



**Kern Council
of Governments**

March 19, 2009

Mr. Muhaned Aljabiry
California Department of Transportation
Division of Transportation Programming, MS82
P.O. Box 942874
Sacramento, CA 94274-0001

Attention: Ms. Penny Gray

Subject: Submittal of the Kern Council of Governments' Amendment No. 3 to the 2009 Interim FTIP (Economic Recovery revenue-only)

Dear Mr. Aljabiry:

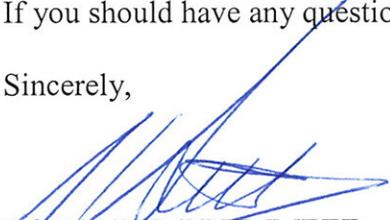
Enclosed for your review and approval is Amendment No. 3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP). Amendment No. 3 to the 2009 Interim FTIP programs Economic Recovery (ECREC) as a new funding source and meets all applicable transportation planning requirements per 23 CFR Part 450 and 40 CFR Part 93. It is requested that both the State and Federal approval process be expedited to the extent possible to allow Kern COG to move forward with the next amendment that programs Economic Recovery projects.

A 45-day public review and interagency consultation period was completed March 9, 2009. A public hearing was held February 19, 2009. No comments were received. The public participation process for Amendment No. 3 to the 2009 Interim FTIP is consistent with Kern COG Board adopted public participation plan. On March 19, 2009, the Kern COG Board of Directors approved Amendment No. 3 to the 2009 Interim FTIP. State and federal approval is required.

Included with this letter are two hard copies of Amendment No. 3 to the 2009 Interim FTIP. An electronic copy of the four-year financial plan will be sent via email. The Amendment No. 3 to the 2009 Interim FTIP is available online on Kern COG's website at www.kerncog.org

If you should have any questions, please feel free to call Raquel Pacheco at (661) 861-2191.

Sincerely,



RONALD E. BRUMMETT,
EXECUTIVE DIRECTOR

REB/rp

Mr. Aljabiry
March 19, 2009
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Enclosures

cc:

Dennis Wade, ARB
Katy Linebach, SJVAPCD
Dave Jones, KCAPCD
Ted Matley, FTA
Sue Kiser, FHWA (electronic)
Joseph Vaughn, FHWA (electronic)
Lisa Hanf, US EPA (letter only)
Karina O'Connor, US EPA

Caltrans, Div. Of Programs (2 copies)
Mike Brady, Caltrans
Sharri Bender-Ehlert, Caltrans District 6 (letter only)
Steve Curti, Caltrans District 6
Jim Perrault, Caltrans DLAE
Tom Hallenbeck, Caltrans District 9
Executive Directors, Valley COGs
Cari Anderson

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

RESOLUTION NO.

In the matter of:

AMENDMENT NO. 3 TO THE 2009 INTERIM FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Kern Council of Governments is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long-range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulation require Metropolitan Planning Organizations prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, Amendment No. 3 to the 2009 Interim Federal Transportation Improvement Program (Interim FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner/operators of mass transportation services acting through the Kern Council of Governments forum and general public involvement; and

WHEREAS, Amendment No. 3 to the Interim FTIP program listing is consistent with: 1) the 2007 Regional Transportation Plan Amendment No. 1; 2) the 2008 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, Amendment No. 3 to the 2009 Interim FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, Amendment No. 3 to the 2009 Interim FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, no new projects or project changes are being submitted in Amendment No. 3 to the 2009 Interim FTIP; and

WHEREAS, Amendment No. 3 to the 2009 Interim FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, Amendment No. 3 to the 2009 Interim FTIP is consistent with the adopted Conformity Analysis for Amendment No. 2 to the 2009 Interim FTIP and 2007 Regional Transportation Plan Amendment No. 1; and

WHEREAS, Amendment No. 3 to the 2009 Interim FTIP does not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, Amendment No. 3 to the 2009 Interim FTIP conforms to the applicable State Implementation Plans; and

WHEREAS, the documents have been widely circulated and reviewed by Kern Council of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Kern County consistent with the public participation process adopted by Kern Council of Governments; and

WHEREAS, a public hearing was conducted on February 19, 2009 to hear and consider comments on Amendment No. 3 to the 2009 Interim FTIP; and

NOW, THEREFORE, BE IT RESOLVED that Kern Council of Governments adopts Amendment No. 3 to the 2009 Interim FTIP.

BE IT FURTHER RESOLVED, that the Kern Council of Governments finds that the 2007 Regional Transportation Plan as amended and Amendment No. 3 to the 2009 Interim FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plan for air quality.

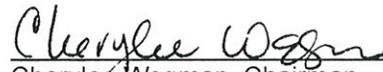
AUTHORIZED AND SIGNED THIS 19TH DAY OF MARCH 2009.

