Kern Council of Governments
2016 Regional Transportation Improvement Program
December 15, 2015

Regional Adoption
November 19, 2015

Kern Council of Governments
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Kern Council of Governments
Board of Directors

The Kern Council of Governments is the regional planning agency as well as the technical and informational resource, and rideshare administrator for the area's 11 incorporated cities and the County of Kern. Following Board direction, staff coordinates between local, state, and federal agencies to avoid overlap or duplication of programs. This intergovernmental coordination enables staff to work with many public agencies to ensure that planning and implementation of programs proceed in a coordinated manner.

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OVERVIEW AND SCHEDULE – Cover Letter

Kern Council of Governments

December 15, 2015

Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Bruce De Terra, Chief
Division of Transportation Programming
Attention: Office of STIP
Department of Transportation
Mail Station 82
P. O. Box 942874
Sacramento, CA 94274-0001

RE: Transmittal of Kern COG 2016 Regional Transportation Improvement Program

Dear Mr. Kempton and Mr. De Terra:

Transmitted with this letter is the Kern Council of Governments' 2016 Regional Transportation Improvement Program. We appreciate your staff's support in the development of this document. For additional information, please call 661-861-2191 (Office), or e-mail at jstramaglia@kemcog.org.

Sincerely,

AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

cn=Joseph Stramaglia, o=Kern Council of Governments, ou, email=jstramaglia@kern cog.org, c=US
2015.11.23 10:30:58 -08'00'

Enclosures: "Kern COG 2016 Regional Transportation Improvement Program"

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OVERVIEW – Executive Summary

Based on current projects advancing in the Kern COG 2016 Regional Transportation Improvement Program (2016 RTIP), this Kern COG 2016 RTIP submittal will accomplish the following:

- ✓ Conforms to air quality budgets presented by EPA / ARB;
- ✓ Improves public safety on highways of regional and national significance; and
- ✓ Improves economic benefits to the region, the state and as a national freight corridor.

The Kern COG 2016 RTIP is consistent with and implements the Kern COG 2014 Regional Transportation Plan / Sustainable Communities Strategy (2014 RTP/SCS) and associated Air Quality Conformity, regionally adopted June 19, 2014 and federally approved December 12, 2014. The Final Kern COG 2016 RTIP Capital Improvement Program is provided on page 6. The 2016 RTIP Program of Projects includes $59,683,000 of "RIP" advancing from the 2014 STIP into the 2016 STIP. The federally approved 2014 RTP/SCS outlines Kern COG's approach to achieve its regional goals which are reflected in adopted policy actions. Chapter 4 of the 2014 RTP/SCS Table 4-7: "Proposed Greenhouse Gas Emissions and Vehicle Trips Reduction Strategies" provides an extensive list of regional strategies ordered by various transportation modes including Transit, Active Transportation, Transportation Demand Management, Transportation System Management, Land Use, Road Projects, Goods Movement, and Pricing strategies.

Project Priorities – the Kern COG 2016 RTIP Capital Improvement Program found on Page 7 reflects the regions priorities for on-time construction programming. While the SR 58 Centennial Corridor is the region's number 1 priority, it should be noted that the number 2 priority, SR 46 Widening Segment 4A project includes $4.1 Million in "RIP" and $23.8 Million in federal demonstration funding from SAFETEA-LU.

OVERVIEW - General Agency and Contact Information

Kern Council of Governments, 1401 19th Street Suite 300, Bakersfield, California 93301

Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP)

Kern COG homepage: http://www.kerncog.org
RTIP document: http://www.kerncog.org/regional-transportation-improvement-program
RTP document: http://www.kerncog.org/images/docs/rtp/2014_RTP.pdf

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Kern Council of Governments - Executive Director
Ahron Hakimi - Executive Director
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Kern Council of Governments – RTIP Staff Contact Information
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OVERVIEW – Background of Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a 5-year programming proposal developed by Regional Transportation Planning Agencies and submitted to Caltrans and the California Transportation Commission (CTC) every 2 years. An RTIP is developed and adopted by regional agencies in cooperation with Caltrans, other regional transportation planning agencies, county transportation commissions and local agencies. Once approved by the CTC, the RTIP is integrated into the statewide Capital Improvement Program called the State Transportation Improvement Program (STIP). While the state highway system is a key element of the program, the STIP is multi-modal in nature. It is a resource management document intended to identify, prioritize and financially constrain regionally significant transportation projects throughout the state of California. The California Transportation Commission and Caltrans in cooperation with local and regional agencies act as the guardian of State capital dollars with responsibility for determining how best to manage those dollars. The challenge of the RTIP process is to recognize regional and statewide goals and objectives in the improvements of the state's multi-modal transportation system and to emphasize partnerships between Caltrans and regional agencies in making investment decisions addressing the most critical corridor needs. Finally, projects advanced by a region in the RTIP must be consistent with the region's long-range plan called the Regional Transportation Plan. This is a federally mandated and financially constrained plan that identifies goals and policies to meet the transportation needs of a region over a 20 to 25 year span of time.

The Kern COG Board of Directors adopted its 2014 Regional Transportation Improvement Program (2014 RTIP) Program of Projects on November 21, 2013. The Kern COG 2014 RTIP requested $49 million toward the construction phase of the State Route 58 Connector (Centennial Corridor) project which is the region's highest priority project. $19 million was awarded leaving a balance of $20 million to program in the 2016 RTIP cycle. On November 19, 2015, the Kern COG Board of Directors is scheduled to approve its 2016 Regional Transportation Improvement Program (2016 RTIP) Program of Projects for submittal to the California Transportation Commission and Caltrans. The 2016 RTIP Program of Projects includes $59,683,000 of "RIP" advancing from the 2014 STIP.

OVERVIEW - Approval Schedule

Approval Schedule - The Kern Council of Governments is scheduled to adopt its 2016 RTIP Capital Improvement Program at the November 19, 2015 meeting. The remainder of the California Transportation Commission schedule to process and approve RTIPs is as follows:

October 15, 2015	Caltrans submits draft ITIP
October 28, 2015	CTC ITIP hearing, North
November 4, 2015	CTC ITIP hearing, South
November 19, 2015	*Kern COG to adopt 2016 RTIP Program of Projects*
December 15, 2015	Regions submit RTIPs to Caltrans and CTC
December 15, 2015	Caltrans submits final ITIP to CTC
January 21, 2016	CTC STIP hearing, North
January 26, 2016	CTC STIP hearing, South
February 19, 2016	CTC publishes staff recommendations
March 16-17, 2016	CTC adopts STIP

OVERVIEW – Completion of Prior RTIP Projects

The projects listed below are STIP projects that have been delivered prior to the 2015-16 fiscal year.

Project Name and Description	Improvements and Benefits
SR 46 Widening 2 to 4 lanes – 26 miles	Decrease head-on collisions and fatalities
Westside Parkway – new freeway 8 miles	Reduce congestion
Local Reconstruction – W. Ridgecrest Blvd.	Improve safety
Local Construction – Challenger Drive Extension	Improve safety

The project below is currently under construction and will not be reflected in the 2016 RTIP.

SR 119 Truck-climbing lanes	Improve safety

OVERVIEW - Selection Process

When SB 45 was passed in 1998 giving regions more say on their RTIP process, the Kern COG Board of Directors approved a list of 66 projects of regional significance that were evaluated and ranked for safety and capacity benefits. The ranking criteria were traditional elements that were taken from Caltrans evaluation criteria. Over the last 17 years the region has delivered 6 projects while several projects had to be shelved due to the lack of anticipated STIP revenue after achieving environmental clearance.

Since the initial ranking of regionally significant projects back in 1998, the Board of Directors approved a significant update to Kern COG's project selection policy in 2012. The policy now includes performance measure metrics consistent with adopted Sustainable Communities Strategies goals and policies and these procedural guidelines will be used to select new projects that meet regional state and federal goals and policies not just in the STIP but for all regionally managed transportation programs.

OVERVIEW - Caltrans Consultation

The Kern regional projects in the 2014 RTIP were taken from the list of prioritized projects of regional significance and advanced as STIP funding became available. The Kern COG Board of Directors approved a list of prioritized projects of regional significance that were evaluated and ranked for safety and capacity benefits and that effort was done in coordination with Caltrans. Caltrans planning and engineering staff from both Districts 6 and 9 provide continuous, coordinated support with the development of Kern's regionally significant projects. They have been the lead for several of the projects that were advanced to construction and continue that trend now. Caltrans staff attend the Technical Advisory Committee, Regional Planning Committee and our Board of Directors meetings each month. Project management staff are in constant contact with Kern COG staff.

2016 RTIP REGIONAL FUNDING REQUEST - 2016 Regional Share and Request for Programming

The CTC-adopted 2016 Fund Estimate did not identify new programming capacity for the 5-year programming span beginning with 2016-17 through 2020-21. As such the approved CTC 2016 STIP Guidelines requires that regions only consider the capacity of their currently programmed projects in the 2014 STIP and possibly spread them out beyond their currently programmed years. Kern COG's proposed 2016 RTIP Capital Improvement Program will advance only those 2014 STIP projects that are not yet delivered. The proposed Kern COG 2016 RTIP Capital Improvement Program is provided on the next page and reflects the region's project priorities for use of Regional Improvement Program (RIP) funding that finances the STIP. The request for programming of RIP totals $59,683,000 reflects programming for projects in our region and agreement projects outside the region.

2016 RTIP REGIONAL FUNDING REQUEST - Outside Funding Sources

The total value of the Kern COG 2016 RTIP Capital Improvement Program proposed projects to advance in the 2016 STIP is $409,866,000. The Kern COG regional share of RIP funding of $59,683,000 represents 15% of the total project value. The proposed Capital Improvement Program also includes a significant amount of revenue from several other funding sources including federal earmarks, local revenue, TCRP funding, Interregional Improvement Program (IIP) from Caltrans and RIP from Inyo and Mono County. The Kern COG 2016 RTIP Capital Improvement Program shown on Page 6 includes other funding sources.

2016 RTIP REGIONAL FUNDING REQUEST – ITIP/RIP Partnership Programming

Through coordination with Caltrans District 9 and regional agencies from Inyo and Mono County, Kern COG entered into a programming agreement to provide improvements along the U.S. 395 / State Route 14 Corridor through the Counties of Inyo, Mono and Kern. The Memorandum of Understanding (MOU) outlined a contribution percentage pattern of 40 / 40 / 10 /10; 40% of IIP for participating MOU projects – 40% RIP for the project sponsor regional agency – and 10% each for the other two regional agencies that are not the project sponsor. Kern COG is a beneficiary in this arrangement and so current programming does reflect Kern COG RIP funding for a project not inside its boundaries. This coordination has been supported by Caltrans and commended by the Commission. Projects currently in progress within this MOU include the following: 1) Inyo County - Olancha Cartago Widening; 2) Mono County – to be determined; and 3) Kern County – SR 14 Freeman Gulch Widening. See Attachment B for a complete copy of the MOU.

2016 RTIP REGIONAL FUNDING REQUEST - San Joaquin Valley 2016 RTIP Coordination

The San Joaquin Valley Directors have successfully coordinated RTIP programming needs in the past including the 2012 Regional Transportation Improvement Program (RTIP) and the 2010 RTIP. The overall goal of the Valley-wide Coordinated RTIP is to summarize how collectively the San Joaquin Valley has been able to voluntarily move projects shifted or delayed projects (and respective STIP allocations). The results of this effort are found in Appendix # on page ##.

2016 RTIP REGIONAL FUNDING REQUEST - Projects Planned within the Corridor

State Route 58 Corridor – The State Route 58 Centennial Corridor Connector project closes a gap between existing State Route 58 freeway at State Route 99 and the newly constructed Westside Parkway Freeway. The ultimate corridor destination for this freeway is Interstate 5. Recently constructed projects along this corridor include a widening on existing State Route 58 east of State Route 99 and the construction of Westside Parkway.

State Route 46 Corridor – The currently programmed State Route 46 widening project for Segment 4A follows the recent widening of 26 miles of highway from a 2-lane conventional highway to a 4-lane expressway beginning at the County line on east towards Interstate 5. All along this corridor on through the County of San Louis Obispo many safety and widening projects have been delivered in order to improve on what has been a dangerous highway due to dramatically tragic head-on collisions.

State Route 14 / U.S. 395 Corridor – The Freeman Gulch widening project is divided into 3 segments to facilitate financing of this project over several RTIP cycles. A partnership project, the widening of Segment 1 is considered fully funded while Segment 2 is in need of construction funding. Segment 3 has received environmental clearance along with the other 2 segments but has not advanced to design, rights-of-way or construction. The highway to the north and south of these 3 segments are 4-lanes – these 3 segments are the only remaining 2-lane segments within Kern County.

2016 RTIP REGIONAL FUNDING REQUEST – Kern COG 2016 RTIP Capital Improvement Program

Kern COG 2016 RTIP – Capital Improvement Program

PROJECT DESCRIPTION	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG 2016 RTIP RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY						
		ENV	DES	ROW	CON			IIP	RIP	OTHER	TOTAL	PRIOR YEAR	2016 RTIP CARRY-OVER		NEW 2016 RTIP		2018 RTIP	
													2016-17	2017-18	2019-20	2020-21	2021-22	2022-23
RIP REVENUE - PROGRAMMED & NEW [1]							$ 59,683						$ 17,334	$ 33,300			$ 9,049	
PLANNING, PROGRAMMING & MONITORING [2]						$ 797	$ 797		$ 797		$ 797	$ 299	$ 299	$ 299			$ 199	
Projects below this line are considered carry-over from the 2014 STIP into the 2016 RTIP.																		
SR 58 – CENTENNIAL CORRIDOR [3]	1	●	●	●	●	$ 237,684	$ 33,001		$ 33,001	$ 204,683	$ 237,684	$ -		$ 33,001				
SR 46 - WIDENING SEGMENT 4A [4]	2	●	●	●	●	$ 28,353	$ 4,100	$ 400	$ 4,100	$ 23,853	$ 28,353	$ -	$ 4,100					
SR 14 - FREEMAN GULCH 1 [5]	3	●	●	●	●	$ 31,088	$ 12,435	$ 12,435	$ 18,653		$ 31,088	$ -	$ 12,435					
SR 14 - FREEMAN GULCH 2 [6]	4	●	●	●		$ 10,860	$ -	$ 4,344	$ 6,516		$ 10,860	$ -						
US 395 - OLANCHA CARTAGO MOU [7]	6	●	●	●	●	$ 93,500	$ 9,350	$ 37,400	$ 56,100		$ 93,500	$ -	$ 500		$ 8,850			
Projects below this line will not be considered for further advancement due to lack of funding.																		
SR 14 - FREEMAN GULCH SEGMENT 3 [8]	7	●																
SR 46 - WIDENING SEGMENT 4B [9]	8	●																
Grand total for 2016 RTIP SUBMITTAL						**$402,282**	**$ 59,683**	**$54,579**	**$119,167**	**$228,536**	**$402,282**	**$ 299**	**$ 17,334**	**$ 33,300**	**$ 9,049**			

Notes:

1 - RTIP Revenue is indicated as per California Transportation Commission Draft 2016 RTIP Fund Estimate presented at the June 25, 2015 California Transportation Commission meeting.

