pay regular fare.

	Aug. 1, 2015
Single Ride	\$1.50
Reduced Fare Single Ride	\$.75
Express Single Ride	\$3.00
Single ride is only good for one bus and no transfer.	
Regular Day Pass	\$3.25
Reduced Fare Day Pass	\$1.65
Express Day Pass	\$6.00

The Day Pass is good for unlimited rides during one day. A Day Pass is recommended for customers needing to board more than two buses in one day.

15 Day Pass	\$25.00
31 Day Pass	\$40.00
Express 31 Day Pass	\$55.00

The 15 day pass is good for unlimited rides during a period of 15 consecutive days.
The 31 Day Pass is good for unlimited rides during a period of 31 consecutive days. Great for frequent riders.

The Reduced Fare Sticker pass is good for unlimited rides during one calendar month. Sticker must be affixed to GET's identification card to be valid. Not valid for X92.

Summer Youth Pass **\$20.00**
Unlimited rides for customers 20 and younger, valid June, July and August. Youth Pass sales start mid-May. Not Valid for X92.

GET-A-Lift
Single Ride **\$3.00**
10-Ride Pass **\$30.00**
A single ride pass is only good for one GET-A-Lift ride. The 10-ride pass is a punch pass good for 10 GET-A-Lift rides.

Holiday Operation Schedule

GET operates every day except Thanksgiving and Christmas

Some routes operate on a holiday schedule on the following holidays:

- New Year's Day
- Easter
- Memorial Day
- Independence Day
- Labor Day

NOTE: ROUTES 47, 81, 82, 83, 84 and X92 DO NOT OPERATE ON THE ABOVE HOLIDAYS.

All routes operate on a regular schedule on the following holidays:

- Martin Luther King Day
- Lincoln's Birthday
- Presidents Day
- Washington's Birthday
- Columbus Day
- Veterans Day

HOLIDAY SCHEDULE IS INDICATED BY SHADING ON BUS ROUTE TIMETABLES.

S. WEST TRANSIT CENTER
6:57 AM
7:27 AM – Holiday Schedule

Call **869-2GET** for more information or check the website at www.getbus.org.

purchase bus passes and GET A-LIFT cards.

Pass Outlet Locations:

AKAL Market
329 Roberts Ln., 399-5477 Rt 61

Chester Lane Market
2328 Chester Lane, 325-0739

Fastrip

6501 Niles & Fairfax St., 366-5311, Rt 45
8001 White Ln. & Gosford Rd., 835-1490, Rt 44
12581 Rosedale Hwy & Allen Rd., 588-2799, Rt 82

Total Mini Mart 1328 Niles St., 325-0330, Rt 45

Triangle Mini Mart

1430 E. Truxtun Ave., 340-6292, Rt 21

* Denotes Outlets that sell Senior and Reduced Fare Passes

Campus Locations:

For current students only

Bakersfield Adult School
501 S. Mt Vernon Ave, 835-1855

Bakersfield College Bookstore
1801 Panorama Dr, 395-4506

Bakersfield High School
Finance Office, 324-9841

East High School

EB Enterprise Office, 871-7221

Ridgeview High School

Finance Office, 398-3100

San Joaquin Valley College

Student Store, 834-0126

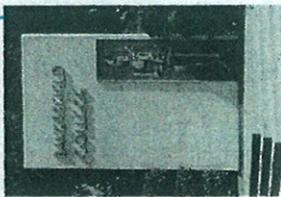
South High School

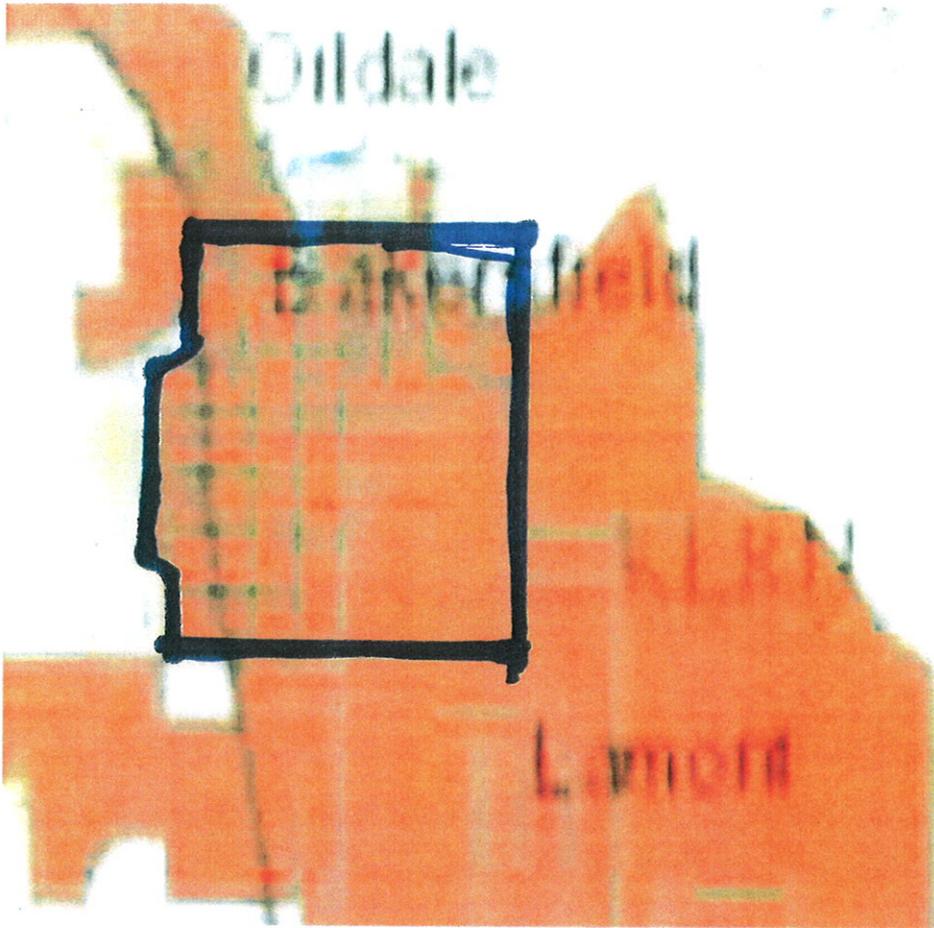
Finance Office, 831-3680

West High School

Finance Office, 832-2822

GET recommends that customers call pass outlets to learn what types of passes are currently available, and if checks are accepted for purchasing passes.





↑
Fwy 99



LEGEND

- 44 Bus Route
- Direction of Travel
- Transit Center
- Point of Interest
- Medical Facility
- High Speed Service

BAKERSFIELD COLLEGE

DOWNTOWN TRANSIT CENTER

ROSEDALE	82
NORTHWEST	84
OLDDALE	45
FOOTHILL	43
TRUXTON	43
VALLEY PLAZA	22
CSUB	22
VALLEY PLAZA	81
BAKERSFIELD COLLEGE	81
WESTCHESTER	42
HAFT MOON	83
WALMART PANAMA	42

SOUTHWEST TRANSIT CENTER

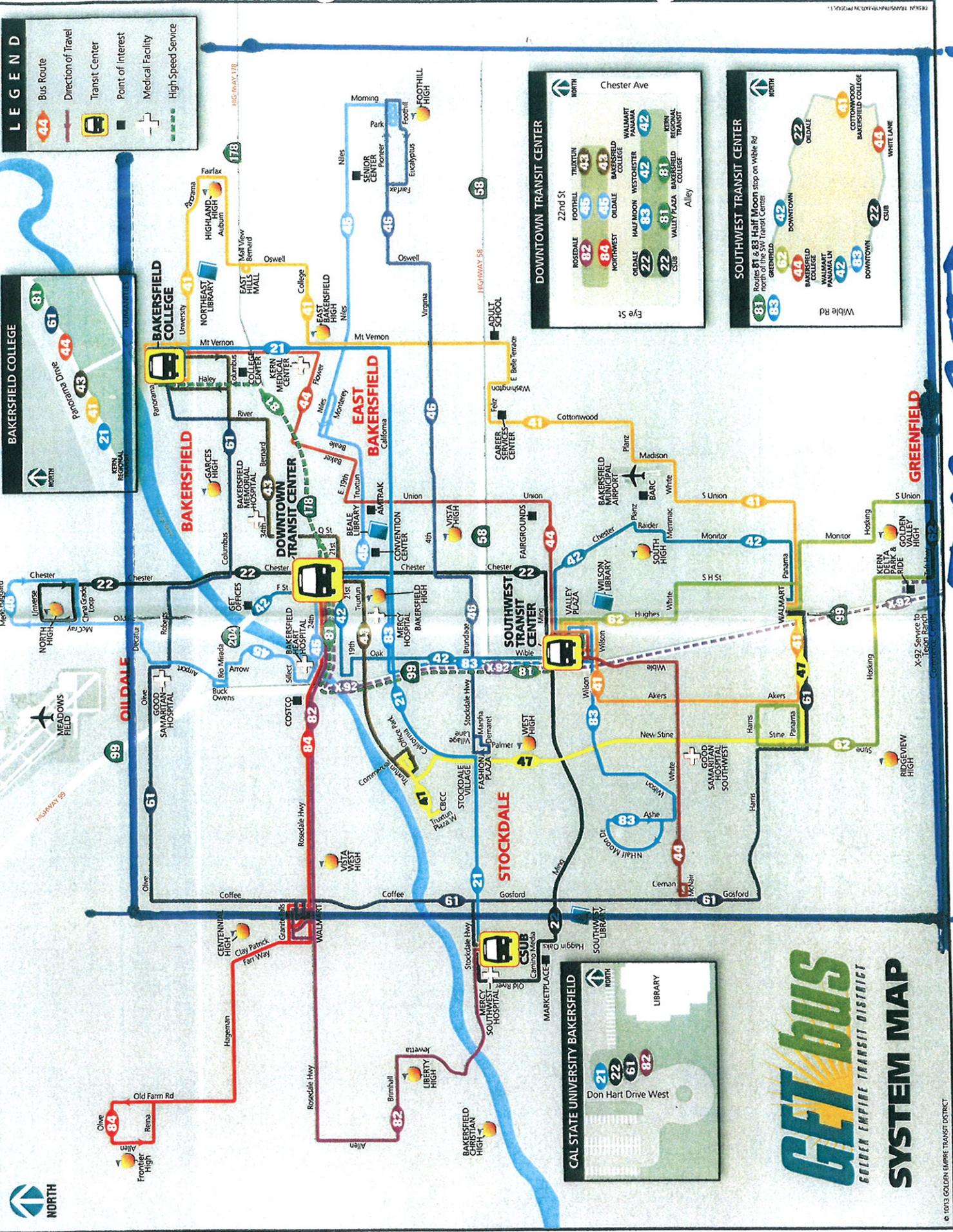
ROSEDALE	82
NORTHWEST	84
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FOOTHILL	43
TRUXTON	43
VALLEY PLAZA	22
CSUB	22
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BAKERSFIELD COLLEGE	81
WESTCHESTER	42
HAFT MOON	83
WALMART PANAMA	42

CAL STATE UNIVERSITY BAKERSFIELD

GET bus

GOLDEN EMPIRE TRANSIT DISTRICT

SYSTEM MAP



DAC-GETD

TSGP Investment Justification Template

TSGP applicants must submit a complete investment justification for each proposed investment. The investment justification categories are:

- I. Background
- II. Strategic and Program Priorities
- III. Impact
- IV. Funding/Implementation Plan

Investment Heading	
Date	01/29/2016
State	California
Urban Area	Kern
Agency Name	City of Taft
Investment Name	Physical Security Enhancement Equipment
Investment Phase	2014 Phase 1
Is this a Multi-Agency Investment? If yes, which agencies?	No
Investment Amount	\$34,063.00

I. Background

Note: This section only needs to be completed once per application, regardless of the number of investments proposed. The information in this section provides background/context for the investment(s) requested, but does not represent the evaluation criteria used by DHS for rating individual investment proposals.

I.A. Identify the transit agency and that agency's point(s) of contact for this investment.	
Response Type	Narrative
Response Instructions	<p>For the transit agency (or lead agency) undertaking the investment, identify the following:</p> <ul style="list-style-type: none"> • Point of contact's (POC) name and title; • POC's full mailing address; • POC's telephone number; • POC's fax number; • POC's email address; and, • Also include the corresponding information for the single authorizing official for your organization—i.e., the individual authorized to sign a grant award.
Response	<p>Authorized Agent's Craig Jones, City Manager 209 E. Kern Street, Taft, Ca 93268 (661)763-1222x11 cjones@cityoftaft.org Teresa Binkley, Finance Director 209 E. Kern Street, Taft, CA 93268 (661)763-1351x18 tbinkley@cityoftaft.org</p>

I.B. Describe the operating system for the transit agency undertaking this investment.	
Response Type	Narrative
Response Instructions	<p>For the transit agency (or lead agency) undertaking this investment, describe the following:</p> <ul style="list-style-type: none"> • Infrastructure; • Ridership data;

	<ul style="list-style-type: none"> • Number of passenger miles; • Number of vehicles; • Types of service and other important features; • System map; • Geographical borders of the system and the cities and counties served; and, • Other sources of funding being leveraged for security enhancements
Response	<p>Infrastructure: The Taft Area Transit (TAT) department is operated by the City of Taft and is a highly utilized Dial-A-Ride type public transit system. It is operated and dispatched from the current City Hall Annex building located at 801Center Street in the City of Taft.</p> <p>The calls are received at the Central dispatch desk and relayed to the drivers via two way radio. All of the TAT buses are ADA compliant and all drivers are trained in the safe and proper use of wheel chair lifts as well as all other safety equipment.</p> <p>Ridership data: 27,621 passengers for the 2012 calendar year.</p> <p>Number of Passenger miles: 69,889 miles in calendar year.</p> <p>Number of vehicles: the TAT Fleet consists of: Four (4) Cutaway type buses; (1) 18 passenger and (3) 12 passenger buses, and one (1) Station wagon.</p> <p>Type of service and other important features: the TAT is operated as a Dial-A-Ride type of service. With the exception of the 5:00P.M. to 9:00P.M. and Saturday shifts, all calls for service are received at the Annex Dispatch Desk and assigned to the drivers via two-way radio. TAT offers a "Timed Call" service that allows passengers to call ahead and request to be picked up at a certain time. The TAT has one of the highest usage rates per capital in the Kern County area.</p> <p>System map: See attachment.</p> <p>Geographical borders of the system and the cities and counties served: City of Taft</p> <p>Other sources of funding being leveraged for security enhancements:</p> <p>The City is currently working with the Kern County Office of emergency Services on several grant opportunities for municipal Emergency Response and Homeland Security Grants: part of which is an element for Public Transit Protection and Response funding. The City is also able to use a small percentage of the Public Transit discretionary budget funds for such projects in the future.</p> <p>General fund monies are to be used for this project.</p>

I.C. Discuss the capabilities the transit agency already has in place, and the capabilities the transit agencies needs in the future.

Response Type	Narrative
Response Instructions	<p>For the transit agency undertaking this investment, describe the following:</p> <ul style="list-style-type: none"> • Discuss the efforts/capabilities the transit agency has in place to protect any underwater tunnel infrastructure from attacks involving IEDs: <ul style="list-style-type: none"> ○ Specific attention should be paid to any enhancements achieved as a result of FY05/06/07/08 TSGP funding; • Discuss the efforts/capabilities the transit agency has in place for prevention, detection and response capabilities relative to IEDs and CBRN devices generally: <ul style="list-style-type: none"> ○ Specific attention should be paid to any enhancements in these capabilities achieved as a result of FY05/06/07/08 TSGP funding; • Discuss the efforts/capabilities the transit agency has in place for visible and unpredictable deterrence: <ul style="list-style-type: none"> ○ Specific attention should be paid to any enhancements in these efforts achieved as a result of FY05/06/07/08 TSGP funding; • Discuss the efforts/capabilities the transit agency has in place for additional high consequence risk mitigation efforts, visible and unpredictable deterrent efforts, training programs for employees, emergency drills and citizen awareness activities: <ul style="list-style-type: none"> ○ Specific attention should be paid to any enhancements in

	<p>these capabilities achieved as a result of FY05/06/07/08 TSGP funding;</p> <ul style="list-style-type: none"> o Please provide the following information: <ul style="list-style-type: none"> ▪ What percentages of employees have been trained in the last three years in DHS-approved courses? Please list the specific course names with the percentages. At a minimum, provide information about basic training courses, as listed in the training cost matrix. ▪ How many VIPR teams do you currently operate? What is the composition of your VIPR teams? ▪ How many K-9 teams do you currently operate? ▪ How many explosive detection teams do you currently operate? • Discuss what the transit agency needs in the future relative to protection of any underwater tunnel infrastructure from attacks involving IEDs; • Discuss what the transit agency needs in the future for prevention, detection and response capabilities relative to IEDs and CBRN devices (including sensors, canine units, etc.); • Discuss what the transit agency needs in the future for visible/unpredictable deterrence efforts; and, • Discuss what the transit agency needs for high consequence risk mitigation needs, anti-terrorism training programs for employees, emergency drills and citizen awareness activities.
Response	<p>The City of Taft is in a relatively remote geographical area of Kern County, and contains two correctional facilities, as well as the largest military oil and gas reserve field in the continental United States. All are located within five miles of our city limits, which places this area at a high risk for terrorist activity. Furthermore, and unfortunately, the City has a high number of drug related crimes, which always is a cause for concern with any public transit agency. The City firmly understands the importance of its ability to identify potential violent threats and to be self-sufficient after an event. In the event of a catastrophe, the equipment items, for which we are requesting funding, will be crucial to our ability to meet this challenge.</p>

II. Strategic and Program Priorities

II.A. Provide an abstract for this investment.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Describe what the project is, how it will be executed, and its purpose as it relates to the needs outlined in section I.C. • State which project effectiveness grouping the project falls under • Define the vision, goals, and objectives for the risk reduction, and summarize how the proposed investment will fit into the overall effort to meet the critical infrastructure security priorities (including integration into existing security protocols); • Describe the specific needs and/or resource limitations that need to be addressed; • Identify any potential partners and their roles and staffing requirements, and provide information on any existing agreements such as Memoranda of Understanding (MOU); • Identify specific equipment needs (e.g., number of facility cameras, number of security lights, amount of security fencing, etc.) and other details for training, awareness, exercises, and other programs, if applicable (e.g., number of people to be trained, length of training, type of training, number of printed materials, number of agencies and staff members involved in exercise planning, execution, and review); • Describe progress made on the security project this investment will be completing, if applicable; and, • Reference use of prior year grant funds, if applicable

	<i>Note: Ensure that details on purchases within this section match what is outlined in the detailed budget.</i>
Response	Since the City has a high number of drug related crimes, which always is a cause for concern with any public transit agency. The City firmly understands the importance of its ability to identify potential violent threats and to be self-sufficient after an event. In the event of a catastrophe, the equipment items, for which we are requesting funding, will be crucial to our ability to meet this challenge. Installing the surveillance equipment would make riders and bus rider feel safe. The equipment we have specified is common government purchase articles and warranted for two or more years.

II.B. Describe how this investment specifically addresses one or more of the project effectiveness groups identified in the current year's Grant Guidance, and how it addresses the agency's security plan and Regional Transit Security Strategy.

Response Type	Narrative
Response Instructions	Describe how the investment addresses one or more of the following: <ul style="list-style-type: none"> • Training, operational deterrence, drills, public awareness activities • Multi-user high-density key infrastructure protection • Single-user high-density key infrastructure protection • Key operating asset protection • Other Mitigation Activities <p>Outline how the investment specifically addresses the transit agency's security plan and regional strategies.</p>
Response	Multi-user high-density key infrastructure protection: The on-board video surveillance equipment, specified in our request, would greatly improve the safety of passengers as well as drivers. AEL #14SW-01-VIDA

III. Impact

III.A. Discuss how the implementation of this investment will decrease or mitigate risk. Describe how the project offers the highest risk reduction potential at the least cost. Include output and outcome metrics

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Discuss how this investment will reduce risk (e.g., reduce vulnerabilities or mitigate the consequences of an event) in a cost effective manner by addressing the needs and priorities identified in earlier analysis and review; • Identify the nature of the risk and how the risk and need are related to show how addressing the need through this investment will also mitigate risk (e.g., reduce vulnerabilities or mitigate the consequences of an event); and, • Outline the expected, high-level impacts this investment is expected to attain or achieve if implemented, and potential negative impacts if the investment is not implemented.
Response	Although the city is in the process of updating all of our integral emergency response plans, our overall public transit plan has several elements that directly relate to this investment. <p>#1. It is the responsibility of the City of Taft to operate the TAT at the highest standard of safety available.</p> <p>#2. It is the responsibility of the City of Taft to offer the safest work place possible for all City employees.</p> <p>#3. The City of Taft shall develop and keep current an emergency response plan that will be utilized to minimize the effects of a major catastrophic event to the community and its residents.</p>

IV. Funding & Implementation Plan

IV.A. Investment Funding Plan.

Response Type	Numeric and Narrative
Response Instructions	<ul style="list-style-type: none"> • Complete the chart below to identify the amount of funding being requested for <u>this investment only</u>; • Funds should be requested by allowable cost categories (i.e., planning, organization, equipment, training, exercises, and management and administration.); • Applicants must make funding requests that are reasonable and justified by direct linkages to activities outlined in this particular investment; and, • Applicants must indicate whether additional funding (non-FY 2009 TSGP) will be leveraged for this investment. <p><i>Note: Investments will be evaluated on the expected impact on security relative to the amount of the investment (i.e., cost effectiveness). An itemized Budget Detail Worksheet and Budget Narrative must also be completed for this investment. See the next section of this document for a sample format.</i></p>
Response:	

The following template illustrates how applicants should indicate the amount of FY 2009 TSGP funding required for the investment, how these funds will be allocated across the cost elements, and what non-FY 2009 TSGP funds will be utilized where appropriate:

	Federal Grant Request Total	Other Funding Sources Applied	Grand Total
Planning			
Operational Packages			
Equipment	\$34,063.00		\$34,063.00
Training			
Exercises			
M&A			
Total			\$34,063.00

IV.B. Discuss funding resources beyond this grant request that have been identified and will be leveraged to support the implementation and sustainment of this investment. Discuss your long-term sustainability plans for the investment after these grant funds have been expended, if applicable.

Response Type	Narrative
Response Instructions	<ul style="list-style-type: none"> • Give the expected total life-span for this investment if fully implemented and sustained through completion; • Discuss other funding sources (e.g., non-TSGP grant programs, public or private agreements, future fiscal year grants) that you plan on utilizing for the implementation and/or continued sustainment of this investment; • If no other funding resources have been identified, or if none are necessary, provide rationale as to why the requested FY 2009 TSGP funding is sufficient for the implementation and sustainment of this investment; and, • Investments will be evaluated on the extent to which they exhibit a likelihood of success, or continued success, without requiring additional Federal assistance. Investments will also be evaluated on if the transit agency provides a match.
Response:	Equipment with an expected useful life of two years or more: The equipment we have specified are common government purchase articles and warranted for two or more years. This, combines with the fact of restricted usage and little or no maintenance required, gives the City the confidence to declare that these equipment items do meet the requirements as stated.

IV.C. Provide a high-level timeline, milestones and dates, for the implementation of this investment. Up to 10 milestones may be provided.

Response Type	Narrative
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Response Instructions	<ul style="list-style-type: none"> • Only include major milestones that are critical to the success of the investment; • While up to 10 milestones may be provided, applicants should only list as many milestones as necessary; • Milestones are for this discrete investment – those that are covered by the requested FY 2009 TSGP funds and will be completed over the 36-month grant period; • Milestones should be kept to high-level, major tasks that will need to occur; • Identify the planned start date associated with the identified milestone. The start date should reflect the date at which the earliest action will be taken to start achieving the milestone; • Identify the planned completion date when all actions related to the milestone will be completed and overall milestone outcome is met; and, • List any relevant information that will be critical to the successful completion of the milestone (such as those examples listed in the question text above).
Response	Milestone 1 Secure Funding - August 31, 2016 Milestone 2 Develop specs for equipment and go out to bid- February 1, 2017 Milestone 3 Award bid- May 31, 2017 Milestone 4 Receive and install equipment- September 1, 2017 Milestone 5 Project closeout- November 30, 2017

Note: After completing each the template for each investment, applicants should review the information provided to ensure accuracy, particularly the Milestone Dates and the Investment Funding Plan.

**Responsible Transit Security Provider
Investment Justification Approval Form**

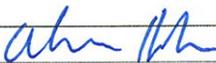
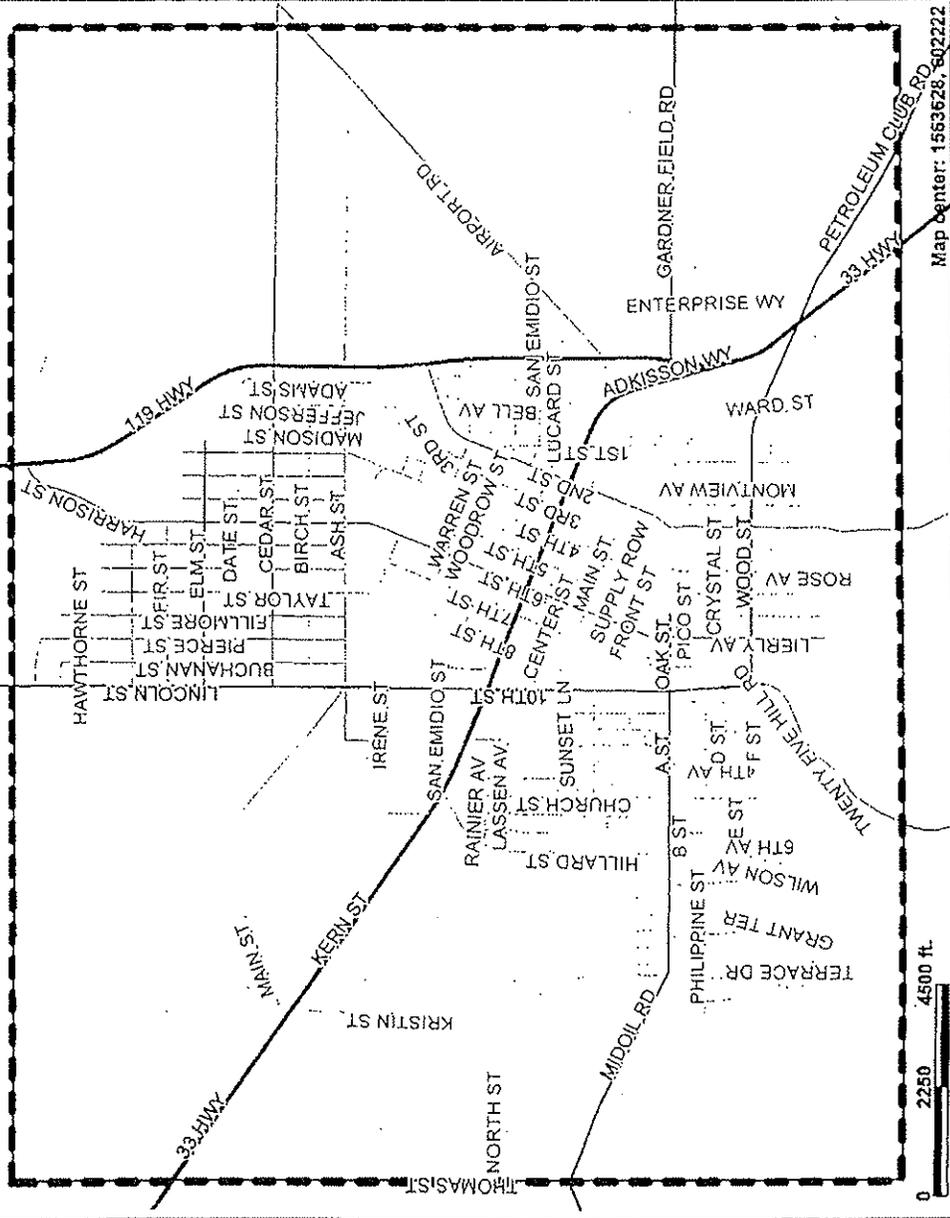
Name of Investment Justification	
Name	
Title	
Signature of Responsible Transit Agency Security Provider	
Name	Teresa Binkley
Title	Finance Director
Signature of Transit Agency	
Name of Investment Justification	
Name	
Title	
Signature of Responsible Transit Agency Security Provider	
Name	Ahron Hakimi
Title	Executive Director
Signature of Transit Agency	
Name of Investment Justification	
Name	
Title	
Signature of Responsible Transit Agency Security Provider	
Name	
Title	
Signature of Transit Agency	
Name of Investment Justification	
Name	

EXHIBIT A Public Transit Service Area -- Taft



- Legend**
- Roads
 - Arterial
 - Collector
 - Highway
 - Local
 - Ramp
 - Unpaved
 - County of Kern
 - Towns
 - City Limits

Scale: 1:39,824



Map Center: 1563628, 802222

0 2250 4500 ft.

This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