AYES: Scrivner, Lessenevitch, Crump, Rosson, Morgan, Prout, Thompson, Smith, Wegman, McQuiston, Rubio, Ehlert, Silver

NOES: None

ABSTAIN: None

ABSENT: Tarver, Ramirez,


Cheryl Wegman, Chairman
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 19th day of March 2009.



Ronald E. Brummett, Executive Director
Kern Council of Governments



Date

State of California
2008/09-2011/12 Federal Transportation Improvement Program
MPO: Kern Council of Governments
AMENDMENT #: 3

REVENUE SOURCES		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	\$7,780,857	\$7,780,857	\$7,920,913	\$7,920,913	\$8,063,489	\$8,063,489	\$8,208,632	\$8,208,632	\$31,973,891
	Surface Transportation Program (Regional)	\$7,425,237	\$7,425,237	\$7,559,067	\$7,559,067	\$7,695,307	\$7,695,307	\$7,833,998	\$7,833,998	\$30,513,609
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000
	Highway Safety Improvement Program (HSIP)	\$935,096	\$935,096	\$915,390	\$915,390	\$211,590	\$211,590	\$0	\$0	\$2,062,076
	Railway (Section 130)	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$90,000	\$90,000	\$502,320	\$502,320	\$647,980	\$647,980	\$0	\$0	\$1,240,300
	Safe Routes to School (SR2S)	\$1,030,050	\$1,030,050	\$0	\$0	\$0	\$0	\$0	\$0	\$1,030,050
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Economic Recovery (ECREC)	\$0	\$73,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$73,000,000
	Other (Surface Transportation Enhancement Program)	\$1,844,000	\$1,844,000	\$1,085,000	\$1,085,000	\$1,083,000	\$1,083,000	\$1,626,000	\$1,626,000	\$5,638,000
	Subtotal	\$19,605,240	\$92,605,240	\$17,982,690	\$17,982,690	\$17,701,366	\$17,701,366	\$18,168,630	\$18,168,630	\$146,457,926
	Federal Highway Discretionary Programs									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$8,056,230	\$8,056,230	\$4,869,150	\$4,869,150	\$47,108,830	\$47,108,830	\$78,215,100	\$78,215,100	\$138,249,310
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$59,129,000	\$59,129,000	\$12,044,000	\$12,044,000	\$0	\$0	\$0	\$0	\$71,173,000
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$10,960,000	\$10,960,000	\$10,960,000	
Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Recreational Trails	\$1,170,848	\$1,170,848	\$0	\$0	\$0	\$0	\$0	\$0	\$1,170,848	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$68,356,078	\$68,356,078	\$16,913,150	\$16,913,150	\$47,108,830	\$47,108,830	\$89,175,100	\$89,175,100	\$221,553,158	
Federal Highway Total	\$87,961,318	\$160,961,318	\$34,895,840	\$34,895,840	\$64,810,196	\$64,810,196	\$107,343,730	\$107,343,730	\$368,011,084	
FEDERAL TOTAL²	\$93,552,078	\$176,548,289	\$34,895,840	\$34,895,840	\$64,810,196	\$64,810,196	\$107,343,730	\$107,343,730	\$383,598,055	
INNOVATIVE FINANCE³	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0							
REVENUE TOTAL	\$357,294,179	\$440,290,390	\$170,239,839	\$170,239,839	\$112,610,725	\$112,610,725	\$329,199,630	\$329,199,630	\$1,052,340,584	

NOTES:

- ¹**Regional:** Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- ²**Federal Total:** Is the sum of federal highway and federal transit programs.
- ³**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- ⁴**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California
2008/09-2011/12 Federal Transportation Improvement Program
MPO: Kern Council of Governments
AMENDMENT # : 3