2 - The Planning, Programming and Monitoring project is carried forward from the 2014 STIP; no new programming is indicated for the outer two years.

3 - This phase of the SR 58 Centennial Corridor is the final construction phase for this project and will be funded with a combination of local revenue and STIP revenue.

4 - SR 46 Segment 4A is considered fully funded and scheduled for construction in 2016-17.

5 - SR 14 Freeman Gulch Segment 1 is considered fully funded and is scheduled for construction in 2016-17.

6 - SR 14 Freeman Gulch Segment 2 was advanced due to Inyo and Mono exceeding their normal contribution percentage for design and rights-of-way; Kern COG did not contribute.

7 - US 395 Olancha Cartago is an MOU project in Inyo County. This project is considered fully funded and scheduled for construction in 2018-19.

8 - SR 14 Freeman Gulch Segment 3 is not yet programmed in the STIP for design, rights-of-way or construction. It is provided as information only.

9 - SR 46 Widening Segment 4B is not yet programmed in the STIP for design, rights-of-way or construction. It is provided as information only.

RELATIONSHIP OF RTIP TO RTP/SCS AND BENEFITS OF RTIP

Relationship of RTIP to adopted RTP/SCS

The projects presented in the Kern COG 2016 RTIP are identified as regionally significant projects in the financially constrained Capital Improvement Program within the federally approved Kern COG 2014 Regional Transportation Plan / Sustainable Communities Strategies Plan. The partnership project for Mono County – Olancha Cartago safety project on U.S. 395 - is part of that region's adopted transportation plan.

Consistency of RTIP with State & Federal Goals

The 2014 Regional Transportation Plan is Kern County's comprehensive area-wide long-range plan to address mobility challenges created by regional growth. The policy element is one of 4 required elements for a Regional Transportation Plan as required by the adopted California Transportation Commission guidelines. This policy element contains an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor improvements to Kern's transportation system through 2040.The Strategic Investment section of the Kern COG 2014 RTP/SCS which is Chapter 5, sets forth plans of action for the region to pursue and meet identified transportation needs and issues. Planned investments are consistent with the goals and policies of the plan, the Sustainable Community Strategy element and are financially constrained. These projects are listed in the Constrained Program of Projects (Table 5-1) and are modeled in the Air Quality Conformity Analysis.

Regional, Statewide and National Benefits

The projects proposed in the Kern COG 2016 RTIP collectively provide regional, statewide and national benefits. The State Route 46 project improves safety through a high-volume truck route. The collision rate is improved with widening and operational improvements along this corridor. State Route 46 has both regional and statewide significance as it connects San Joaquin Valley communities to the Central California coast. The State Route 58 Connector project improves capacity and safety for passenger vehicles and trucks. This corridor has national significance as well as regional and statewide significance. Our partnership projects along the State Route 14 and U.S. 395 Corridor provide regional and statewide benefits. These widening and operational projects improve safety for passenger traveler from all parts of Southern California and Kern County to access the recreational opportunities of the Sierra communities in the Counties of Inyo and Mono and beyond.

The Kern COG 2016 RTIP is consistent with state and federal goals as described in the federally adopted Kern COG 2014 RTP/SCS. At the core of the 2014 RTP/SCC are seven goals:

1) Mobility – Improve the mobility of people and freight;
2. Accessibility – Improve accessibility to major employment and other regional activity centers;
3. Reliability – Improve the reliability and safety of the transportation system;
4. Efficiency – Maximize the efficiency of the existing and future transportation system;
5. Livability – Promote livable communities;
6. Sustainability – Minimize effects on the environment; and
7. Equity – Ensure an equitable distribution of the benefits among various demographic and user groups
.

LIVABLE COMMUNITIES IMPROVEMENTS

Kern County Project	ADA	Sidewalks	Bike Lanes	Other
SR 58 Centennial Corridor	35 ADA Curb Ramps	Reconstruct – 2 Miles	New - 4 Miles	
SR 46 Widening Segment 4A	8 ADA Ramps	New 1,987 feet		
SR 14 Widening Segment 1		New – 8.5 Miles	New - 8.5 Miles	
SR 14 Widening Segment 2		New – 12 Miles	New – 12 Miles	

TABLE B1 - Evaluation of Regional Level Performance Indicators and Measures

Information on regional performance measures was taken from Appendix D of the Kern COG 2014 RTP/SCS. Current Baseline values use the 2040 No Build modeling output while the projected system performance uses the 2014 Build values also provided in Appendix D.

Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	2020 - 27.21	2040 – 26.45
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work)	2020 - 417,258	2040 - 570,455
	Commute mode share (travel to school)	2020 - 303,739	2040 - 422,511
Infrastructure Condition	Percent of distressed state highway lane-miles	NA	NA
	Pavement Condition Index (local streets and roads)	2008 - 66PCI	2012 - 64PCI
	%of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Current – 24%	NA
	Percent of transit assets that have surpassed the FTA useful life period	NA	NA
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	NA	NA
Safety	Fatalities and serious injuries per capita	2020 - 0.0014137317	2040 - 0.0013634790
	Fatalities and serious injuries per VMT	2020 - 0.0000519495	2040 - 0.0000515488
Economic Vitality	% housing within 0.5 miles of transit stops	2020 – 26.2102%	2040 - 57.6880%
	% jobs within 0.5 miles of transit stops	2020 - 16.6842%	2040 - 41.8387%
	Average weekday travel time (minutes) - SOV	2020 - 14.91	2040 - 15.28
	Average weekday travel time (minutes) - HOV	2020 - 14.11	2040 - 14.54
	Average weekday travel time (minutes) - Transit	2020 - 34.04	2040 - 33.56
	Average weekday travel time (minutes) - Walk & Bike	2020 - 8.54	2040 - 5.18
Environmental Sustainability	Change in acres of agricultural land	2008 Base - 803,533.0605	2040 – 786,893.0605
	CO_2 emissions reduction per capita	2008 - 0.007277717	2040 - 0.006951596

Table B2 Evaluation - Project-Level Cost-Effectiveness Indicators and Measures

Indicator / Measure	2040 No Build	2040 Build	2040 No Build	2040 Build	2040 No Build	2040 Build
	SR 58 Centennial Corridor		SR 46 Widening		SR 14 Widening	
Reduce Vehicle Miles Traveled	NA	NA	NA	NA	NA	NA
Reduce Percent of congested VMT (at or below 35 mph)	NA	NA	NA	NA	NA	NA
Change in commute mode share (travel to work or school)	NA	NA	NA	NA	NA	NA
Reduce percent of distressed state highway lane-miles	NA	NA	NA	NA	NA	NA
Improve Pavement Condition Index (local streets and roads)	NA	NA	NA	NA	NA	NA
Reduce % of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	NA	NA	NA	NA	NA	NA
Reduce % of transit assets that surpassed FTA useful life period	NA	NA	NA	NA	NA	NA
Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	NA	NA	NA	NA	NA	NA
Reduce fatalities and serious injuries per capita	0.01	0.0027	NA	NA	NA	NA
Reduce fatalities and serious injuries per VMT	0.01	0.0027	NA	NA	NA	NA
Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NA	NA	NA	NA	NA	NA
Reduce mean commute travel time (to work or school)	NA	NA	NA	NA	NA	NA
Change in acres of agricultural land	NA	NA	NA	NA	NA	NA
CO_2 emissions reduction per capita	NA	NA	NA	NA	NA	NA
Mobility Goal - Ave. Peak Period Travel Time	*0.689*	*0.411*	0.08	0.05	*NA*	*NA*
Mobility Goal - Ave. Non-Peak Travel Time	*0.531*	*0.368*	0.08	0.05	*NA*	*NA*
Mobility Goal - Passenger Hours of Delay / Year	*1,674,315*	*457,290*	10,657	10,657	*NA*	*NA*
Efficiency Goal – Daily VMT per Capita	*19.10*	*19.03*	*2.59*	*2.59*	*NA*	*NA*
Reliability Goal – Daily Vehicle Hours Delay per Capita	0.0407	0.01..	0.002	0.000	*NA*	*NA*
Reliability Goal – Daily congested VMT per Capita	*6.17*	*5.58*	*0.409*	*0.000*	*NA*	*NA*
Safety Goal – Injury Collisions / (M) VMT	*0.0500*	*0.1254*	*NA*	*NA*	*0.63*	*0.38*
Sustainability Goal – Benefit Cost Analysis	*NA*	*6.5*	*NA*	*1.0*	*NA*	*0.655*

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS

State Route 14 Widening Segment 1 – "Freeman Gulch Widening Segment 1" – PM 58.3 / 62.3

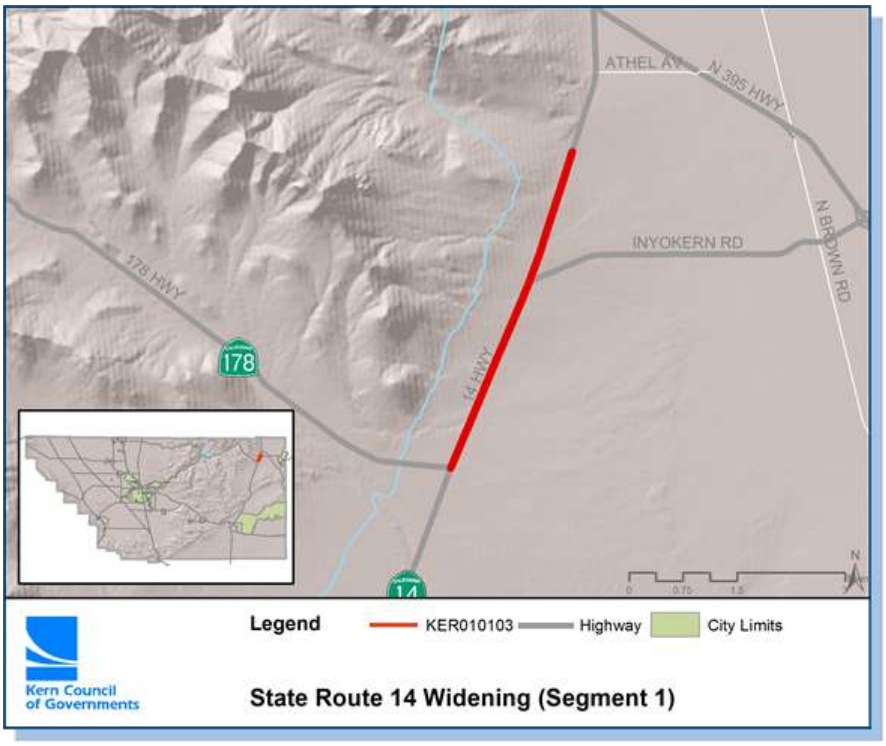
Project Description and Location: This MOU project is programmed with Inyo 10% RIP, Mono 10% RIP, Kern 40% RIP and Caltrans 40% IIP. This project is divided into 3 segments. Segment 1 is ready for construction. The first segment is from 1 mile south of State Route 178 East to 1.7 miles north of State Route 178 East for a total of 2.7 miles. The project will widen the highway from 2 to 4 lanes.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas from Southern California and other westerly communities. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: Project design is in progress with some preliminary rights-of-way work as well.

Current Revenue Needs: This project is considered to be fully funded.

Current STIP Programming ($ X 1,000)						
RTIP Cycle	**Phase**	**FY**	**STIP**	**ITIP**	**Other**	**Total**
	Environmental					
2008 RTIP	Engineering	**12-13**	$1,000	$1,000	$500	**$2,500**
2008 RTIP	Rights-of-Way	**14-15**	$4,520	$4,520	$2,260	**$11,300**
2012 RTIP	Construction	**16-17**	$12,435	$12,435	$6,218	**$31,088**
	Total		$17,955	$17,955	$8,978	**$44,888**



State Route 14 Widening Segment 1 – "Freeman Gulch Widening Segment 1" – PM 58.3 / 62.3

PPR FORM – PAGE 1 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)					**Date:** 10/15/15
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
06	45711	0600020478	8042A		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
KER	14	58.3	62.3	Caltrans	
				MPO	**Element**
				KCOG	CO

Project Manager/Contact	**Phone**	**E-mail Address**
Minerva Rodriguez	(559) 243-3518	minerva.rodriguez@dot.ca.gov

Project Title

Freeman Gulch Widening - Segment 1

Location, Project Limits, Description, Scope of Work

Near Ridgecrest, on Route 14, from 0.5 mile north of the Route 178 west/Route 14 Intersection to 1.7 miles north of the Route 178 east/Route 14 Intersection. Convert existing 2-lane conventional highway to 4-lane expressway.

☐ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Purpose and Need

The project constitutes the principal access into the Inyo and Mono County recreation areas. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. This project is the first of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route and is essential to the economic development of the eastern Sierra region. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.

Project Benefits

To improve the safety, capacity, operation, and route continuity on State Route 14 in Kern County, by converting the existing two-lane conventional highway into a four-lane divided controlled access expressway. Bike/Ped Improvements - 8.5 miles

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document **Document Type**		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

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State Route 14 Widening Segment 1 – "Freeman Gulch Widening Segment 1" – PM 58.3 / 62.3

PPR FORM – PAGE 2 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 10/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	14, ,	45711	0600020478	8042A	
Project Title:	Freeman Gulch Widening - Segment 1					

Existing Total Project Cost ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Implementing Agency
E&P (PA&ED)									
PS&E	2,500							2,500	Caltrans
R/W SUP (CT)	1,800							1,800	Caltrans
CON SUP (CT)		3,100						3,100	Caltrans
R/W	9,500							9,500	Caltrans
CON		27,988						27,988	Caltrans
TOTAL	13,800	31,088						44,888	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	2,500							2,500	
R/W SUP (CT)	1,800							1,800	
CON SUP (CT)		3,100						3,100	
R/W	9,500							9,500	
CON		27,988						27,988	
TOTAL	13,800	31,088						44,888	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Kern Council of Governments
PS&E	1,000							1,000	
R/W SUP (CT)	720							720	
CON SUP (CT)		1,240						1,240	
R/W	3,800							3,800	
CON		11,195						11,195	
TOTAL	5,520	12,435						17,955	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)	720							720	
CON SUP (CT)		1,240						1,240	
R/W	3,800							3,800	
CON		11,195						11,195	
TOTAL	5,520	12,435						17,955	

Fund No. 2:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Inyo County Local Transportation
PS&E	250							250	
R/W SUP (CT)	180							180	
CON SUP (CT)		310						310	
R/W	950							950	
CON		2,799						2,799	
TOTAL	1,380	3,109						4,489	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	250							250	
R/W SUP (CT)	180							180	
CON SUP (CT)		310						310	
R/W	950							950	
CON		2,799						2,799	
TOTAL	1,380	3,109						4,489	

State Route 14 Widening Segment 1 – "Freeman Gulch Widening Segment 1" – PM 58.3 / 62.3

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 10/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	14, ,	45711	0600020478	8042A	
Project Title:	Freeman Gulch Widening - Segment 1					

Fund No. 3:	**RIP - National Hwy System (NH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Mono County Local Transportatio
PS&E	250							250	
R/W SUP (CT)	180							180	
CON SUP (CT)		310						310	
R/W	950							950	
CON		2,799						2,799	
TOTAL	1,380	3,109						4,489	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E	250							250	
R/W SUP (CT)	180							180	
CON SUP (CT)		310						310	
R/W	950							950	
CON		2,799						2,799	
TOTAL	1,380	3,109						4,489	

Fund No. 4:	**IIP - National Hwy System (NH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E	1,000							1,000	
R/W SUP (CT)	720							720	
CON SUP (CT)		1,240						1,240	
R/W	3,800							3,800	
CON		11,195						11,195	
TOTAL	5,520	12,435						17,955	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)	720							720	
CON SUP (CT)		1,240						1,240	
R/W	3,800							3,800	
CON		11,195						11,195	
TOTAL	5,520	12,435						17,955	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS (Continued)

State Route 14 Widening Segment 2 – "Freeman Gulch Widening Segment 2" – PM 53.0 / 58.3

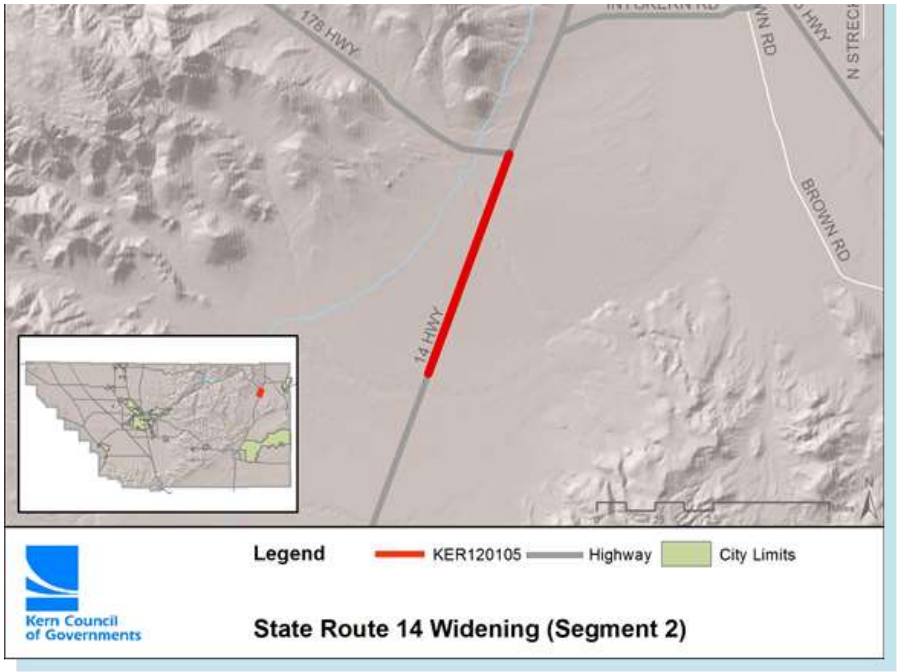
Project Location and Description: This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

Purpose and Need: The project constitutes the principal access into the Inyo and Mono County recreation areas. The project will relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing major passing opportunities. This project is the second of three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route.

Project Status: This project is in the design phase. Construction is not yet programmed.

Current Revenue Needs: Segment 2 was programmed for PS&E and RW using RIP from Inyo and Mono Counties only with proposed ITIP revenue. This is considered a "loan" and Kern COG will need to restore its 40% RIP share from a future county share cycle. **Future Cost Estimate: $42 M.**

Current STIP Programming ($ X 1,000)						
RTIP Cycle	**Phase**	**FY**	**STIP**	**ITIP**	**Other**	**Total**
	Environmental					
2012 RTIP	Engineering	15-16		$1,300	$1,950	**$3,250**
2012 RTIP	Rights-of-Way	16-17		$3,044	$4,566	**$7,610**
	Construction					
	Total			$4,344	$6,516	**$10,860**



State Route 14 Widening Segment 2 – "Freeman Gulch Widening Segment 2" – PM 53.0 / 58.3

PPR FORM – PAGE 1 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)					Date: 10/15/15
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
06	45712	0612000197	8042B		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
KER	14	53.0	58.3	Caltrans	
				MPO	**Element**
				KCOG	CO

Project Manager/Contact	**Phone**	**E-mail Address**
Minerva Rodriguez	(559) 243-3518	minerva.rodriguez@dot.ca.gov

Project Title

Freeman Gulch Widening - Segment 2

Location, Project Limits, Description, Scope of Work

Near Ridgecrest, on Route 14, from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west. Convert existing 2-lane conventional highway to 4-lane expressway.

☐ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Purpose and Need

The project constitutes the principal access into the Inyo and Mono County recreation areas. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. This project is the second of the three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route and is essential to the economic of the eastern Sierra region. It is consistant with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.

Project Benefits

To improve the safety, capacity, operation, and route continuity on State Route 14 in Kern County, by converting the existing two-lane conventional highway into a four-lane divided controlled access expressway. Bike/Ped Improvements - 12 miles

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	/ /	
Circulate Draft Environmental Document **Document Type**	/ /	
Draft Project Report	/ /	
End Environmental Phase (PA&ED Milestone)	/ /	
Begin Design (PS&E) Phase	/ /	
End Design Phase (Ready to List for Advertisement Milestone)	/ /	
Begin Right of Way Phase	/ /	
End Right of Way Phase (Right of Way Certification Milestone)	/ /	
Begin Construction Phase (Contract Award Milestone)	/ /	
End Construction Phase (Construction Contract Acceptance Milestone)	/ /	
Begin Closeout Phase	/ /	
End Closeout Phase (Closeout Report)	/ /	

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State Route 14 Widening Segment 2 – "Freeman Gulch Widening Segment 2" – PM 53.0 / 58.3

PPR FORM – PAGE 2 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 10/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	14, ,	45712	0612000197	8042B	
Project Title:	Freeman Gulch Widening - Segment 2					

Existing Total Project Cost ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Implementing Agency
E&P (PA&ED)									
PS&E	3,250							3,250	Caltrans
R/W SUP (CT)		2,100						2,100	Caltrans
CON SUP (CT)					3,900			3,900	Caltrans
R/W		5,510						5,510	Caltrans
CON					32,927			32,927	Caltrans
TOTAL	3,250	7,610			36,827			47,687	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	3,250							3,250	
R/W SUP (CT)		2,100						2,100	
CON SUP (CT)					3,900			3,900	
R/W		5,510						5,510	
CON					40,000			40,000	
TOTAL	3,250	7,610			43,900			54,760	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation
PS&E	975							975	
R/W SUP (CT)		630						630	
CON SUP (CT)									
R/W		1,653						1,653	
CON									
TOTAL	975	2,283						3,258	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	975							975	
R/W SUP (CT)		630						630	
CON SUP (CT)					197			197	
R/W		1,653						1,653	
CON					2,021			2,021	
TOTAL	975	2,283			2,218			5,476	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportatio
PS&E	975							975	
R/W SUP (CT)		630						630	
CON SUP (CT)									
R/W		1,653						1,653	
CON									
TOTAL	975	2,283						3,258	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	975							975	
R/W SUP (CT)		630						630	
CON SUP (CT)					197			197	
R/W		1,653						1,653	
CON					2,021			2,021	
TOTAL	975	2,283			2,218			5,476	

State Route 14 Widening Segment 2 – "Freeman Gulch Widening Segment 2" – PM 53.0 / 58.3

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 10/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	14, ,	45712	0612000197	8042B	
Project Title:	Freeman Gulch Widening - Segment 2					

Fund No. 3:	**IIP - National Hwy System (NH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E	1,300							1,300	
R/W SUP (CT)		840						840	
CON SUP (CT)									
R/W		2,204						2,204	
CON									
TOTAL	1,300	3,044						4,344	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E	1,300							1,300	
R/W SUP (CT)		840						840	
CON SUP (CT)					1,560			1,560	
R/W		2,204						2,204	
CON					16,000			16,000	
TOTAL	1,300	3,044			17,560			21,904	

Fund No. 4:	**Future Need - Future Funds (NO-FUND)**								**Program Code**
	Existing Funding ($1,000s)								FUTURE
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					3,900			3,900	
R/W									
CON					32,927			32,927	
TOTAL					36,827			36,827	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									Kern COG
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,946			1,946	
R/W									
CON					19,958			19,958	
TOTAL					21,904			21,904	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS (Continued)

State Route 46 Widening Segment 4A – Postmile 30.5 / 33.5

Project Location and Description: This project is located in Kern County on Route 46 west of the City of Wasco in and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. The project will convert the existing 2-lane road to a 4-lane conventional expressway and improve ramps at the freeway to freeway interchange.

Purpose and Need: The State Route 46 Segment 4A project will reduce congestion and improve safety, particularly in the relation of truck and recreational traffic. Segment 4A ties together a series of improvements in both Kern and San Luis Obispo counties with an emphasis on safety and improving the highway to four lanes from the intersection of Lost Hills Road to 0.9 miles east of the Interstate 5 Interchange at PM 30.5- to 33.5.

Project Status: This project is programmed for design, rights-of-way and construction.

Current Revenue Needs: When this project was recently split from its parent project, there was an identified need in a near year to bolster support costs for design and rights-of-way and Caltrans has proposed an infusion of $400,000 in ITIP to meet this need. This project is currently in the design phase but otherwise fully programmed.

Current STIP Programming ($ X 1,000)						
RTIP Cycle	**Phase**	**FY**	**STIP**	**ITIP**	**Other**	**Total**
	Environmental					
	Engineering	Prior	980	400	3,050	**4,430**
	Rights-of-Way	Prior	1,200		9,292	**10,630**
2014 STIP	Construction	16-17	4,100		22,362	**27,953**
	Total		6,280	400	34,704	**43,013**

State Route 46 Widening Segment 4A – Postmile 30.5 / 33.5

PPR FORM – 1 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)					**Date:** 10/15/15
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
06	44254	0612000175	3386C		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
KER	46	30.5	33.5	Caltrans	
				MPO	**Element**
				KCOG	CO

Project Manager/Contact	**Phone**	**E-mail Address**
Mehran Akhavan	(559)243-3442	mehran.akhavan@dot.ca.gov

Project Title

Route 46 Widening - Segment 4A

Location, Project Limits, Description, Scope of Work

In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Purpose and Need

The purpose of this project is to improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway.

Project Benefits

This project is proposing to add 1,987 linear feet of sidewalk and 8 ADA ramps.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			/ /	
Circulate Draft Environmental Document	**Document Type**	ND/FONSI	/ /	
Draft Project Report			/ /	
End Environmental Phase (PA&ED Milestone)			/ /	
Begin Design (PS&E) Phase			08/15/11	
End Design Phase (Ready to List for Advertisement Milestone)			02/15/16	12/22/16
Begin Right of Way Phase			10/20/13	
End Right of Way Phase (Right of Way Certification Milestone)			01/15/16	12/07/16
Begin Construction Phase (Contract Award Milestone)			08/15/16	07/20/17
End Construction Phase (Construction Contract Acceptance Milestone)			08/15/18	10/31/19
Begin Closeout Phase			/ /	
End Closeout Phase (Closeout Report)			/ /	

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State Route 46 Widening Segment 4A – Postmile 30.5 / 33.5

PPR FORM – 2 OF 3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 10/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	46, ,	44254	0612000175	3386C	
Project Title:	Route 46 Widening - Segment 4A					

Existing Total Project Cost ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Implementing Agency
E&P (PA&ED)									Caltrans
PS&E	4,030			400				4,430	Caltrans
R/W SUP (CT)	1,500							1,500	Caltrans
CON SUP (CT)				3,950				3,950	Caltrans
R/W	4,500		4,630					9,130	Caltrans
CON				24,003				24,003	Caltrans
TOTAL	10,030		4,630	28,353				43,013	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	4,030			400				4,430	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)				3,950				3,950	
R/W	4,500		4,630					9,130	
CON				24,003				24,003	
TOTAL	10,030		4,630	28,353				43,013	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	980							980	
R/W SUP (CT)	300							300	
CON SUP (CT)				600				600	
R/W	900							900	
CON				3,500				3,500	
TOTAL	2,180			4,100				6,280	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	980							980	
R/W SUP (CT)	300							300	
CON SUP (CT)				600				600	
R/W	900							900	
CON				3,500				3,500	
TOTAL	2,180			4,100				6,280	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E				400				400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				400				400	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E				400				400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				400				400	

State Route 46 Widening Segment 4A – Postmile 30.5 / 33.5

PPR FORM – 3 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 10/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	46, ,	44254	0612000175	3386C	
Project Title:	Route 46 Widening - Segment 4A					

Fund No. 3:	**TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.710.870
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)				190				190	
R/W			138					138	
CON				1,301				1,301	
TOTAL			138	1,491				1,629	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				190				190	
R/W			138					138	
CON				1,301				1,301	
TOTAL			138	1,491				1,629	

Fund No. 4:	**Demo - Demonstration-State TEA21 (DEMOS21)**								**Program Code**
	Existing Funding ($1,000s)								20.30.010.680
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E	3,050							3,050	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)				3,160				3,160	
R/W	3,600		4,492					8,092	
CON				19,202				19,202	
TOTAL	7,850		4,492	22,362				34,704	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E	3,050							3,050	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)				3,160				3,160	
R/W	3,600		4,492					8,092	
CON				19,202				19,202	
TOTAL	7,850		4,492	22,362				34,704	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS (Continued)

State Route 58 – New Freeway Connection – Centennial Corridor – Postmile T31.7 / R55.4

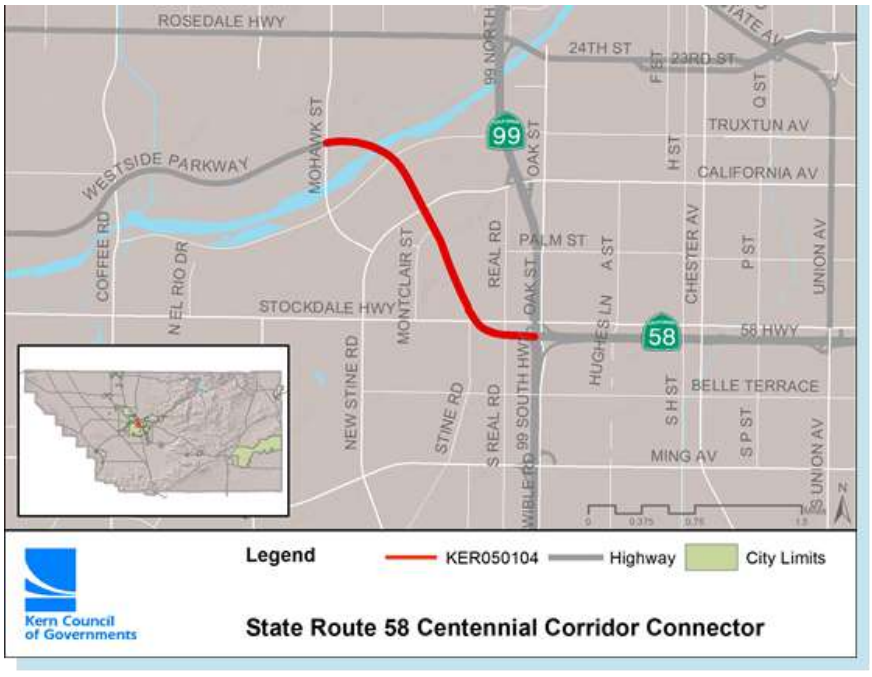
Project Location and Description: This new alignment of State Route (SR) 58 begins at Interstate 5 (PM T31.7) and ends east of Cottonwood Road (PM R55.4) in and near the City of Bakersfield. This work consists of three segments. Segment 3, consists of a route adoption of Stockdale highway as the new SR 58 with operational improvements. Segment 2, consists of a route transfer of Westside Parkway as the new SR 58. Segment 1, consists of a new freeway alignment from the east terminus of Westside Parkway to SR 99 and operational improvements on the existing SR 58 from SR 99 to east of Cottonwood Road.

Purpose and Need: This project is to construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional conductivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion.

Project Status: This project currently is completing the environmental review phase.

Current Revenue Needs: The construction phase is fully funded. The region continue to seek additional state or federal revenue to offset the local burden. Federal earmarks are being used for rights-of-way work, design and the completion of the environmental document.

Current STIP Programming ($ X 1,000)						
RTIP Cycle	**Phase**	**FY**	**STIP**	**ITIP**	**Other**	**Total**
	Environmental					
	Engineering					
	Rights-of-Way					
2014 RTIP	Construction	17-18	$33,001	$0	$204,683,000	**$237,684,000**
	Total		$33,001		$204,683,000	**$237,684,000**



State Route 58 – New Freeway Connection – Centennial Corridor – Postmile T31.7 / R55.4

PPR FORM – PAGE 1 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☐ Amendment (Existing Project)					**Date:** 10/15/15
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
06	48460	0600000484	3705		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
KER	58	T31.7	R55.4	Bakersfield, City of	
KER	99	21.2	23.8	**MPO**	**Element**
				KCOG	Capital Outlay

Project Manager/Contact	**Phone**	**E-mail Address**
Minerva Rodriguez	(559) 243-3518	minerva_rodriguez@dot.ca.gov

Project Title

Centennial Corridor

Location, Project Limits, Description, Scope of Work

In and near Bakersfield, from Route 5 to east of Cottonwood Road. Construct new freeway alignment.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Bakersfield, City of
PS&E	Bakersfield, City of
Right of Way	Bakersfield, City of
Construction	Bakersfield, City of

Purpose and Need

This project will construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional connectivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion to accommodate existing and planned land use in accordance with adopted growth plans, and improve operation and reduce congestion on the shared portion of SR 58 and SR 99.

Project Benefits

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		/ /	
Circulate Draft Environmental Document	**Document Type**	01/30/14	
Draft Project Report		12/27/13	
End Environmental Phase (PA&ED Milestone)		12/01/14	12/31/15
Begin Design (PS&E) Phase		12/01/14	01/01/16
End Design Phase (Ready to List for Advertisement Milestone)		05/01/16	
Begin Right of Way Phase		01/30/14	
End Right of Way Phase (Right of Way Certification Milestone)		07/01/16	
Begin Construction Phase (Contract Award Milestone)		08/01/16	
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/18	
Begin Closeout Phase		12/01/18	
End Closeout Phase (Closeout Report)		12/01/19	

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State Route 58 – New Freeway Connection – Centennial Corridor – Postmile T31.7 / R55.4

PPR FORM – PAGE 2 OF 3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 10/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, KER,	58, 99,	48460	0600000484	3705	
Project Title:	Centennial Corridor					

Existing Total Project Cost ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Implementing Agency
E&P (PA&ED)	25,000							25,000	Bakersfield, City of
PS&E	39,000							39,000	Bakersfield, City of
R/W SUP (CT)									Bakersfield, City of
CON SUP (CT)									Bakersfield, City of
R/W	30,000							30,000	Bakersfield, City of
CON			284,600					284,600	Bakersfield, City of
TOTAL	94,000		284,600					378,600	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			237,684					237,684	
TOTAL			237,684					237,684	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			33,001					33,001	
TOTAL			33,001					33,001	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			33,001					33,001	
TOTAL			33,001					33,001	

Fund No. 2:	**Demo - Demonstration-State TEA21 (DEMOS21)**								**Program Code**
Existing Funding ($1,000s)									20.30.010.680
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)	22,132							22,132	
PS&E	34,527							34,527	
R/W SUP (CT)									
CON SUP (CT)									
R/W	30,000							30,000	
CON			34,889					34,889	
TOTAL	86,659		34,889					121,548	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

State Route 58 – New Freeway Connection – Centennial Corridor – Postmile T31.7 / R55.4

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 10/15/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, KER,	58, 99,	48460	0600000484	3705	
Project Title:	Centennial Corridor					

Fund No. 3:	**Local Funds - Local Transportation Funds (LTF)**								**Program Code**
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)	2,868							2,868	Bakersfield, City of
PS&E	4,473							4,473	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			156,710					156,710	
TOTAL	7,341		156,710					164,051	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			204,683					204,683	
TOTAL			204,683					204,683	

Fund No. 4:	**Local Funds - Local Transportation Funds (LTF)**								**Program Code**
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Kern County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			60,000					60,000	
TOTAL			60,000					60,000	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS (Continued)

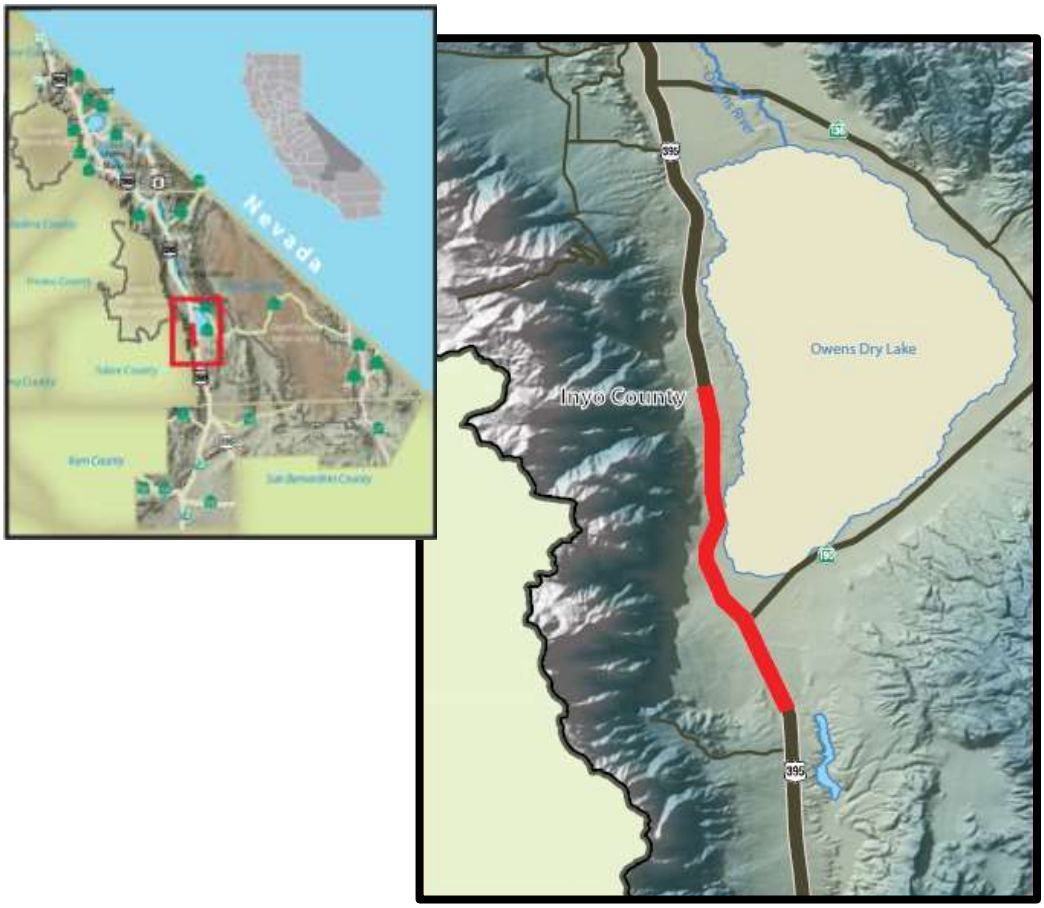
US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8

Project Location and Description: This project will upgrade approximately 12 miles of two-lane highway to four-lanes from about 4 miles south of Olancha to 4 miles north of Cartago. The project will close the gap between the existing four-lane sections to the south and north of this project.

Purpose and Need: US 395 is a High Emphasis route and is part of the Interregional Road System (IRRS). The Highway is vital to the economy of the Eastern Sierra region and is one of five major recreational corridors identified for Southern California. The highway has recurrent congestion and the fatal accident rate is higher than the statewide average for a similar facility. This proposed project will improve roadway safety, provide for continuity of the US Highway 395 corridor, meet present and future traffic demands, and bring the highway up to current design standards.

Project Status: This is an MOU project between Caltrans, Inyo County, Mono County and Kern County. Inyo County is the sponsor of this project and Caltrans is the lead. The Project Approval/Environmental Document (PA&ED) phase is nearly complete, with the final environmental document expected in February 2014. Design and right-of-way acquisition are expected to be complete in 2016, with construction planned for 2017. Construction funding is proposed for the draft 2014 State Transportation Improvement Program.

Current Revenue Needs: Currently, all of the development components (Environmental, Plans and Specifications and Right of Way) are funded in the State Transportation Improvement Program (STIP). It is currently proposed that funds will be provided jointly by: Caltrans, Inyo County Local Transportation Commission, Mono County Local Transportation Commission and Kern Council of Governments.



US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8

PPR FORM – PAGE 1 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)					Date: 8/11/15
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
09	21340	0900000030	0170		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
INY	395	29.2	41.8	Caltrans	
				MPO	**Element**
				Non-MPO	CO

Project Manager/Contact	**Phone**	**E-mail Address**
Cedrik Zemitis	(760)872-5250	cedrik.zemitis@dot.ca.gov

Project Title

Olancha and Cartago Expressway

Location, Project Limits, Description, Scope of Work

Near Olancha and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Widen 2 lane conventional highway to 4 lane expressway.

☐ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Purpose and Need

The proposed project will improve the level of service, ease peak traffic congestion and address safety concerns.

Project Benefits

In addition to the project benefits identified in Purpose and Need, the project would also include the following Complete Streets elements: new shoulders, new non-motorized multi-use undercrossing, Class III Bike Route, appropriate bicycle-related signage, bus stop signage for Eastern Sierra Transit Authority, bus turnout, and potential intersection improvements that would improve pedestrian and bicycle mobility.

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document **Document Type**		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)	11/01/11	
Begin Design (PS&E) Phase	08/01/11	
End Design Phase (Ready to List for Advertisement Milestone)	07/01/13	
Begin Right of Way Phase	06/01/12	
End Right of Way Phase (Right of Way Certification Milestone)	06/01/14	
Begin Construction Phase (Contract Award Milestone)	07/01/14	
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/17	
Begin Closeout Phase	01/01/19	
End Closeout Phase (Closeout Report)	02/01/19	

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US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8

PPR FORM – PAGE 2 OF 3

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 8/11/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21340	0900000030	0170	
Project Title:	Olancha and Cartago Expressway					

Existing Total Project Cost ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Implementing Agency**
E&P (PA&ED)	6,872							6,872	Caltrans
PS&E	5,128							5,128	Caltrans
R/W SUP (CT)	3,032							3,032	Caltrans
CON SUP (CT)				8,100				8,100	Caltrans
R/W	13,518							13,518	Caltrans
CON				80,400				80,400	Caltrans
TOTAL	28,550			88,500				117,050	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	6,872							6,872	
PS&E	5,128							5,128	
R/W SUP (CT)	3,032							3,032	
CON SUP (CT)				8,100				8,100	
R/W	13,518							13,518	
CON				80,400				80,400	
TOTAL	28,550			88,500				117,050	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Inyo County Local Transportation
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)				3,240				3,240	
R/W	5,407							5,407	
CON				32,160				32,160	
TOTAL	8,671			35,400				44,071	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)				3,240				3,240	
R/W	5,407							5,407	
CON				32,160				32,160	
TOTAL	8,671			35,400				44,071	

Fund No. 2:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Kern Council of Governments
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)				810				810	
R/W	1,352							1,352	
CON				8,040				8,040	
TOTAL	2,168			8,850				11,018	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)				810				810	
R/W	1,352							1,352	
CON				8,040				8,040	
TOTAL	2,168			8,850				11,018	

US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8

PPR FORM – PAGE 3 OF 4

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) **Date:** 8/11/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21340	0900000030	0170	
Project Title:	Olancha and Cartago Expressway					

Fund No. 3:	**RIP - National Hwy System (NH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Mono County Local Transportatio
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)				810				810	
R/W	1,352							1,352	
CON				8,040				8,040	
TOTAL	2,168			8,850				11,018	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)				810				810	
R/W	1,352							1,352	
CON				8,040				8,040	
TOTAL	2,168			8,850				11,018	

Fund No. 4:	**RIP - State Cash (ST-CASH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)	2,749							2,749	Inyo County Local Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)	2,749							2,749	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	

Fund No. 5:	**RIP - State Cash (ST-CASH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)	687							687	Mono County Local Transportatio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)	687							687	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	

US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8

PPR FORM – PAGE 4 OF 4

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/11/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21340	0900000030	0170	
Project Title:	Olancha and Cartago Expressway					

Fund No. 6:	**RIP - State Cash (ST-CASH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)	687							687	Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)	687							687	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	

Fund No. 7:	**IIP - National Hwy System (NH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)				3,240				3,240	
R/W	5,407							5,407	
CON				32,160				32,160	
TOTAL	8,671			35,400				44,071	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)									
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)				3,240				3,240	
R/W	5,407							5,407	
CON				32,160				32,160	
TOTAL	8,671			35,400				44,071	

Fund No. 8:	**IIP - State Cash (ST-CASH)**								**Program Code**
	Existing Funding ($1,000s)								20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	**Funding Agency**
E&P (PA&ED)	2,749							2,749	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	
	Proposed Funding ($1,000s)								**Notes**
E&P (PA&ED)	2,749							2,749	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS (Continued)

Kern COG Planning, Programming and Monitoring - PPR FORM – PAGE 1 OF 2

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013) *General Instructions*

☑ Amendment (Existing Project)					Date: 1/29/15
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**TCRP No.**
06		0614000221	6L03	KER980103	

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
KER				Kern Council of Governments	
				MPO	**Element**
				KCOG	LA

Project Manager/Contact	**Phone**	**E-mail Address**
Joseph Stramaglia	(661)861-2191	jstramaglia@kerncog.org

Project Title

Planning, Programming and Monitoring

Location, Project Limits, Description, Scope of Work

Planning, Programming and Monitoring.

☐ Includes ADA Improvements ☐ Includes Bike/Ped Improvements

Component	**Implementing Agency**
PA&ED	
PS&E	
Right of Way	
Construction	Kern Council of Governments

Purpose and Need

Project Benefits

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document **Document Type**		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Kern COG Planning, Programming and Monitoring - PPR FORM – PAGE 2 of 2

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 1/29/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	, ,		0614000221	6L03	
Project Title:	Planning, Programming and Monitoring					

Existing Total Project Cost ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Implementing Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Kern Council of Governments
R/W									
CON	8,683	299	299	199				9,480	Kern Council of Governments
TOTAL	8,683	299	299	199				9,480	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,683	299	299	199				9,480	
TOTAL	8,683	299	299	199				9,480	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding ($1,000s)									20.30.600.670
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									$162 CON voted 07/16/98
R/W SUP (CT)									$161 CON voted 04/25/00
CON SUP (CT)									$45 CON voted 07/01/00
R/W									$45 CON voted 05/14/01
CON	8,683	299	299	199				9,480	$300 CON voted 10/31/02
TOTAL	8,683	299	299	199				9,480	$198 CON voted 02/26/04
									$196 CON voted 03/03/05
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,683	299	299	199				9,480	
TOTAL	8,683	299	299	199				9,480	

APPENDIX A – MINUTE ORDER - KERN COG REGIONAL APPROVAL OF 2016 RTIP

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

MINUTE ORDER NO. 15-05

In the matter of:

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

I, Ahron Hakimi, Executive Director of the Kern Council of Governments, do hereby certify that the following Minute Order proposed by Councilor Couch and seconded by Councilor Pascual was duly passed by said Council at an official meeting on the 19th day of November 2015.

AYES: Flores, B. Smith, Wood, Pascual, Wilke, Breeden, Prout, Krier, Wegman, Couch, Scrivner, Marquez, Parra

NOES: None

ABSTAIN: None

ABSENT: Cantu, P. Smith

Ahron Hakimi,
Executive Director
Kern Council of Governments

MINUTE ORDER

Approve Attachment A and direct staff to submit the 2016 RTIP document to Caltrans and the California Transportation Commission by December 15, 2015.

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 1 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County and Mono County Local Transportation Commission (LTC's), and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they previously entered into a Memorandums of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

1. Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs;
2. Meeting regularly;
3. Developing additional MOUs to define the planning process and the CORRIDOR development plan; and
4. Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR.

The Memorandum of Understandings from January 1999 and 2001 are considered to be updated and merged into one MOU with the approval of this MOU. Since 1999, during coordination meetings between the RTPAs, projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of jointly sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint-sponsored PROJECTS.

The RTPAs agree to continue to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below and in Attachment A are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2022 STIP adopted by the CTC. This MOU can only be modified or amended by mutual written consent of all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void. The 1999 and 2001 MOUs are included for reference purposes as Attachment A.

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 2 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

PROPOSED PROJECTS AND FUNDING

Proposed PROJECTS selected for joint funding under this MOU include those project components selected since the 2002 STIP that have not been constructed and are as follows:

Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project.

- **Achieve Project Approval and Environmental Document (completed for all 3 segments).**
- **Achieve Design Approval (Segment 1 is programmed; Segment 2 programming approved in 2012 STIP; Segment 3 not yet programmed).**
- **Achieve Construction Approval (Segment 1 construction is programmed; Segments 2 and 3 are not yet programmed).**

Widen Highway 395 in Kern County to Four-lane Expressway from P.M. 14.8 to 23 - Inyokern four-lane project.

- **Achieve Project Approval and Environmental Document (Status to be determined – project was shelved by KCOG due to lack of funding).**

Widen U.S. 395 in Inyo County - Olancha Cartago

A project in Mono County that has yet to be determined and is located on either US 395 or SR 120

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County. Attachment ~~B~~A to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated. The projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located;
40% by the State IIP; and
10% each by the two remaining County's RIPs.

FREEMAN GULCH PROJECT PROVISIONS

1. Inyo and Mono LTC's agreed to advance funds to the Kern COG by each programming and additional 20% in RIP to the advancement of the Design Phase for this project in the 2012 STIP cycle.
2. As such, Kern COG agrees to reallocate the funds advanced by Inyo and Mono County LTC's in the next available STIP cycle when introducing funding for the Construction Phase of Segment 2 and prior to the introduction of new programming for the Design and Construction Phase of Segment 3.

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 3 OF 11

MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND KERN COUNCIL OF GOVERNMENTS

Kern Council of Governments

DEC 15 2014
Harold W. Hanson, Chairman Date

Phillip W. Hall, Deputy County Counsel 9-19-15 Date

DEC 15 2014
Ahron Hakimi, Executive Director Date

Inyo County Local Transportation Commission

Robert Kimball, Chairman Date

Dana Crom, Deputy County Counsel 10/10/13 Date

Clint Quilter, Executive Director 10/16/13 Date

Mono County Local Transportation Commission

Kathleen Cage, Chairperson 11/3/14 Date

Marshall Rudolph, County Counsel 11/13/14 Date

Scott Burns, Executive Director 11/3/14 Date

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

~~Thomas P. Hallenbeck~~, District Director 11/24/2014 Date
Caltrans, District 9 (Acting)

Sharri Bender-Ehlert, District Director 12-15-2014 Date
Caltrans, District 6

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 4 OF 11

Attachment A

MEMORANDUM OF UNDERSTANDING

BETWEEN

INYO COUNTY LOCAL TRANSPORTATION COMMISSION,

MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND

KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Governments Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The RTPAs have been advised that the California Transportation Commission (CTC) is encouraging Regional Transportation Planning Agencies to cooperate in the development of priorities related to the programming of State Transportation Improvement Program (STIP) funds for highway projects. Additional funding is anticipated for programming in the 1998 STIP Amendment.

The Inyo, Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).
The RTPAs wish to further consider:

- Forming a coalition consisting of Inyo, Mono and Kern County RTPAs
- Meeting regularly
- Developing additional MOUs to define the planning process and the CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120
- At a future date invite San Bernardino RTPA to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono and Kern County RTPAs agree to pool Regional Transportation Improvement Program (RTIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on

EXHIBIT O

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 5 OF 11

Attachment A

the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Transportation Improvement Program (ITIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed changes to project scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The RTPAs agree to not change the project scope, limits, cost and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2008 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding is not authorized by the CTC, this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 1998 STIP Amendment the proposed components of PROJECTS for joint funding under this agreement are:

- Widen U.S. 395 in Inyo County to four lane expressway form P.M. 30.8 to 41.6- Olancha/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway form P.M. 16.2 to 26.3- North Mojave project. Achieve Project Approval and Environmental Document.
- This MOU also incorporates PROJECT(S) to be identified on U.S. 395 and/or State Route 120 in Mono County. Prior to any PROJECTS identified in this MOU being advanced for Plans Specifications and Engineering, Mono County shall identify its PROJECT(S). PROJECT(S) identified by Mono County shall be amended into this MOU and must be agreed to by both the other parties hereto. Mono County's PROJECT(S) must be identified prior to the adoption of the 2002 STIP or this MOU shall be automatically terminated.

Each party of this MOU agrees to program the remaining phases of these projects in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 6 OF 11

Attachment A

The projects are to be funded as follows:

40% by the County RTIP in which the PROJECT is located.

40% by the State ITIP

10% each by the two remaining County's RTIPs

Inyo, Mono, and Kern County RTPAs have , by separate Resolution or Minute Order, authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Cathy Prout 1-11-99
Cathy Prout — Date
Chairman

Kirk Perkins 1/8/99
Kirk Perkins — Date
Deputy County Counsel

1/7/99
Ron Brummett — Date
Executive Director

Inyo County Local Transportation Commission

Robert Kimball — Date
Chairman

Paul Bruce for 1/7/99
Paul Bruce — Date
County Counsel

Jeff Jewett 1-7-99
Jeff Jewett — Date
Executive Director

Mono County Local Transportation Commission

Joann Ronci 1-7-99
Joann Ronci — Date
Chairman

1/7/99
Marshall Rudolph — Date
County Counsel

1-7-99
Scott Burns — Date
Executive Director

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 7 OF 11

Attachment A

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RTIP county shares with ITIP funds for the purposes of jointly funding the State Highway Projects as specified in the MOU.

Thomas P. Hallenbeck, District Director
Caltrans, District 09

Date 1/7/99

Bart Bohn, District Director
Caltrans, District 06

Date 1/7/99

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 8 OF 11

Attachment A

MEMORANDUM OF UNDERSTANDING
BETWEEN
INYO COUNTY LOCAL TRANSPORTATION COMMISSION,
MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND
KERN COUNCIL OF GOVERNMENTS

This Memorandum of Understanding is entered into, by, and between the Inyo County Local Transportation Commission, the Mono County Local Transportation Commission, and the Kern Council of Governments (Kern COG).

RECITALS

These three Regional Transportation Planning Agencies (RTPAs) were established pursuant to California Government Code Section 29532, and have been designated as the RTPAs serving their respective counties by the Secretary, California Business, Transportation and Housing Agency.

The Inyo and Mono Local Transportation Commissions and Kern COG wish to cooperate and seek common goals in the development of State Route 14, from the Los Angeles/Kern County line to its terminus at the junction of U.S. 395, and U.S. 395, from the Kern/San Bernardino County line to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as CORRIDOR).

As evidence of the cooperation between these three RTPAs, they entered into a Memorandum of Understanding in January, 1999 that provides for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

Forming a coalition consisting of Inyo, Mono, and Kern County RTPAs
Meeting regularly
Developing additional MOUs to define the planning process and the CORRIDOR development plan
Jointly funding projects (referred to herein as PROJECTS) on the CORRIDOR, to include Highway 120

During meetings between the RTPAs additional projects have been identified on the CORRIDOR which they consider to be of mutual benefit and which the three RTPAs wish to jointly fund.

ROLES AND RESPONSIBILITIES

Under this MOU, Inyo, Mono, and Kern County RTPAs agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the CORRIDOR. The RTPAs hereby request the CTC commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

The RTPAs agree to meet and confer upon request of any party to this MOU or by Caltrans to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to project scope, limits, cost and/or schedule must be approved by the California Transportation

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 9 OF 11

Attachment A

Commission before becoming effective. The RTPAs agree to not change the scope, limits, cost, and/or schedule of the projects without the mutual consent of all parties to the MOU. Said consent by the RTPAs will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECTS identified below are complete (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU may be terminated by any of the MOU partners if all of the PROJECTS have not been completed or programmed in the 2012 STIP adopted by the CTC. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding those PROJECTS contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the proposed components of PROJECTS for joint funding under this MOU are:

- **Widen State Route 14 in Kern County to four lane expressway from P.M. 45.9 to 62.3 – Freeman Gulch project. Achieve Project Approval and Environmental Document.**
- **Widen Highway 395 in Kern County to four lane expressway from P.M. 14.8 to 23 - Inyokern four-lane project. Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties, the intent is to jointly fund future projects in each County.

Each party of this MOU agrees to program the remaining phases of these PROJECTS in the future STIP's, in accordance with this MOU. The MOU partners will return a matching percentage advanced by the other MOU partners for PROJECTS jointly funded under this MOU. Funds advanced shall be repaid during the next STIP cycle if the MOU is terminated.

The projects are to be funded as follows:

40% by the County RIP in which the PROJECT is located
40% by the State IIP
10% each by the two remaining County's RIPs

Inyo, Mono, and Kern County RTPAs have, by separate Resolution or Minute Order, authorized their duly appointed officers to execute this MOU.

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 10 OF 11

Attachment A

Kern Council of Governments:

Approved as to form:

Philip Smith
Chairperson

Kirk Perkins
Deputy County Counsel

Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

Robert Kimball
Chairman

Patti Bruce
County Counsel

Jeff Hamett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

Kathleen Cage
Chairperson

Marshall Rudolph
County Counsel

Scott Burns
Executive Director

CALTRANS ACKNOWLEDGMENT:

Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this MOU.

Thomas P. Hallenbeck, District Director
Caltrans, District 9

J. Mike Leonardo, Acting District Director
Caltrans, District 6

APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 11 OF 11

ATTACHMENT B

2013 Memorandum of Understanding Between Inyo County, Mono County and Kern County

MOU Programming Summary - ($ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	**IIP**	**Inyo**	**Kern**	**Mono**	**Total**	**Status**
(Kern) North Mojave 4-Lane		**$27,403**	**$6,851**	**$27,403**	**$6,851**	**$68,508**	**Constructed**
(Inyo) Olancha Cartago		**$49,071**	**$49,071**	**$12,268**	**$12,268**	**$122,678**	**Final Environmental**
Environmental	7/8	$2,748	$2,748	$687	$687	$6,872	In Progress
Design	12/13	$2,051	$2,051	$513	$513	$5,128	Not Started
Rights-of-Way	14/15	$6,620	$6,620	$1,655	$1,655	$16,550	Not Started
Construction	17/18	*$37,400*	*$37,400*	*$9,350*	*$9,350*	$93,500	Proposed in 2014 Cycle
(Mono) High Point		**$597**	**$150**	**$150**	**$597**	**$1,494**	**Constructed**
Environmental	2/3	$541	$135	$135	$541	$1,352	Completed
Design	7/8	$56	$15	$15	$56	$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					$1,770	Completed
Rights-of-Way	11/12					$288	Completed
Construction	11/12					$30,100	Completed
(Kern) Inyokern		**$1,240**	**$310**	**$1,240**	**$310**	**$3,100**	**Shelved**
Environmental	2/3	$1,240	$310	$1,240	$310	$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		**$779**	**$195**	**$779**	**$195**	**$1,948**	**Completed**
Environmental	2/3	$779	$195	$779	$195	$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		**$17,955**	**$4,489**	**$17,955**	**$4,489**	**$44,888**	**In Design**
Design	12/13	$1,600	$350	$1,000	$250	$2,500	In Progress
Rights-of-Way	14/15	$4,520	$1,130	$4,520	$1,130	$11,300	Not Started
Construction	16/17	$12,435	$3,109	$12,435	$3,109	$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		**$19,075**	**$3,258**	**$19,075**	**$3,258**	**$44,666**	**In Design**
Design	15/16	$1,800	$975	$0	$975	$3,750	In Progress
Rights-of-Way	16/17	$3,044	$2,283	$0	$2,283	$7,610	Not Started
Construction	Future	*$14,731*	*$0*	*$18,075*	*$0*	$33,806	
(Kern) Freeman Gulch Seg.3		**$21,726**	**$5,419**	**$21,726**	**$5,419**	**$54,290**	**Not Started**
Design	Future	*$1,840*	*$460*	*$1,840*	*$460*	$4,600	Not Programmed
Rights-of-Way	Future	*$510*	*$113*	*$510*	*$113*	$1,250	Not Programmed
Construction	Future	*$29,376*	*$4,844*	*$29,376*	*$4,844*	$48,440	Not Programmed
Total :		**$137,846**	**$69,743**	**$100,596**	**$33,387**	**$341,572**	

	IIP	**Inyo**	**Kern**	**Mono**	**County Total**
Inyo	**$49,071**	**$49,071**	**$12,268**	**$12,268**	**$122,678**
Kern	**$88,178**	**$20,522**	**$88,178**	**$20,522**	**$217,400**
Mono	**$597**	**$150**	**$150**	**$597**	**$1,494**
Total By Agency	**$137,846**	**$69,743**	**$100,596**	**$33,387**	**$341,572**

Agency	**Outside County**	**Received in County**	**Total Expended by County**
Inyo	$ 20,672	$ 122,678	$ 69,743
Kern	$ 12,418	$ 217,400	$ 100,596
Mono	$ 32,790	$ 1,494	$ 33,387

Programming indicated above reflects both advanced phases from previous STIP cycles in addition to future needs. Cost estimates are subject to revision.

APPENDIX C – ADOPTED MOU – 4-COUNTY PLANNING PARTNERSHIP – 1 OF 3

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

This Amended and Restated Memorandum of Understanding (MOU) is entered into, by, and between the Inyo County Local Transportation Commission and Mono County Local Transportation Commission (LTCs), the Kern Council of Governments (Kern COG), and the San Bernardino Associated Governments acting in its capacity as the San Bernardino County Transportation Commission (SANBAG), collectively referred to herein as AGENCIES, nominally dated September 19, 2013.

RECITALS

The LTCs and the Kern COG were established pursuant to California Government Code Section 29532, and SANBAG was established as the San Bernardino County Transportation Commission pursuant to California Government Code Section 130054.

The AGENCIES wish to cooperate and seek common goals in the development of U.S. 395, from Interstate 15 to the Mono County/Nevada State line and including Highway 120 in Mono County (referred to herein as 395 CORRIDOR).

The LTCs and the Kern COG entered into a Memorandum of Understanding in January 1999 that provides for the joint funding of certain projects on the 395 CORRIDOR, along with the following other considerations:

- Forming a coalition consisting of Inyo, Mono, and Kern County Regional Transportation Planning Agencies (RTPAs)
- Meeting regularly
- Developing additional MOUs to define the planning process and the 395 CORRIDOR development plan
- Jointly funding projects (referred to herein as PROJECTS) on the 395 CORRIDOR, to include Highway 120
- At a future date invite SANBAG to participate in the coalition and increase the scope to include the development of U.S. 395 from Interstate 15 to the Kern/San Bernardino County line.

This MOU records the result of meetings between the AGENCIES and Caltrans District offices No. 6, 8, and 9 concerning the development of the 395 CORRIDOR. The AGENCIES and Caltrans have agreed to support increased capacity on the 395 CORRIDOR, and have prioritized the development of projects in the "U.S. 395 Corridor Study" which was completed on behalf of the four county RTPAs.

The AGENCIES also wish to cooperate, seek common goals, and facilitate the development of State Route 58 from Interstate 5 to Interstate 40. State Route 58 functions as a critical east-west corridor connecting the Western United States to the Pacific Coast by way of Interstate 40 and is a major route for goods movement in addition to passenger travel.

Kern COG is seeking endorsement from participating AGENCIES of the importance to improve the State Route 58 Corridor through Kern County to a freeway facility. AGENCIES request that Caltrans consider this segment of State Route 58 in the Interregional Improvement Program (IIP). However, there are no related financial implications for this endorsement for any of the participating AGENCIES at this time.

ROLES AND RESPONSIBILITIES

Under this MOU, the AGENCIES agree to pool Regional Improvement Program (RIP) funds (county shares) for the purpose of joint sponsoring PROJECTS on the 395 CORRIDOR. The RTPAs hereby request the California Transportation Commission (CTC) commit Interregional Improvement Program (IIP) funding toward the joint sponsored PROJECTS.

APPENDIX C – ADOPTED MOU – 4-COUNTY PLANNING PARTNERSHIP – 2 OF 3

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

The AGENCIES agree to meet and confer upon request of any party to this MOU or by any of the three Caltrans Districts to discuss proposed changes to project scope, limits, cost and/or schedule. Any proposed change to PROJECT scope, limits, cost and/or schedule must be approved by the California Transportation Commission before becoming effective. The AGENCIES agree to not change the scope, limits, cost, and/or schedule of the PROJECTS without the mutual consent of all parties to the MOU. Said consent by the AGENCIES will not be unreasonably withheld if it can be demonstrated that the proposed changes will not impact funding and/or delivery of other programmed priority projects. If there are cost increases, then each of the AGENCIES' contribution will be increased proportionately, subject to the mutual consent of all parties to the MOU.

This MOU becomes effective when fully executed by all parties. The terms and conditions of this MOU remain in effect until the proposed PROJECT identified below is completed (when Final Estimate has been processed by the State) or abandoned by a unanimous vote of the parties hereto. This MOU can be modified or amended by mutual written consent of all parties. This MOU does not replace or modify any other preexisting MOU between any or all parties. Likewise, future MOUs may be entered into between any or all of the parties not withstanding this MOU. In the event funding for any of the PROJECTS is not authorized by the CTC, the provisions for funding that PROJECT contained in this MOU shall become null and void.

PROPOSED PROJECTS AND FUNDING

For the 2002 STIP the component of PROJECT for joint funding under this agreement is:

- **Development of the U.S. 395 corridor from approximately Interstate 15 to State Route 58 (PM4.0-48.0). Achieve Project Approval and Environmental Document.**

Each party recognizes that, while no reciprocal projects are identified in the remaining Counties in this MOU, that there may be jointly funded future projects in each County identified in future MOUs.

This MOU does not necessarily constitute agreement to program the remaining phases of this PROJECT in the future STIPs, but doesn't preclude further funding of the remaining components. The MOU partners agree to continue to consider mechanisms for funding future phases of this PROJECT. The Project Approval and Environmental component cost is estimated at $14,000,000. This MOU splits the funds to be programmed as follows:

$2,000,000 by Mono County LTC
$2,000,000 by Inyo County LTC
$2,000,000 by Kern COG
$4,000,000 by SANBAG

The California Transportation Commission adopted the 2002 STIP by resolution G-02-04 on April 04, 2002, which committed $4,000,000 of ITIP funds to this project. The AGENCIES hope the State continues to support this project as it progresses.

----------SIGNATURES ON FOLLOWING PAGE----------

APPENDIX C – ADOPTED MOU – 4-COUNTY PLANNING PARTNERSHIP – 3 OF 3

AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING BETWEEN INYO COUNTY LOCAL TRANSPORTATION COMMISSION, KERN COUNCIL OF GOVERNMENTS, MONO COUNTY LOCAL TRANSPORTATION COMMISSION, AND SAN BERNARDINO ASSOCIATED GOVERNMENTS

Inyo, Mono, and Kern County RTPAs and SANBAG have, by separate Resolution or Minute Order authorized their duly appointed officers to execute this agreement.

Kern Council of Governments

Harold W. Hanson, Chairperson Date

Ahron Hakimi, Executive Director

Phillip W. Hall, Deputy County Counsel 9-19-13 Date

Inyo County Local Transportation Commission

Robert Kimball, Chairperson Date

Clint Quilter, Executive Director Date

Dana Crom, Deputy County Counsel 10/9/13 Date

Mono County Local Transportation Commission

Larry Johnston, Chairperson 11/15/13 Date

Scott Burns, Executive Director Date

Marshall Rudolph, County Counsel 11/14/14 Date

San Bernardino Associated Governments

L. Dennis Michael, President Date

Raymond W. Wolfe, Executive Director Date

Eileen Monaghan Teichert, General Counsel Date

CALTRANS ACKNOWLEDGMENT:
Although not a party to this MOU, Caltrans acknowledges the intent of the parties to pool their RIP county shares with IIP funds for the purpose of jointly funding the State Highway Projects as specified in this 395 MOU and to support freeway improvements on State Route 58 in Kern County.

Thomas P. Hallenbeck, District Director
Caltrans, District 9 Date

Basem Muallem, District Director
Caltrans, District 8 Date

Sharri Bender-Ehlert, District Director
Caltrans, District 6 Date

APPENDIX D – PUBLIC OUTREACH

Workshops

2 RTIP Workshops were conducted: July 22, 2015 and September 16, 2015. They were first noticed in March 2015 as part of the Transportation Technical Advisory Committee and Transportation Planning and Policy Committee (Kern COG Board) agendas and staff reports.

Technical Advisory Committee

The Transportation Technical Advisory Committee was involved with the RTIP process from the month of March 2015 to November 2015 through the distribution of agenda items and workshop notices.

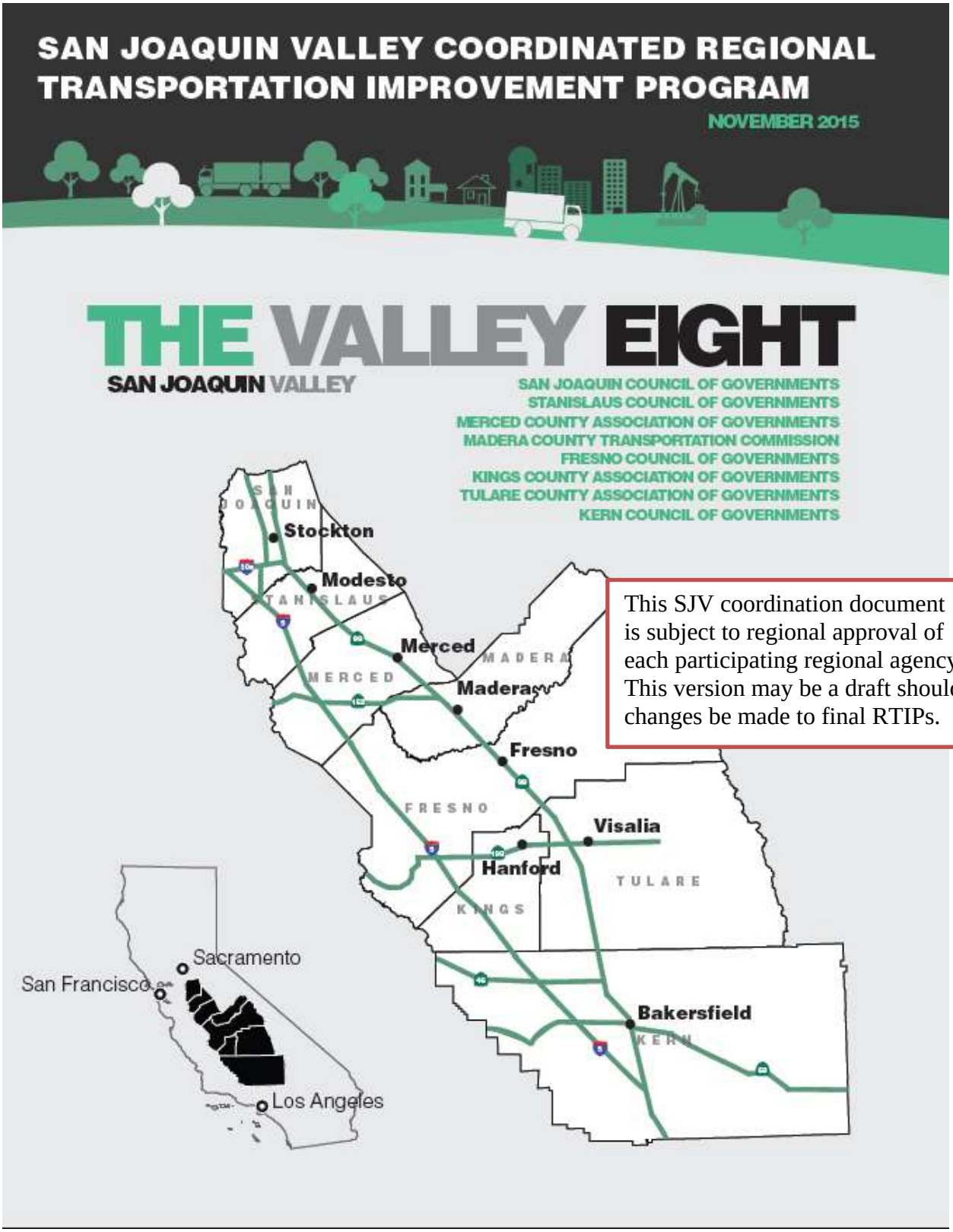
Transportation Planning and Policy Committee (Kern COG Board of Directors)

The Transportation Planning and Policy Committee received staff reports regarding the RTIP process from the month of March 2015 through November 2015.

Kern COG RTIP Website

The Kern COG RTIP website includes all of the Workshop flyers, workshop save the date memo's and all agenda reports to the Board of Directors as well as a Draft 2016 RTIP document since March 2015.

APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT



This SJV coordination document is subject to regional approval of each participating regional agency. This version may be a draft should changes be made to final RTIPs.

APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT

COORDINATED PROGRAMMING

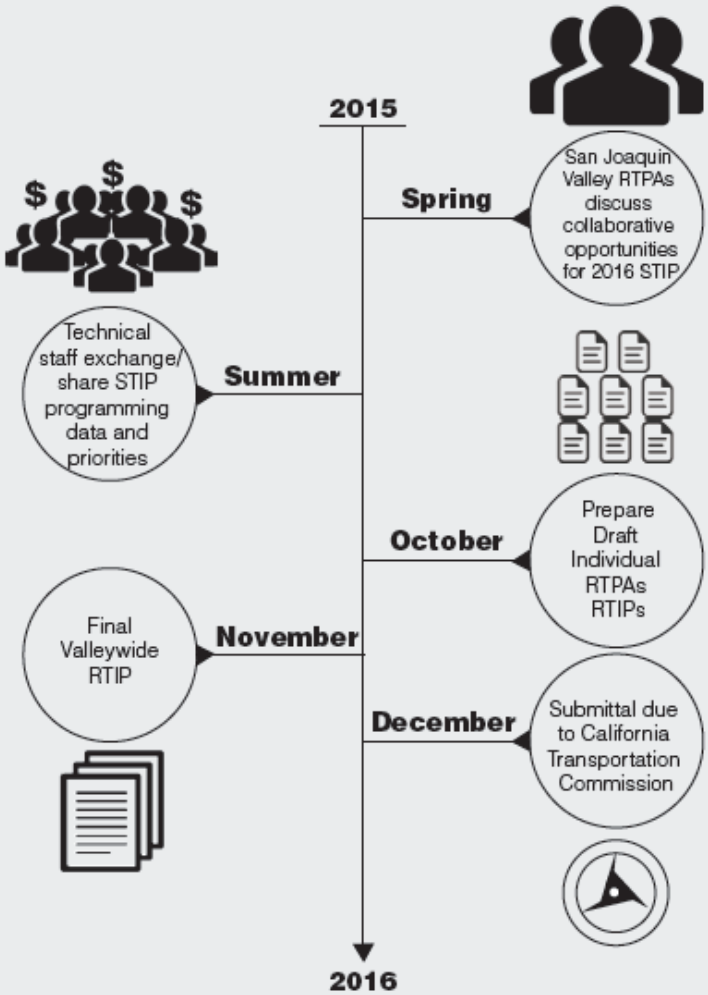
A CALL TO ACTION

The California Transportation Commission (CTC) urged Regional Transportation Planning Agencies (RTPAs) to shift projects to outer years in the 2016 State Transportation Improvement Program (STIP). This is because the STIP does not have the financial capacity to fund all projects. As a result, the CTC indicated that project shifts must occur either voluntarily or by CTC staff to address funding shortfalls.

Information exchange and intensive discussion occurred among the eight RTPAs during the development of individual Regional Transportation Improvement Programs (RTIPs). Discussions included project delivery goals, possible programming challenges, project advances or changes, and funding strategies in light of a zero STIP for the 2014 cycle.

The overall goal of the Valleywide Coordinated RTIP is to summarize how collectively the San Joaquin Valley has been able to voluntarily move projects shifted or delayed projects (and respective STIP allocations) to assist the California Transportation Commission in a financially-constrained 2016 STIP.

PARTICIPATORY PROGRAMMING PROCESS



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APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT

GEOGRAPHIC & REGIONAL SETTING

The San Joaquin Valley, also known as the Central Valley, is made up of the following eight regional transportation planning agencies: San Joaquin Council of Governments, Stanislaus Council of Governments, Merced County Association of Governments, Madera County Transportation Commission, Fresno Council of Governments, Kings County Association of Governments, Kern Council of Governments and Tulare County Association of Governments.

The San Joaquin Valley's population is over 4 million and is anticipated to grow to 6.05 million by 2040. It is California's fastest growing region. Its network of state and interstate highway facilities are critical in commerce, commuter, and recreational travel. It is also the nation's number one agricultural producer, generating more than $35 billion every year and playing a major role in national and international distribution of goods.

Counties	Distinguishing Characteristics
Kern	Major producer of grapes, milk, vegetables, almonds, and pistachios. Major goods movement industries include: Oil Services, Fruit and Vegetable Farming, Mineral Extraction, and Logistics. Such companies as Chevron Corporation, Giumarra Farms, Sears Logistics SVC, and U.S. Borax operate in the county.
Kings	Major producer of milk, cotton, cattle and calves, tomato products, and pistachios. County goods movement industries include: Meat and Poultry Farming and Processing, Fruit and Nuts, and Produce Exporting. Companies such as Central Valley Meat Co., Del Monte Foods, Nichols Farms, Leprino Foods, J.G. Boswell Co operate in the county.
Tulare	Major producer of milk, oranges, grapes, cattle and calves, and corn. County goods movement industries include: Canning and Other Food Processing, Fruit and Vegetable Farming, Ranching, Warehousing and Distribution. Companies operating in the county include: Enns Packing Co., Sun Pacific Ranches, and Walmart Distribution Center.
Fresno	Major producer of grapes, tomatoes, poultry, almonds, cattle and calves. Goods movement industries include: Meat and Poultry Farming and Processing, Fruit and Nuts, and Produce Exporting. Companies such as Cargill Meat Solutions, Foster Farms, and Sun-Maid Growers operate in the region.
Madera	Major producer of grapes, almonds, milk, pistachios, cattle and calves. Goods Movement industries include: Food Processing, Trucking and Distribution, and Manufacturing. Companies operating in the county include: Lamanuzzi and Pantealeo Cold Storage, Panella Trucking L.L.C and Georgia Pacific Corp. Madera.
Merced	Major producer of milk, chickens, almonds, cattle and calves, and sweet potatoes. Goods Movement industries include: Meat and Poultry Farming and Processing, Fruit and Vegetable Farming, and Food Processing. Local companies include: Bianchi and Sons Packing Co., Foster Farms, Hilmar Cheese Co.
Stanislaus	Major producer of milk, almonds, chickens, cattle and calves, and tomatoes. Goods Movement industries include: Wineries, Canning and Other Food Processing, and Vineyards. Companies operating in the area include: Gallo Winery, Conagra Foods, Del Monte Foods.
San Joaquin	Major producer of grapes, milk, cherries, tomatoes, walnuts. Goods Movement industries include: Ranching, Food Processing, Fruit and Vegetable Farming, and represent companies such as B&B Ranch, Pacific Coast Producers, Morada Produce Co.

Source: California Freight Mobility Plan, Appendix B

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APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT

SAN JOAQUIN VALLEY RTPA
REGIONAL COLLABORATION

BENEFITS OF VALLEYWIDE RTIP

- ✓ Evaluate constraints of collective RTIPs
- ✓ Identify STIP programming opportunities
- ✓ Assess STIP programming challenges
- ✓ Summarize immediate priorities
- ✓ Explore project advances, changes and/or any funding amendment requests

The eight San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) embarked in a joint effort to examine potential benefits of a coordinated State Transportation Improvement Program (STIP)/Regional Transportation Improvement Program (RTIP).

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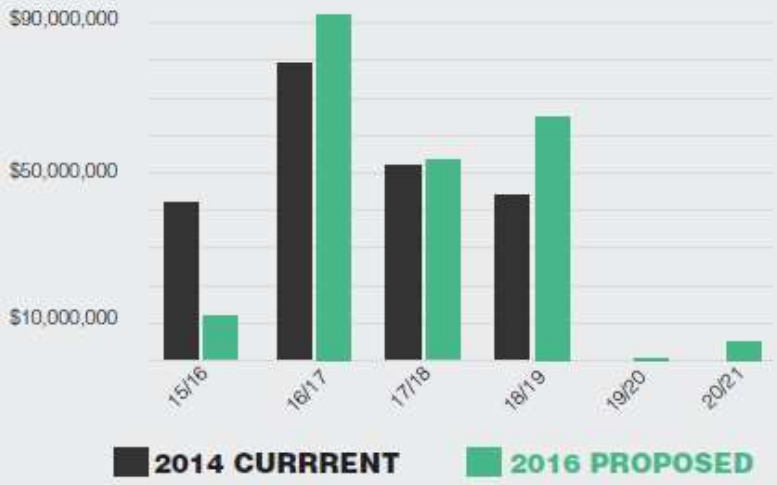
APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT

VALLEYWIDE RTIP
SUMMARY

The eight San Joaquin Valley Regional Transportation Planning Agencies representing more than 4 million residents voluntarily shifted $42,293,000 in project funding to outer years.

THE VALLEY EIGHT STIP PROGRAMMING



THE VALLEY EIGHT STIP PROJECTS SHIFTED

6 projects
1 Year Shift
$18 MILLION TOTAL FUNDING SHIFTED ONE FISCAL YEAR

2 projects
2 Year Shift
$56 MILLION TOTAL FUNDING SHIFTED TWO FISCAL YEARS

1 project
3 Year Shift
$19 MILLION TOTAL FUNDING SHIFTED THREE FISCAL YEARS

19% TOTAL STIP FUNDING SHIFTED

1.4 FISCAL YEARS AVERAGE SHIFT

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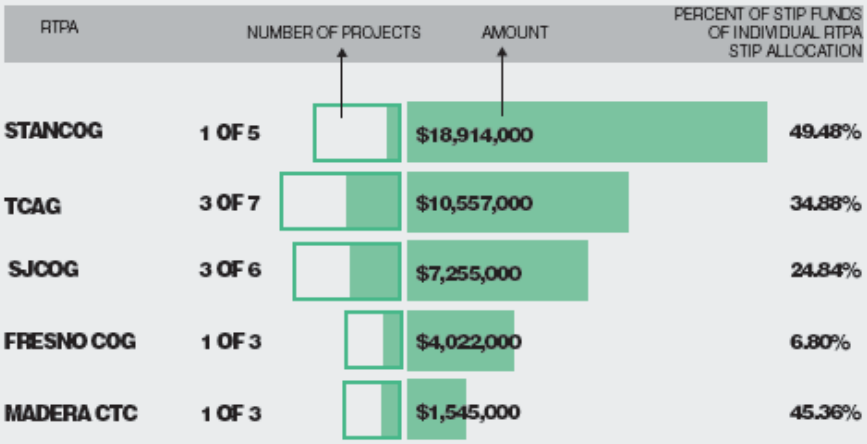
APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT

SAN JOAQUIN VALLEY 2016 STIP
PROJECT LISTS

5-YEAR SUMMARY OF PROJECTS SHIFTED IN 2016 STIP



In the five-year period of the 2016 STIP, five of eight San Joaquin Valley COGs were able to shift projects from front-year programming.

As a result, nine projects are requesting consideration for reprogramming between one to three years later in the 2016 STIP.

FOR THE 2016 STIP SJV RTPAs

8 SAN JOAQUIN VALLEY REGIONAL TRANSPORTATION AGENCIES

4.1 MILLION RESIDENTS

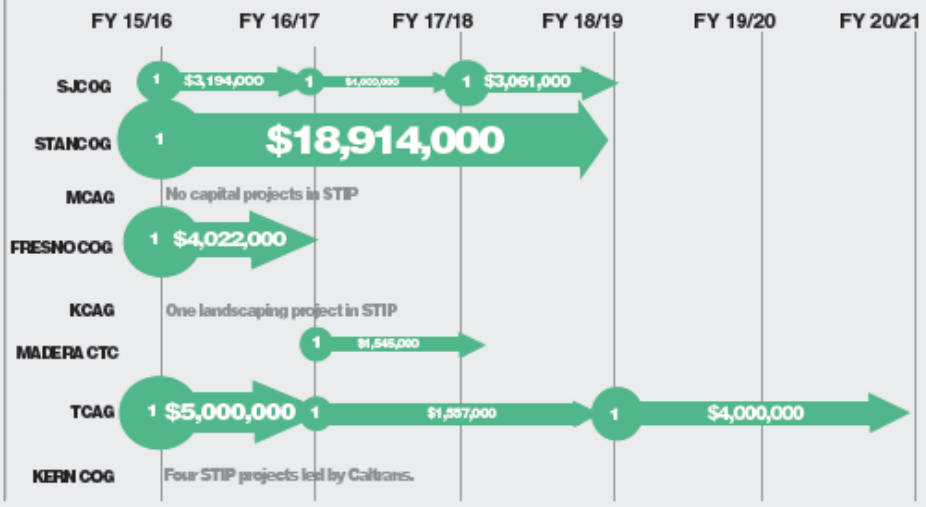
9 PROJECTS SHIFTED ONE TO THREE FISCAL YEARS

$4.7 MILLION AVERAGE STIP FUNDING DELAYED

As this chart shows, for the 2016 STIP three projects were pushed from FY15/16 to FY16/17 totaling over $12.2 million. Three projects moved from FY16/17 to outer years. Of those three projects, two projects were shifted to FY 17/18 ($2.5 million) and one project to FY 18/19 ($1.6 million).

STANCOG's reprogramming of the SR 132 project moved $18.9 million from FY 15/16 to FY 18/19. This represents the greatest contribution by a single agency in Valley towards financial constraints.

ANNUAL NUMBER OF PROJECTS REPROGRAMMED TO LATER FISCAL YEAR



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APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT

SAN JOAQUIN VALLEY 2016 STIP
PROJECT LISTS

County	Agency	Project	2016 STIP Fiscal Year 15/16	16/17	17/18	18/19	19/20	20/21
Fresno	Caltrans	West Freeway, landscaping		$4,022				
	Caltrans	New fwy, Seg 3: Smith Av-Frankwood Av		$53,800				
	COFCG	Planning, Programming, and Monitoring	$322	$322	$322	$322		
Kern	Caltrans	Freeman Gulch widening-Segment 1 (RIP 40%)		$12,435				
	Caltrans	Widen to 4 lanes, Seg 4A, Lost Hill Rd - e/o I-5 (14S-25)		$4,100				
	Caltrans	Olancha-Cartago Archaeological Pre-Mitigation (RIP 10%)		$500				
	Caltrans	Olancha-Cartago 4-lane expressway (RIP 10%)				$8,850		
	Bakersfield	Rt 58-Westside Parkway Connector			$33,001			
	Kern COG	Planning, Programming, and Monitoring	$299	$299	$299	$199		
Kings	Caltrans	12th Av I/C, Hanford, landscaping		$1,376				
	KCAG	Planning, Programming, and Monitoring			$75			
Madera	Caltrans	Madera, Ave 12-Ave 17, widen to 6 lanes (RIP)			$1,545			
	Caltrans	South of Madera, Ave 7-Ave 12, widen to 6 lanes (RIP)		$1,500				
	Madera CTC	Planning, Programming, and Monitoring	$87	$120	$120	$41	$40	$40
Merced	MCAG	Planning, Programming, and Monitoring		$250	$393			
San Joaquin	Caltrans	Carpenteria Crk-Sycamore Crk, widen (in SB Co.)				$8,853		
	Lodi	Rt 99/Turner Rd I/C operational improvements				$3,061		
	Manteca	Rt 120/McKinley Avenue, new interchange				$12,300		
	Ripon	Stockton Ave, 2nd St-Doak Blvd, widen (14S-29)			$1,000			
	Tracy	MacArthur Dr., widening & reconstruction		$3,194				
	SJCOG	Planning, Programming, and Monitoring	$200	$200	$200	$200		
Stanislaus	Modesto	Rt 132 2-lane expwy, new align, Dakota Av-Rt99 (west)(Ph 1)				$18,914		
	Modesto	Rt 99/Pelandale Ave I/C reconstruction		$4,336				
	Modesto	Rt 132 4-lane expwy, Dakota Av-Rt99 (W)(Ph1A)			$500	$9,141		
	Stanislaus Co	McHenry Av, Rt 108 (Ladd/Patterson)-McHenry Bridge, widen			$4,100			
	StanCOG	Planning, Programming, and Monitoring	$246	$330	$330	$330		
Tulare	Caltrans	Tulare to Goshen, 6-lane Freeway, middle Seg(RIP)	$8,300					
	Caltrans	Terra Bella Expressway - Segment 1	$1,500					
	Caltrans	Align Rd 204, Rt 65-Rt 198, 4 lanes				$1,557		
	Caltrans	Tagus 6-lane southbound widening (RIP)			$4,000			
	Caltrans	Tagus 6-lane northbound widening (RIP)			$5,913			
	Caltrans	Tulare, 6-lane Freeway, Prosperity Av I/C-Av 200						$4,000
	Caltrans	Betty Drive Interchange improvements		$5,000				

	15/16	16/17	17/18	18/19	19/20	20/21
Current San Joaquin Valley Programming Totals:	$42,084	$79,270	$51,992	$43,994	$0	$0
Overall Adjustments for Zero STIP:	($31,130)	$12,514	($194)	$19,774	$40	$4,040
Adjusted San Joaquin Valley Programming Totals:	$10,954	$91,784	$51,798	$63,768	$40	$4,040

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APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT

THE VALLEY EIGHT ACCOMPLISHMENTS

SJCOG

In 2015, the following four state highway projects, with a total project cost of $625 Million, were in various stages of construction in San Joaquin County. These congestion relief and mobility improvements were made possible through various funding sources including RIP/IIP, SR 99 Bond, SHOPP, TCIF, and San Joaquin's half cent sales tax Measure K.

- North I-5 Widening: $112 Million
- Highway 99 Manteca Widening: $158 Million
- Highway 99 Stockton Widening: $214 Million
- Sr-4 Crosstown Freeway: $140 Million

STANCOG

STIP funds have provided approximately $50 million in construction funding for Stanislaus County improvements along State Route (SR) 99 in the reconstruction of two important interchange projects: Whitmore Interchange & City of Modesto Pelandale Interchange. Approximately $30 million in STIP funds were directed to funding high priority safety improvements projects on the west-east corridors of SR 219 and SR 108. The 2014 STIP funded improvements on two vital transportation corridors within Stanislaus County: SR 132 and SR 99 providing interregional connection between Interstate 5. These vital projects will enhance goods movement, safety and provide congestion relief.

MADERA CTC

STIP invested on state highway projects including SR 41 Passing Lanes, SR99/Fourth Street Overcrossing Improvements, and SR 99/SR145 Interchange Improvements. These projects improve safety, relieve traffic congestion, and provide operations and/or capacity to the transportation system.

KCAG

Focused on improvements to the State Route (SR) 198 Corridor.

- SR 198 Hanford 4 lane expressway completed in 2012
- SR 198/19th Ave. Interchange project completed in 2015
- SR 198/12th Ave. Interchange is expected to be completed in December 2015 and landscaping to be completed in FY 2016-17

MCAG

Investment on state highway improvements in the RTIP.
A sample of recent projects include:

- Atwater-Merced Expressway on SR-99: Completion in 2016. Local monies for environmental and design, and MCAG's STIP for R/W, the project was able to leverage SR-99 Bond funding for construction.
- Bradley Overhead Bridge on SR-140: Completed in September 2014. SHOPP funded the replacement of the bridge, and RIP paid for the structure's widening and approach improvements.

TCAG

Extensive investments in improving mobility to Highway 65 (Terra Bella Expressway), Highway 99, and SR 216. These capacity increasing projects are made possible by TCAG's strong partnership with the California Department of Transportation, with the joint mission to facilitate goods movement, improve congestion and safety in Tulare County.

KERN COG

RTIP collectively provides regional, statewide and national benefits. The State Route 46 project improves safety through a high-volume truck route, connecting San Joaquin Valley communities to the Central California coast. The State Route 58 Connector project improves capacity and safety for passenger vehicles and trucks. Through Kern COG's partnership projects along the State Route 14 and U.S. 395 Corridor, these improvements enhance safety and accessibility for passenger traveler from all parts of Southern California and Kern County to the recreational opportunities of the Sierra communities in the Counties of Inyo and Mono and beyond.

FRESNO COG

STIP investment in SR 180 Kings Canyon Expressway has allowed for the replacement of the existing two-lane conventional highway to a new 4-lane Expressway with the intent to extend all the way to East of Frankwood within the 2016 STIP. With the improvements already completed in Segment 1 and 2 and with the expected improvements in Segment 3, this new expressway will facilitate improved traffic flow within the urban area and will continue the extension eastward in effort to serve as the gateway to Kings Canyon/Sequoia National Parks. State Route (SR) 180 not only links Fresno County's eastern communities and National Park areas with vital regional services, but also serves as the primary agricultural goods movement corridor for eastern Fresno County. This expressway is of growing importance for commuters from the surrounding rural areas and neighboring communities and will improve congestion along local streets, reduce travel time and increase motorist safety. The third segment of SR 180 proposed in the 2016 STIP consists of constructing a new 4-lane divided expressway from West of Smith Ave. to East of Frankwood Ave. This project is expected to be completed with STIP and Measure C funding.

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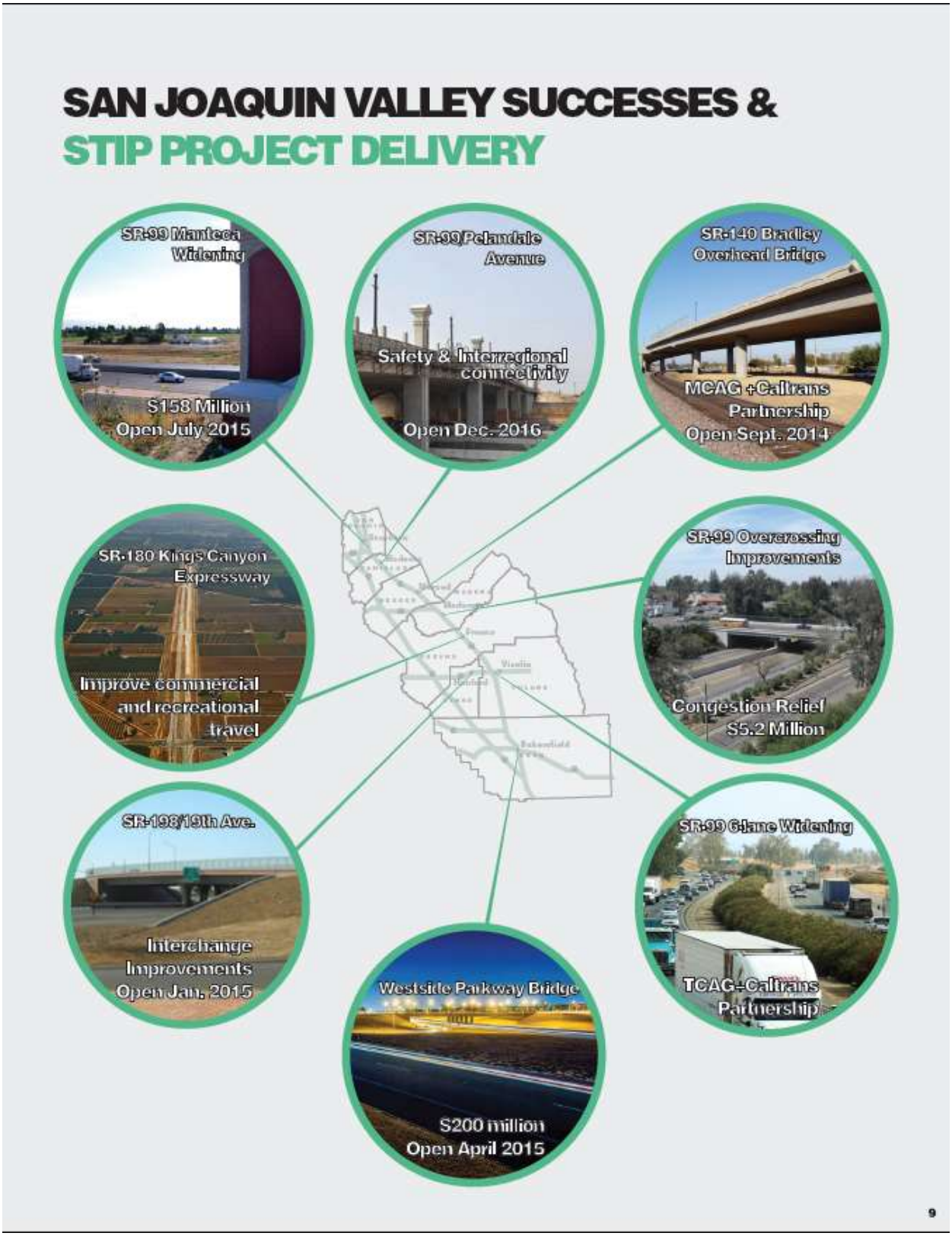
APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT



APPENDIX E – SAN JOAQUIN VALLEY RTIP COORDINATION DOCUMENT

VALLEYWIDE RTIP
SUMMARY

The Coordinated Valleywide Regional Transportation Improvement Program illustrates the eight RTPAs' proven track record in utilizing STIP funds to invest and deliver transportation projects on the state highway system and projects which further mobility, congestion relief, safety, and goods movement. In addition, many RTIPs showcase the collaboration with the California Department of Transportation in leveraging other state or federal funds. As a result, some projects are overmatching STIP with half-cent sales tax funding sources.

The eight San Joaquin Valley RTPAs have weighed project delivery schedules against financial constraint and have collectively moved projects to outer fiscal years in the 2016 STIP. As indicated, over nineteen percent of STIP funds have been pushed beyond FY15/16 --a total of nine projects totaling over forty-two million dollars in STIP funds. These new schedules reflect the combined efforts to address the California Transportation Commission's request to reduce project allocations in FY 15/16 and to help relieve overprogramming in the first three years of the STIP.

At the same time, the data show that the eight San Joaquin Valley RTPAs are committed to project delivery—pointing out that critical improvement projects could not lose momentum by being delayed. Doing so would jeopardize achievements made to reach the milestones promised in the 2014 STIP, and in some cases, promises made to voters.

Our regions request that the collective efforts of the San Joaquin Valley (in pushing back some STIP projects) will enable the remaining STIP programming to be approved.

This Coordinated STIP effort is another example of how the eight regional agencies in the San Joaquin Valley work in partnership to address statewide transportation needs and identify priorities.

SUBMITTED BY:

SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES' DIRECTORS' COMMITTEE

CONTACT FOR QUESTIONS:
ANDREW T. CHESLEY, VALLEY DIRECTOR CHAIR
(209) 235-0444