PROGRAMMED		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
LOCAL	Local Total	\$29,084,606	\$29,084,606	\$10,133,999	\$10,133,999	\$33,984,529	\$33,984,529	\$145,824,900	\$145,824,900	\$219,028,034
REGIONAL¹	Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Regional Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE	State Highway Operations and Protection Program (SHOPP)	\$28,705,000	\$28,705,000	\$34,467,000	\$34,467,000	\$12,212,000	\$12,212,000	\$15,205,000	\$15,205,000	\$90,589,000
	SHOPP (Including Augmentation)	\$28,705,000	\$28,705,000	\$34,467,000	\$34,467,000	\$12,212,000	\$12,212,000	\$15,205,000	\$15,205,000	\$90,589,000
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Transportation Improvement Program (STIP)	\$173,546,000	\$173,546,000	\$25,743,000	\$25,743,000	\$1,604,000	\$1,604,000	\$60,826,000	\$60,826,000	\$261,719,000
	STIP (Including Augmentation)	\$173,546,000	\$173,546,000	\$25,743,000	\$25,743,000	\$1,604,000	\$1,604,000	\$60,826,000	\$60,826,000	\$261,719,000
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Proposition 1 B ⁴	\$9,926,495	\$9,926,495	\$62,650,000	\$62,650,000	\$0	\$0	\$0	\$0	\$72,576,495
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Traffic Congestion Relief Program	\$22,430,000	\$22,430,000	\$2,350,000	\$2,350,000	\$0	\$0	\$0	\$0	\$24,780,000
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Emergency Repair Program)	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
	State Total	\$234,657,495	\$234,657,495	\$125,210,000	\$125,210,000	\$13,816,000	\$13,816,000	\$76,031,000	\$76,031,000	\$449,714,495
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Urbanized Area Formula Program (5307)	\$5,590,760	\$5,590,760	\$0	\$0	\$0	\$0	\$0	\$0	\$5,590,760
	Economic Recovery (ECREC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Transit Total	\$5,590,760	\$5,590,760	\$0	\$0	\$0	\$0	\$0	\$0	\$5,590,760
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	\$7,679,933	\$7,679,933	\$7,896,545	\$7,896,545	\$7,957,529	\$7,957,529	\$0	\$0	\$23,534,007
	Surface Transportation Program (Regional)	\$6,605,709	\$6,605,709	\$7,559,067	\$7,559,067	\$3,850,324	\$3,850,324	\$0	\$0	\$18,015,100
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000
	Highway Safety Improvement Program (HSIP)	\$935,096	\$935,096	\$915,390	\$915,390	\$211,590	\$211,590	\$0	\$0	\$2,062,076
	Railway (Section 130)	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$90,000	\$90,000	\$502,320	\$502,320	\$647,980	\$647,980	\$0	\$0	\$1,240,300
	Safe Routes to School (SR2S)	\$1,030,050	\$1,030,050	\$0	\$0	\$0	\$0	\$0	\$0	\$1,030,050
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Economic Recovery (ECREC)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Surface Transportation Enhancement Program)	\$1,844,000	\$1,844,000	\$1,085,000	\$1,085,000	\$1,083,000	\$1,083,000	\$0	\$0	\$4,012,000
	Subtotal	\$18,684,788	\$18,684,788	\$17,958,322	\$17,958,322	\$13,750,423	\$13,750,423	\$500,000	\$500,000	\$50,893,533
	Federal Highway Discretionary Programs									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$8,056,230	\$8,056,230	\$4,869,150	\$4,869,150	\$47,108,830	\$47,108,830	\$78,215,100	\$78,215,100	\$138,249,310
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$59,129,000	\$59,129,000	\$12,044,000	\$12,044,000	\$0	\$0	\$0	\$0	\$71,173,000
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$10,960,000	\$10,960,000	\$10,960,000
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$1,170,848	\$1,170,848	\$0	\$0	\$0	\$0	\$0	\$0	\$1,170,848
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$68,356,078	\$68,356,078	\$16,913,150	\$16,913,150	\$47,108,830	\$47,108,830	\$89,175,100	\$89,175,100	\$221,553,158

State of California
2008/09-2011/12 Federal Transportation Improvement Program
MPO: Kern Council of Governments
AMENDMENT # : 3

PROGRAMMED		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
Federal Highway Total		\$87,040,866	\$87,040,866	\$34,871,472	\$34,871,472	\$60,859,253	\$60,859,253	\$89,675,100	\$89,675,100	\$272,446,691
FEDERAL TOTAL¹		\$92,631,626	\$92,631,626	\$34,871,472	\$34,871,472	\$60,859,253	\$60,859,253	\$89,675,100	\$89,675,100	\$278,037,451
INNOVATIVE FINANCE²	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0								
PROGRAMMED TOTAL		\$356,373,727	\$356,373,727	\$170,215,471	\$170,215,471	\$108,659,782	\$108,659,782	\$311,531,000	\$311,531,000	\$946,779,980

NOTES:

- ¹**Regional:** Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- ²**Federal Total:** Is the sum of federal highway and federal transit programs.
- ³**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- ⁴**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California
2008/09-2011/12 Federal Transportation Improvement Program
MPO: Kern Council of Governments
AMENDMENT #: 3

REVENUE Vs. PROGRAMMED		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
	Federal Highway Total	\$920,452	\$73,920,452	\$24,368	\$24,368	\$3,950,943	\$3,950,943	\$17,668,630	\$17,668,630	\$95,564,393
	FEDERAL TOTAL²	\$920,452	\$83,916,663	\$24,368	\$24,368	\$3,950,943	\$3,950,943	\$17,668,630	\$17,668,630	\$105,560,604
INNOVATIVE FINANCE ³	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NOTES:

- ¹**Regional:** Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.
- ²**Federal Total:** Is the sum of federal highway and federal transit programs.
- ³**Innovative Finance:** Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.
- ⁴**Proposition 1B:** Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation