Regional Adoption November 21, 2019



Kern Council of Governments 1401 19th Street, Suite 300 Bakersfield, California 93301 www.kerncog.org 661-635-2900 Facsimile 661-324-8215 TTY 661-832-7433

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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ORIGINAL SUBMITTAL SENT 12/6/19 - REVISIONS/CORRECTIONS TO SR 46 MADE 12/16/19



OVERVIEW - CTC Cover Letter



December 15, 2019

Susan Bransen, 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 2020 Regional Transportation Improvement Program

Dear Ms. Bransen and Mr. De Terra:

Transmitted with this letter is the Kern Council of Governments' 2020 Regional Transportation Improvement Program document including the adopting Resolution No. 19-40. For additional information, please call 661-635-2914 (Office), or e-mail at istramaglia@kerncog.org.

The Kern COG Board adopted the 2020 RTIP Capital Improvement Program by Resolution No. 19-40. The Kern COG Board has also directed staff to revise its project priority for non-metropolitan Bakersfield projects in the Kern region. In light of the heightened focus on performance-based decision-making and the failure to complete the SR 14 Freeman Gulch widening project after 20 years of partnership with Caltrans, Inyo and Mono, the Kern COG Board no longer supports the Freeman Gulch Widening project for Phase 2 and Phase 3 as currently planned. The Board has requested that the SR 58 Truck Climbing Lanes project receive a higher funding priority for future STIP funding.

Also, the SR 46 Widening of Segment 4B is our highest priority project outside of Metropolitan Bakersfield project and we hope to deliver this project soon in spite of setbacks by the lack of promised ITIP participation for this cycle. The SR 58 truck-climbing lane project will be our next priority project after SR 46 for future funding in STIP and SHOPP as our region moves forward to complete environment and design.

Sincerely,

AHRON HAKIMI, EXECUTIVE DIRECTOR

Joseph Stramaglia, Project Delivery Team Lead

Enclosures: "Kern COG 2020 Regional Transportation improvement Program"

Kern Council of Governments
1401 19th Street, Suite 300, Bakersfield, California 93301 (661) 635-2900 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

OVERVIEW - Executive Summary

Based on current projects advancing in the Kern COG 2020 Regional Transportation Improvement Program (2020 RTIP), this Kern COG 2020 RTIP submittal will accomplish the following:

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

The Kern COG 2020 RTIP is consistent with and implements the Kern COG 2018 Regional Transportation Plan/Sustainable Communities Strategy (2018 RTP/SCS) and associated Air Quality Conformity, regionally adopted August 16, 2018 and federally approved December 17, 2018. The Final Kern COG 2020 RTIP Capital Improvement Program is provided on Page 7. The 2020 RTIP Program of Projects includes \$0.00 of new "RIP" programming. Consistent with the 2019 Orange Book, the 2020 RTIP proposal reflects a STIP carryover of \$97,685,000 in previously programmed RIP from 2020-21 through 2022-23. This includes programming for Kern projects on SR 14, SR 46 and SR 58/99. It also includes Kern County MOU project on US 395 Olancha-Cartago for Inyo County.

The federally approved 2018 RTP/SCS outlines Kern COG's approach to achieve its regional goals which are reflected in adopted policy actions. Chapter 4 of the 2018 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.

The proposed Kern COG 2020 Regional Transportation Improvement Program is consistent with Kern COG's currently approved 2018 RTP/SCS and to the best of Kern COG's knowledge, at this time, the projects identified for funding in the proposed 2020 RTIP are not anticipated to be impacted by implementation of the Safer Affordable Fuel-Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

Project Priorities – the Kern COG 2018 RTIP Capital Improvement Program found on Page 7 reflects the regions priorities for on-time construction programming. The SR 58 Centennial Corridor is the region's number 1 priority. The number 2 priority is the SR 46 Widening Segment 4B project which includes \$5 Million in federal demonstration funding from TEA-21. The construction phase is currently funded with a recent BUILD grant for \$17.5 million. The adopted KCOG RTIP Capital Improvement Program reflects a shift of \$30 million in RIP funding from the Centennial Corridor Connector Phase 2 project to the SR 46 Widening Segment 4B project. The Centennial Corridor Connector phase 2 is intended to be part of a future SHOPP project, which is not ready to program yet in the SHOPP. However, it is Kern COG's intent to restore \$30 million of RIP in the next RTIP cycle in partnership with Caltrans to design and deliver the proposed auxiliary lane in the northwest quadrant of the SR 99 and 58 freeways.

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/category/docs/rtip/
RTP document: http://www.kerncog.org/category/docs/rtip/

California Transportation Commission – Staff Contact

Teresa Favila Associate Deputy Director 1120 N Street Sacramento, California 95814, teresa.favila@dot.ca.gov (916) 653-2064

Kern Council of Governments - Executive Director Ahron Hakimi - Executive Director ahakimi@kerncog.org 661-635-2900

Kern Council of Governments – RTIP Staff Contact Information Joseph Stramaglia – Regional Planner jstramaglia@kerncog.org 661-635-2914

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). The state highway system is a key element of the program but the STIP is multi-modal. It is a resource management document intended to identify, prioritize and financially constrain regionally significant projects throughout 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 to address 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 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) Capital Improvement Program 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 approved 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 included \$59,683,000 of "RIP" advancing from the 2014 STIP. However, the 2016 Fund Estimate was subsequently revised and regions were required to remove projects from the STIP to over \$770 million statewide. The Kern region deprogrammed \$22 million of RIP.

The 2018 RTIP restored some of what was lost in the 2016 RTIP cycle and so some programming was added back to SR 14, 46 and US 395 projects. For the 2020 RTIP, the county share was zero as was the fund estimate for ITIP. This 2020 RTIP proposed to defer the advancement of the Centennial Corridor Connector Phase 2 project and move \$30 million to the SR 46 widening project for Segment 4B. Because programming capacity is not available in the near year to fund the entire segment, the Segment 4B project was broken into two programming phases.

OVERVIEW - Approval Schedule

Approval Schedule - The Kern Council of Governments adopted its 2020 RTIP Capital Improvement Program at the regularly-scheduled November 21, 2019 meeting. The remaining California Transportation Commission timeline to process the RTIPs and approve the 2020 STIP is as follows:

November 21, 2019 Kern COG adoption of 2020 RTIP Capital Improvement Program

December 15, 2019 Regions submit RTIPs to Caltrans and CTC

December 15, 2019 Caltrans submits final ITIP to CTC

February 6, 2020 CTC STIP hearing, South January 30, 2020 CTC STIP hearing, North

February 28, 2020 CTC publishes staff recommendations

March 25-26, 2020 CTC adopts STIP

OVERVIEW – Completion of Prior RTIP Projects

The STIP projects listed below are under construction or delivered prior to the 2020-21 fiscal year.

Project Name and Description

Improvements and Benefits

Completed STIP Projects

SR 14 Freeman Gulch Segment 1 - widen 4 miles	Decrease fatalities and injuries
SR 46 Widen Segments 1, 2 and 3 for 26 miles	Decrease fatalities and injuries
Westside Parkway – new freeway 8 miles	Reduce congestion
SR 119 near Taft – construct new truck-climbing lanes	Decrease fatalities and injuries

Projects Under Construction

SR 46 Widening Segment 4A – 2 miles	Decrease fatalities and injuries
SR 58/99 Centennial Corridor Mainline – 3 miles	Improve safety and throughput

OVERVIEW - Regional Selection Process

When SB 45 was passed in 1998 giving regions more say on their RTIP project selection 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 after achieving environmental clearance, due to the lack of anticipated STIP revenue.

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 and again in 2018. The policy includes performance measure metrics consistent with adopted Sustainable Communities Strategies goals and policies. The regional policy as updated in 2018, reflects more recent requirements found in the CTC adopted STIP guidelines. 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 2020 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.

2020 RTIP REGIONAL FUNDING REQUEST - 2020 STIP Regional Share & Request for Programming

The CTC-adopted 2020 Fund Estimate does not include new programming capacity for the 5-year programming span beginning with 2020-21 through 2024-25. Kern COG's proposed 2020 RTIP Capital Improvement Program reflects 2018 STIP RIP programming carryover in 2020-21 or later. The proposed Kern COG 2020 RTIP Capital Improvement Program is provided on Page 5 and reflects the region's priorities for use of Regional Improvement Program (RIP) funding. There is no new RIP funding requested in the Capital Improvement Program. The 2018 STIP carryover RIP programming amount of \$97.7 million reflects 2020 RTIP programming for projects in our region and agreement projects outside the region.

2020 RTIP REGIONAL FUNDING REQUEST - Outside Funding Sources Included in RTIP

The total value of the Kern COG 2020 RTIP Capital Improvement Program proposed projects to advance in the 2020 STIP is \$217 million. The Kern COG regional share of RIP funding of \$97.7 million represents 46% 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, anticipated TCEP funding, prior Interregional Improvement Program (IIP) from Caltrans and RIP from Inyo and Mono County. The Kern COG 2020 RTIP Capital Improvement Program shown on Page 7 includes all other funding sources that are combined with RIP funding.

2020 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% RIP for each of the other two regional agencies that are not the project sponsor. While Kern COG is a beneficiary in this arrangement, current programming was affected in the 2016 RTIP cycle because ITIP revenues were removed from several partnership projects. In the past, 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. Attachment B reflects a copy of the MOU currently in effect. After over 20 years in this MOU arrangement and with the denial of ITIP participation, the Kern COG Board is requesting that a project priority shift from completing the Freeman Gulch widening project to promoting truck climbing lanes on State Route 58. Kern COG will seek other funding opportunities to move beyond the current MOU to complete the SR 14 widening projects.

2020 RTIP REGIONAL FUNDING REQUEST - San Joaquin Valley 2020 RTIP Coordination

The San Joaquin Valley Directors have successfully coordinated RTIP programming needs in past RTIP cycles 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, shift, or delay projects (and respective STIP allocations). Over the last several RTIP cycles, this coordination was deemed not useful, as is the case for the 2020 RTIP cycle. However, the collective voice of the Valley COG's has indeed put Caltrans on notice as to how their proposed Draft 2020 ITIP put project programming on SR 99 and 46 in unfair programming circumstances. We hope that this collaborative effort restores some of what was proposed to be lost in the ITIP.

2020 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. Currently, the Centennial Corridor Mainline received funding through an approved four-year AB 3090 agreement with the CTC and is now under construction. Phase 2 of the Centennial Corridor project is programmed in an outer year and will fund a freeway to freeway auxiliary ramp.

State Route 46 Corridor – The currently programmed State Route 46 widening project for Segment 4 follows the recent widening of 26 miles of highway from a 2-lane conventional highway to a 4-lane expressway beginning at the San Luis Obispo County line going east towards Interstate 5. All along this corridor on through the County of San Luis Obispo many safety-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 SR 14 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 was fully funded and construction of the 5-mile segment is completed. The 5-mile SR 14 Freeman Gulch Segment 2 still requires right-of-way and construction funding. While design was programmed, it has been shelved at 30% completion in anticipation of right-of-way funding. Segment 3 has received environmental clearance but has not advanced to design, rights-of-way or construction. These 3 segments are the only remaining 2-lane segments within Kern County. The Freeman Gulch project has been financed through an MOU agreement with Inyo and Mono Counties and Caltrans. Caltrans was committed to providing a 40% ITIP commitment in combination of regional RIP funding. However, advancing Segment 2 will now be delayed in the 2020 RTIP cycle due to no proposed ITIP participation.

2020 RTIP REGIONAL FUNDING REQUEST - Kern COG 2020 RTIP Capital Improvement Program

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ATTACHMENT A

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NOTE 3: SR 14 FREEMAN GULCH 2 MAY REQUIRE ROW FUNDING IN ORDER FOR DESIGN TO ADVANCE TO COMPLETION

Prepared by Kern Council of Governments

PAGE 1 OF 1

November 6, 2019

ORIGINAL SUBMITTAL SENT 12/6/19 - REVISIONS/CORRECTIONS TO SR 46 MADE 12/16/19

Relationship of RTIP to adopted RTP/SCS

The projects presented in the Kern COG 2020 RTIP are identified as regionally significant projects in the financially constrained Capital Improvement Program within the federally approved Kern COG 2018 Regional Transportation Plan / Sustainable Communities Strategies Plan. The partnership project for Inyo 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 2018 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 2042. The Strategic Investment section of the Kern COG 2018 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 of RTIP

The projects proposed in the Kern COG 2020 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 traveling from all parts of Southern California and Kern County to access the recreational opportunities of the Sierra Nevada communities in the Counties of Inyo and Mono and further north.

The Kern COG 2020 RTIP is consistent with state and federal goals as described in the federally adopted Kern COG 2018 RTP/SCS. At the core of the 2018 RTP/SCS 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.

	TABLE B1 - Evaluation of Regional Level Performan	ce Indicators and Measure	es
	formance measures was taken from Appendix D of the Kern COG 20 projected system performance uses the 2014 Build values also provide		alues use the 2042 No Build
Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	2020 - 27.21	2042 - 26.45
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work)	2020 - 417,258	2042 - 570,455
	Commute mode share (travel to school)	2020 - 303,739	2042 - 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	2042 - 0.0013634790
	Fatalities and serious injuries per VMT	2020 - 0.0000519495	2042 - 0.0000515488
Economic Vitality	% housing within 0.5 miles of transit stops	2020 – 26.2102%	2042 - 57.6880%
	% jobs within 0.5 miles of transit stops	2020 - 16.6842%	2042 - 41.8387%
	Average weekday travel time (minutes) – SOV	2020 - 14.91	2042 - 15.28
	Average weekday travel time (minutes) – HOV	2020 - 14.11	2042 - 14.54
	Average weekday travel time (minutes) – Transit	2020 - 34.04	2042 - 33.56
	Average weekday travel time (minutes) - Walk & Bike	2020 - 8.54	2042 - 5.18
Environmental	Change in acres of agricultural land	2008 Base - 803,533.0605	2042 - 786,893.0605
Sustainability	CO ₂ emissions reduction per capita	2008 - 0.007277717	2042 - 0.006951596

Table B2 Evaluation - Project-Level Co	st-Effective	ness Indic	ators and N	/leasures		
Indicator / Measure	2042	2042	2042	2042	2042	2042
indicator / ineasure	No Build	Build	No Build	Build	No Build	Build
		entennial	SR 46 V	Videning	SR 14 W	/idenina
		ridor				
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	NA	NA	NA	NA	NA	NA
average commute travel times to ensure on-time arrival).	INA	INA	INA	INA	INA	INA
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

	Summary of Expected F	Project Outputs	
Kern County Project	ADA	Sidewalks	Bike Lanes
SR 58 Centennial Corridor	35 ADA Curb Ramps	Reconstruct – 2 Miles	New - 4 Miles
SR 46 Widening Segment 4B	8 ADA Ramps	New 1,987 feet	
SR 14 Widening Segment 2		New – 12 Miles	New – 12 Miles

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS 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 State Route 14 project corridor comprises the principal access into the Inyo and Mono County recreation areas. The widening 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. The ROW and Construction phase are not yet programmed.

Current Revenue Needs: Segment 2 is programmed for design only. Right-of-way and construction programming are necessary to advance this project. The Kern COG 2020 RTIP does not propose to advance this project because there is no new STIP capacity identified for the state. **Future Cost Estimate:** future funding needs for this project are currently estimated at \$92.3 million for all remaining phases.

	C	urrent S	ΓIP Programr	ning (\$ X 1,00	0)	
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					Completed
2018 RTIP	Design	18-19	\$1,950	\$1,960	\$980	\$4,900
	Total		\$1,950	\$1,960	\$980	\$4,900



PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 14 Widening Segment 2 – "Freeman Gulch Widening Segment 2" – PM 53.0 / 58.3 PPR FORM – PAGE 1 OF 3

DTP-0001 (Revis		-					8.7	AMARAGE
Amendment (Exis			-				Date:	07/05/19
District	EA	Project		PPNO		MPO ID	Alt	Proj. ID / prg.
06	45712	0612000		8042B				
County	Route/Corridor	PM Bk	PM And		Projec		ead Agency	
KER	14	53	58.3			Caltran	S	
				M	0		Elen	ent
-				KC	OG		CC)
Project Ma	anager/Contact	Ph	one			E-mall Add	Iress	
200	nee Alcala	7.00	72-0767	_	den	nee.alcala@		
Project Title	ice Areain	(100)0	20101		GGII	rec.urcurage	gor.ca.gov	
	Gazetee Bosenet							
	Videning - Segment:							
The second secon	t Limits), Description 4.8 miles south	THE RESERVE						
2				\				
Component	- 19			Implement	ing Agenc			
PA&ED	O-Bress							
PS&E	Caltrans							
Right of Way	Caltrans							
	0-11							
	Caltrans							
egislative Distr	lcts	To	[40	15:		_	28
egislative Distr Assembly: Project Benefits The project will in vider shoulders.	34 pprove safety for pro The project will facili		ssing lanes.		improve bil			
egislative Distr Assembly: Project Benefits The project will in wider shoulders. Strategic Interreg Purpose and Ne The highway conseparate oncomin	34 prove safety for pro The project will facili ional Corridor.	viding safe pa tate efficient i access into the access into the ad median, an	assing lanes. movement of me Inyo and M nd breakup tra	The project will goods through to one County recreit queues by p	improve bit he High De reation area providing m	se and pedes sert - Easter as. The proje	n Sierras-North ect would reliev opportunities	ny constructing nem Nevada re congestion, This project is
egislative Distr Assembly: Project Benefits The project will in wider shoulders. Strategic Interreg Purpose and Na The highway com- separate oncominates	nprove safety for pro The project will facili ional Corridor, ed stitutes the principal ing traffic with a divide se segments that will onal High Emphasis	viding safe pa tate efficient of access into the ed median, and close the fine	movement of movement of the Inyo and Mand breakup tra at 2-lane "gap"	The project will goods through to one County reciffic gueues by pron Route 14 ball to the econor	improve bit he High De reation area providing metween Mo mic of the e	se and pedes sert - Easter is. The proje ajor passing lave and the	n Sierras-North ect would reliev opportunities, junction with R a region, It is c	oy constructing nem Neveda e congestion, This project is oute 395. Rou onsistant with
egislative Distr Assembly: Project Benefits The project will in wider shoulders. Strategic Interreg Purpose and Ne The highway con- second of the thre 14 is an Interregion	nprove safety for pro The project will facili ional Corridor. ed stitutes the principal ig traffic with a divide ee segments that will onal High Emphasis Category	viding safe parate efficient of the effi	nssing lanes. moverment of the linyo and Mind breakup trail 2-lane "gap" and is essenti	The project will goods through to one County reciffic gueues by pron Route 14 ball to the econor Outputs/Out	improve bit he High De reation area providing metween Mo mic of the e	se and pedes sert - Easter is. The proje ajor passing lave and the	n Sierras-North ect would reliev opportunities, junction with R a region, It is c	oy constructing nem Nevada re congestion, This project is oute 395. Rou onsistant with
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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS 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

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER.	14.	45712	0612000197	8042B	

		Exis	sting Total I	Project Cos	t (\$1,000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)							6 1		
PS&E	4,900							4,900	Caltrans
RW SUP (CT)					1,500		8	1,500	Caltrans
CON SUP (CT)					5,500			5,500	Caltrans
R/W		- 0			17,700			17,700	Caltrans
CON					67,600			67,600	Caltrans
TOTAL	4,900				92,300		8 (97,200	
	-	Prop	osed Total	Project Cos	st (\$1,000s)				Notes
E&P (PA&ED)					1				
PS&E	4,900							4,900	
RAW SUP (CT)					1,500			1,500	
CON SUP (CT)					5,500		6	5,500	
R/W		-			17,700			17,700	
CON	7	- 6			67,600		6 10	67,600	
TOTAL	4,900				92,300		0	97,200	

Fund No. 1:	RIP - Nation	al Hwy Sy	stem (NH)						Program Code
			Existing F	unding (\$1,	(2000s)				20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		-							Inyo County Local Transportation C
PS&E	360	-						360	
R/W SUP (CT)							6 6		
CON SUP (CT)									
RW							2		1
CON									
TOTAL	360	-6		100			î î	360	
			Proposed	Funding (\$1	,000s)				Notes
E&P (PA&ED)	-								
PS&E	360							360	
RW SUP (CT)									l
CON SUP (CT)									
RW		- 12							
CON									
TOTAL	360						0	360	

Fund No. 2:	RIP - Nation	al Hwy Sy	stem (NH)						Program Code
			Existing F	unding (\$1.	(000s)		. = =		20.XX.075,600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)		- 0							
R/W		- 5							
CON									
TOTAL	620	- 6						620	
			Proposed	Funding (\$1	,000s)				Notes
E&P (PA&ED)							1		
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)									1
R/W	-								1
CON	1								
TOTAL	620							620	

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

PPR FORM – PAGE 3 OF 3

STATE OF CALIFORNIA . DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST DTP-0001 (Revised Mar. 1 2018 v7.08)

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER.	14.	45712	0612000197	8042B	
Project Title:	Freeman Gulch Widenii	ng - Segment 2				

Fund No. 3:	IIP - Nationa	Hwy Sys	tem (NH)						Program Code
			Existing F	unding (\$1	,000s)				20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1.960							1,960	
R/W SUP (CT)							5 11		
CON SUP (CT)								-	1
RW									
CON									
TOTAL	1,960							1,960	
			Proposed I	Funding (\$1	(2000,				Notes
E&P (PA&ED)	1				1				
PS&E	1.960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
RM		+4			11 1				
CON									
TOTAL	1,960						4.7	1,960	

Fund No. 4:	Future Nee	d - Future I	Funds (NO-I	FUND)					Program Code	
			Existing F	unding (\$1,	000s)				FUTURE	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	2000	1000				1000				
PS&E										
RAW SUP (CT)					1,500			1,500		
CON SUP (CT)					5,500			5,500		
R/W					17,700			17,700		
CON					67,600			87,600		
TOTAL					92,300			92,300		
			Proposed I	Funding (\$1	,000s)				Notes	
E&P (PA&ED)	1				-					
PS&E										
RAW SUP (CT)	-				1,500		- 1	1,500		
CON SUP (CT)					5,500			5,500		
RW					17,700			17,700		
CON					67,600			67,600	1	
TOTAL					92,300			92,300		

Fund No. 5:	RIP - State C	Cash (ST-C	CASH)						Program Code	
			Existing F	unding (\$1,	000s)				20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)						1 11			Kern Council of Governments	
PS&E	1,960							1,960		
R/W SUP (CT)		- 0								
CON SUP (CT)		- 0								
RW		- 1								
CON										
TOTAL	1,960	- 4				-		1/960		
			Proposed	Funding (\$1	,000s)				Notes	
E&P (PA&ED)		-								
PS&E	1,960							1,960		
R/W SUP (CT)										
CON SUP (CT)	-							-	1	
R/W								-		
CON										
TOTAL	1,960							1,960		

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 46 Widening Segment 4B and 4C – Postmile 26.5 / 31.8

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 interchange.

Purpose and Need: The State Route 46 Segment 4B and 4C project will reduce congestion and improve safety, particularly in the relation of truck and recreational traffic. Segment 4B and 4C 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 I-5 Interchange.

Project Status: The environmental phase is completed; the design and rights-of-way phases are currently in progress now using federal demonstration funding. A recent federal BUILD grant for \$17,500,000 was awarded to the project and must be obligated by September 30, 2020. The entire segment is expected to be designed by early 2020. The project is proposed for phasing in order to deliver the entire segment. Previously programmed RIP dollars have been moved from the Centennial Connector Phase 2 project to this project. Most of the \$30 million is programmed in Phase 2 but a smaller amount is proposed for 2020-21 in Segment 4B to ensure full construction funding including support and contingency estimates.

Current Revenue Needs: The 2020 RTIP proposes 2 phases for construction: see summary table below:

		Pro	posed 2020	STIP Progi	ramming (\$	X 1,000)			
RTIP Cycle	Phase	FY	STIP	ITIP	Demo	TCEP	BUILD	SHOPP	Total
SR 46 Wide	ning Segment 4B								
2020 RTIP	Design	18-19	\$0	\$0	\$5,500	\$0	\$0	\$0	\$5,500
	ROW	18-19	\$0	\$0	\$6,500	\$0	\$0	\$0	\$6,500
	ROW Capital	20-21	\$960	\$0	\$0	\$0	\$0	\$0	\$960
	ROW Support	20-21	\$340	\$0	\$0	\$0	\$0	\$0	\$340
	Con Support	20-21	\$600	\$0	\$3,003	\$0	\$0	\$0	\$3,603
	Con Capital	20-21	\$3,500	\$0	\$2,000	\$0	\$17,500	\$0	\$23,000
	Total		\$5,400	\$0	\$17,003	\$0	\$17,500	\$0	39,903
SR 46 Wide	ning Segment 4C								
2020 RTIP	Design	22-23	\$600	\$0	\$0	\$0	\$0	\$0	\$600
	Con Support	22-23	\$5,400	\$0	\$0	\$0	\$0	\$0	\$5,400
	Con Capital	22-23	\$21,000	\$0	\$0	\$10,000	\$0	\$0	\$31,000
	Total		\$27,000	\$0	\$0	\$10,000	\$0	\$0	37,000





ORIGINAL SUBMITTAL SENT 12/6/19 - REVISIONS/CORRECTIONS TO SR 46 MADE 12/16/19

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 46 Widening Segment 4B – Postmile 29.5 / 31.8 PPR FORM – PAGE 1 OF 3

OTP-0001 (Revise	MOLL LUID TITO						Gener	
Amendment (Exist	ting Project) Y/N					- 1	Date:	12/12/19
District	EA	Project	ID	PPNO	MPC) ID	Alt P	roj. ID / prg.
06	44255	0612000	176	3386D				
County	Route/Corridor	PM Bk	PM And		Project Sp	onsor/Lead	Agency	
KER	46	29.5	31.8			Caltrans		
				M	0		Eleme	ent
		1		KC	OG	1	CO	
Dealest May	namer/Contract	Dis	one	1,00		nall Address		
200	nager/Contact	7.0	Approximation and the second		100			
	ernandez	(559) 2	43-8012		gartn.ten	nandez@dot.	ca.gov	
roject Title								
Route 46 Express	way Segment 4B							
Component PA&ED PS&E Right of Way	Caltrans			Implement	ing Agency			
Purpose and Nee	30 y, improves operation d erations, improve traf	fic safety, an	for the motor		Congres		r to meet al	20 I current desi
egislative Distriction Assembly: Project Benefits Increased capacity Purpose and Nee Improve traffic ope	Caltrans 30 y, improves operation d erations, improve traf	is and safety	for the motor	ing public	the existing roa			I current desi
egislative Distri- ssembly: Project Benefits ncreased capacity Purpose and Nee improve traffic ope tandards for a found	Caltrans cts 30 y, improves operation d erations, improve traf ur-lane conventional i	is and safety fic safety, en highway. II	of or the motor	ing public.	the existing roa		Unit	I current desi
egislative Distri- ssembly: Iroject Benefits creased capacity surpose and Nee mprove traffic ope tandards for a fount state Highway Ro	Caltrans cts 30 y, improves operation d erations, improve traf ur-lane conventional in Category ad Construction	ns and safety fic safety, an highwey.	of or the motor of	ing public	the existing roa		Unit each	Current desi
egislative Distri- ssembly: project Benefits acreased capacity propose and Nes approve traffic ope tandards for a fount tate Highway Ro- state Highway Ro-	Caltrans 30 y, improves operation d prations, improve traf ur-lane conventional in Category ad Construction ad Construction	ns and safety fic safety, an highway. II New Sidev	of for the motor of the motor o	ing public. deficiencies in Outputs/Out	the existing roa		Unit each Miles	Total
egislative Districts and Nessembly: Project Benefits and Resembly: Purpose and Nessembly: P	Caltrans 30 y, improves operation d erations, improve traf r-lane conventional i Category ad Construction ad Construction ad Construction	ns and safety fic safety, an highway. II New Sidev New	of or the motor of	ing public. deficiencies in l Outputs/Out	the existing roa		Unit each Miles Miles	Total 1 0.9 3.6
egislative Districts and Nee Capacity Troject Benefits are assed capacity Turpose and Nee Capa	Caltrans 20 y, improves operation derations, improve traf ur-lane conventional in Category ad Construction ad Construction ad Construction ad Construction ad Construction	ns and safety fic safety, an highway. New Sidet New Inters	of or the motor of	ing public. deficiencies in l Outputs/Out	the existing roa	dway in orde	Unit each Miles Miles each	Total 1 0.9 3.6
egislative Districts and Nee Capacity Project Benefits are ased capacity Purpose and Nee Capacit	Caltrans 20 y, improves operation derations, improve traf ur-lane conventional in Category ad Construction ad Construction ad Construction ad Construction and Construction	ns and safety fic safety, an highway. New Sidet New Inters Bik	bridges walk miles roadway lane- sections modifice/Ped Improv	ing public. deficiencies in l Outputs/Out	the existing roa	dway in orde	Unit each Miles Miles each ole Lane ans	Total 1 0.9 3.6 5
egislative Distri- ssembly: Iroject Benefits ncreased capacity urpose and Nes mprove traffic ope tandards for a fount tate Highway Ros tate Hi	Caltrans Caltrans 30 y, improves operation derations, improve traf r-lane conventional in Category ad Construction ad Construction ad Construction ad Construction and Construction	ns and safety fic safety, an highway. New Sidet New Inters Bik	of or the motor of	ing public. deficiencies in l Outputs/Out	the existing roa	dway in orde	Unit each Miles Miles each le Lane and	Total 1 0.9 3.6 5
egislative Districts on the control of the control	Caltrans cts 30 y, improves operation derations, improve traf urdane conventional l Category ad Construction and Construction	ns and safety fic safety, an highway. New Sidet New Inters Bik	bridges walk miles roadway lane- sections modifice/Ped Improv	ing public. deficiencies in l Outputs/Out	the existing roa	dway in orde	Unit each Miles Miles each ole Lane ans	Total 1 0.9 3.6 5
egislative Districts and Nasambly: Project Benefits and Nasamble Carpose Carbon	Caltrans cts 30 y, improves operation d grations, improve traf ur-lane conventional in Category ad Construction ad Construction ad Construction ad Construction ad Construction and Construction	ns and safety fic safety, an highway. New Sidet New Inters Bik	bridges walk miles roadway lane- sections modifice/Ped Improv	ing public. deficiencies in l Outputs/Out	the existing roa	dway in orde	Unit each Miles Miles each le Lane and	Total 1 0.9 3.6 5
egislative Districts and Nacional March 1988 and Nacio	Caltrans cts 30 y, improves operation d grations, improve traf ur-lane conventional in Category ad Construction	ns and safety fic safety, an highway. □ New Sidev New Inters	bridges walk miles roadway lane- sections modif	outputs/Out Miles Mil	the existing road	dway in orde	Unit each Miles Miles each le Lane and	Total 1 0.9 3.6 5
egislative Distri- ssembly: Iroject Benefits acreased capacity urpose and Nee mprove traffic ope tanderds for a foundate Highway Ro- state	Caltrans Caltrans 30 y, improves operation d prations, improve traf ur-lane conventional in Category ad Construction	ns and safety fic safety, an highway. □ New Sidev New Inters	bridges walk miles roadway lane- sections modif	ing public. deficiencies in l Outputs/Out	the existing road	dway in orde	Unit each Miles Miles each le Lane and	Total 1 0.9 3.6 5
egislative Districts and Nessembly: Project Benefits increased capacity Purpose and Nessemprove traffic operation of the Highway Rotate Highw	Caltrans Caltrans Caltrans 30 y, improves operation derations, improve traffur-lane conventional in Category ad Construction ad Constr	ns and safety fic safety, an highway. I New Sidet New Inters Bik	bridges walk miles roadway lane- sections modif	outputs/Out Miles Mil	the existing road	dway in orde	Unit each Miles Miles each le Lane and	Total 1 0.9 3.6 5
egislative Districts Assembly: Project Benefits Acreased capacity Purpose and Nee Improve traffic operate districts State Highway Ros Stat	Caltrans Caltrans Caltrans 30 y, improves operation derations, improve traf ur-lane conventional in Category ad Construction ad Const	ns and safety fic safety, an highway. I New Sidet New Inters Bik	bridges walk miles roadway lane- sections modif	outputs/Out Miles Mil	the existing road	Reversib	Unit each Miles Miles each ole Lane ans s Emissions	Total 1 0.9 3.6 5
egislative Districts Assembly: Project Benefits Acreased capacity Purpose and Nee Improve traffic operated and a form State Highway Ros ADA Improvement Construction Sustainable Com Project Milestone Project Study Rep Segin Environment Begin Design (PS)	Caltrans Caltrans Caltrans 30 y, improves operation derations, improve traf ur-lane conventional l Category ad Construction ad Constr	New Sides Intersections	bridges walk miles roadway lane- sections modifice/Ped Improv	outputs/Out Miles Mil	the existing road	Reversite enhouse Gas	Unit each Miles Miles each ole Lane and Existing	Total 1 0.9 3.6 5 alysis N Y
egislative Districts Assembly: Project Benefits Assembly:	Caltrans cts 30 y, improves operation d grations, improve traf ur-lane conventional in category ad Construction ad Cons	New Sides Intersections	bridges walk miles roadway lane- sections modifice/Ped Improv	outputs/Out Miles Mil	the existing road	Reversite enhouse Gas	Unit each Miles Miles each ole Lane ans Emissions Existing	Total 1 0.9 3.6 5
egislative Districts and New Market Highway Root Rate Rate Rate Rate Rate Rate Rate Rat	Caltrans cts 30 y, improves operation d grations, improve traf grations, improve traf grations, improve traf category ad Construction ad Construction	New Sides New Inters Bik	bridges walk miles roadway lane- sections modif (re/Ped Improv Y	outputs/Out Miles Mil	the existing road	Reversite enhouse Gas	Unit each Miles each Miles each ole Lane and Emissions Existing	Total 1 0.9 3.6 5 9lysis N Propose
egislative Districts Project Benefits Project Benefits Project Benefits Project Benefits Purpose and Nes Improve traffic operate of the second of the	Caltrans Caltrans Caltrans 30 y, improves operation d d prations, improve traf ur-lane conventional in Category ad Construction ad	New Sides Inters Bik	bridges walk miles roadway lane- sections modif re/Ped Improv Y	outputs/Out Miles Mil	the existing road	Reversition of the control of the co	Unit each Miles Miles each le Lane ans s Emissions Existing	Total 1 0.9 3.6 5 9lysis N 7 Propose 07/03/20
egislative Districts Assembly: Project Benefits Increased capacity Purpose and Nee Improve traffic operate of the second of the	Caltrans cts 30 y, improves operation d grations, improve traf grations, improve traf grations, improve traf category ad Construction ad Construction	New Sides Intersection of Certification ward Mileston	bridges walk miles roadway lane- sections modifice/Ped Improv Y t Milestone) in Milestone)	deficiencies in l Outputs/Out miles fied rements y	the existing road	Reversition of the second of t	Unit each Miles each Miles each ole Lane and Emissions Existing	Total 1 0.9 3.6 5 9lysis N Propose

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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 46 Widening Segment 4B – Postmile 29.5 / 31.8 PPR FORM – PAGE 2 OF 3

STATE OF CALIFORNIA . DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

1P-0001 (REV	ised Mar, 1 2018 V7.08)					Date: 12/12/19
District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER,	46, ,	44255	0612000176	3386D	
Project Title:	Route 46 Expressway S	egment 4B				

		Exist	ing Total P	roject Cos	t (\$1,000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									
PS&E	4,400	1,100						5,500	Caltrans
R/W SUP (CT)	1,360	340						1.700	Caltrans
CON SUP (CT)			5,500					5,500	Caltrans
R/W	3,840	960						4,800	Caltrans
CON			29,403				1	29,403	Caltrans
TOTAL	9,600	2,400	34,903					46,903	/
		Propo	sed Total I	roject Co	st (\$1,000s)				Notes
E&P (PA&ED)									
PS&E	5,500							5,500	
RAW SUP (CT)	1,340							1,340	
CON SUP (CT)		3,603						3,603	
RM	6,460			-				6,460	
CON		23,000	- 1					23,000	
TOTAL	13,300	26.603						39,903	

Fund No. 1:	TCRP (Pro	posed) - Fu	ture Funds	(NO-FUND)	(Program Code	
			Existing F	unding (\$1,	(200s)				PROPOSED	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)						1000	200 P	1		
PS&E										
R/W SUP (CT)						100			1	
CON SUP (CT)									1	
RAW									1	
CON]	
TOTAL					Assessment of					
			Proposed	Funding (\$1	,000s)				Notes	
E&P (PA&ED)								1		
PS&E										
R/W SUP (CT)										
CON SUP (CT)	-					1				
RAW										
CON							4	1,000		
TOTAL						- 1				

Fund No. 2:	Future Nee	ed - Future I	Funds (NO-F	UND)					Program Code
			Existing Fu	inding (\$1,	(000s)				FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)			- 1						
PS&E									
RAW SUP (CT)									1
CON SUP (CT)			5,500					5,500	1
RW			- 64				- 1		1
CON			22,000					22,000	
TOTAL			27,500					27,500	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E		-							
R/W SUP (CT)									1
CON SUP (CT)									1
RM			7.1						1
CON									
TOTAL									1

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 46 Widening Segment 4B – Postmile 29.5 / 31.8 PPR FORM – PAGE 3 OF 3

STATE OF CALIFORNIA . DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

Fund No. 3:	RIP - State (ash (ST-CA	ASH)						Program Code
			Existing F	unding (\$1,	,000s)				20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Kem Council of Governments
PS&E		1,100						1,100	
R/W SUP (CT)		340						340	
CON SUP (CT)									1
RAW		960						960	
CON									
TOTAL		2,400						2,400	
			roposed l	Funding (\$1	(2000s)				Notes
E&P (PA&ED)									*Program shown in CTIPS
PS&E									in 20-21. Funds accessed
R/W SUP (CT)	340							340	and expended early.
CON SUP (CT)		600						600	Carl Land St.
R/W	960							960	
CON		3,500						3,500	
TOTAL	1,300	4.100						5,400	1

Fund No. 4:	Demo - Dem	onstration	State TEA2	1 (DEMOS	21)				Program Code
			Existing Fu	ınding (\$1	,000s)			521.21	20.30.010,680
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E	4,400							4,400	
RAW SUP (CT)	1,360							1,360	
CON SUP (CT)									
R/W	3,840							3,840	
CON			7,403					7.403	
TOTAL	9,600		7,403		L.,			17,003	
			roposed F	unding (5°	1,000s)				Notes
E&P (PA&ED)									
PS&E	5,500							5,500	
R/W SUP (CT)	1,000) -	1		1,000	
CON SUP (CT)		3,003	- 1					3,003	
RAV	5,500					-		5,500	/
CON		2,000						2,000	
TOTAL	12,000	5,003						17,003	

Fund No. 5:	BUILD Gra	nt							Program Code
			Existing F	unding (\$1,	000s)		. =		
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					-				
R/W									
CON									
TOTAL	-							-	
			roposed l	Funding (\$1	,000s)			- 1	Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W							1	1000	
CON		17,500			1			17,500	
TOTAL		17.500						17.500	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 46 Widening Segment 4C - Postmile 26.5 / 30.2 PPR FORM - PAGE 1 OF 3

DTP-0001 (Revi	300 Mai, 1 2010 11.0						CONCID	I Instruction
Amendment (Exi	sting Project) Y/	1				Date	e:	12/12/19
District	EA	Project	D	PPNO	MPO ID		Alt Proj. ID / pr	
06	44256	06200000	153	3386E		_ 11,01		
County	Route/Corridor	PMBk	PM Ahd		Project Sponsor/	Lead Age	ncy	
KER	46	26.5	30.2		Caltra	15		
77 - 7 - 7			7.1	M	PO		Elemen	ď
				КС	og		co	
Project M	anager/Contact	Pho	ne		E-mail Ad	drace		
	Femandez	(559) 24			1221111111111			
	remandez	(559) 24	3-8012		garth fernandez	@dot.ea.go	JV	
Project Title								
	sway Segment 4C							
	ct Limits), Descripti				ert from 2-lane convent			
2								
Component PA&ED				unpiement	ing Agency			
PS&E	Caltrans							
Right of Way	Caltrans							
Construction	Gamana							
	Caltrans							
4.415,000,000,000	Caltrans							
Legislative Dist		Senat	te: T	16,18	Congressional			20
Legislative Dist Assembly: Project Benefits	ricts 30	Senat			Congressional:			20
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne	ricts 30 ;	ons and safety	for the motor	ing public.	Congressional: Congressional: Congressional: Congressional:		eet all c	
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne	ricts 30 ity. improves operations ced perations, improve tra our-lane conventiona	ons and safety	for the motor	ing public. deficiencies in I	he existing roadway in	order to m		urrent desig
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne Improve traffic of standards for a f	ricts 30 sity.improves operations eed operations, improve traceour-lane conventiona Category	ons and safety offic safety, and I highway.	for the motor	ing public.	he existing roadway in	order to m	Unit	urrent desig Total
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne Improve traffic of standards for a f	ricts 30 sity.improves operations perations, improve tracour-lane conventiona Category oad Construction	ons and safety tific safety, and highway.	for the motor	ing public. deficiencies in I	he existing roadway in	order to m	Unit each	urrent desig
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne Improve traffic op standards for a f State Highway R State Highway R	ricts 30 sity, improves operations our-lane conventiona Category oad Construction oad Construction	ons and safety Offic safety, and I highway. New to	for the motor	ing public. deficiencies in I Outputs/Ou	he existing roadway in	order to m	<mark>Unit</mark> each Miles	urrent desig Total 1
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne Improve traffic op standards for a f State Highway R State Highway R	ricts 30 sity.improves operations perations, improve tracour-lane conventiona Category oad Construction	ons and safety Offic safety, and I highway. New the	for the motor	ing public. deficiencies in I Outputs/Ou	he existing roadway in	order to m	Unit each	urrent desig Total 1 7
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne Improve traffic op standards for a f State Highway R State Highway R	ity, improves operations, improve traceur-lane conventiona Category oad Construction oad Construction	ons and safety offic safety, and I highway. New to New to Inters	for the motor	ing public. deficiencies in I Outputs/Ou -miles fied	he existing roadway in tcomes	order to m	Unit each Miles each	Total 1 7 2
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne Improve traffic op standards for a f State Highway R State Highway R State Highway R ADA Improvem	ity, improves operations, improve traceur-lane conventiona Category oad Construction oad Construction	ns and safety ons and safety, and thighway. New to New to Inters	oridges	ing public. deficiencies in I Outputs/Ou -miles fied	he existing roadway in tcomes	order to m	Unit each Wiles each	Total 1 7 2 ysis N
Legislative Dist Assembly: Project Benefits Increased capac Purpose and Ne Improve traffic op standards for a f State Highway R State Highway R State Highway R ADA Improvements Inc. Sustainable Co	ity, improves operations, improve traceur-lane conventions Category oad Construction oad Construction oad Construction oad Construction	ns and safety ons and safety, and thighway. New to New to Inters	for the motor d correct any oridges oadway lane- ections modif	ing public. deficiencies in I Outputs/Ou -miles fied	he existing roadway in tcomes	order to m	Unit each Miles each each	Total 1 7 2 ysis N
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ADA Notice
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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 46 Widening Segment 4C - Postmile 26.5 / 30.2 PPR FORM - PAGE 2 OF 3

District County Route EA	#REF!										Date: 12/12/
OB KER. 445. 44256 0620000053 3386E		Cor	unty I	Ro	ute	EA	Proi	ect ID	PP	NO I	
Project Titls											
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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 46 Widening Segment 4C - Postmile 26.5 / 30.2 PPR FORM - PAGE 3 OF 3

#REF!										Date: 12/12/
District	Cou	ntv	Ro	ute	EA	Proje	ect ID	PP	NO	Alt. ID
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CON				10,000				10,000	1	

TOTAL

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 58 – Centennial Corridor Connector AB 3090 – 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 is the project and 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: All pre-construction phases of this project are completed and this project is now under construction. In 2018 at the recommendation of CTC staff, Kern COG requested an AB 3090 allocation arrangement to advance the STIP programmed construction phase of this project. Other related freeway to freeway bridge packages and operational improvement packages are either completed or under construction.

Current Revenue Needs: The construction phase is fully funded. Three remaining AB 3090 CTC allocation votes are required to continue access of STIP funding for construction.

	Curre	nt and Pro	posed STIP Pro	gramming (\$ X 1,	000)	
2018 RTIP	Phase	FY	STIP	ITIP	Other	Total
AB 3090	Construction	19-20	\$6,321	\$0		
AB 3090	Construction	20-21	\$18,963			
AB 3090	Construction	21-22	\$18,964			
AB 3090	Construction	22-23	\$18,963			
	Total		\$63,211			\$63,211



PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 58 – Centennial Corridor Connector AB 3090 – Postmile T31.7 / R55.4 PPR FORM – PAGE 1 OF 3

Amendment (Existin	ng Project) Y/N				Date:	07/05/19
District	EA I	Project ID	PPNO	MPOID	-	it Proj. ID / prg.
06		600000484	3705B	MEGID	-	it rioj. io i pi g.
	Route/Corridor	PM Bk PM Ahd	27036	Dealast Coopeas	and Assess	
County	Route/Goillaoi	FW DK FW AND		Project Sponsor/I		
KER			316.1	Bakersfield,		
		10 10 10 10	MPO		Ele	iment
			KCOG			
Project Man.	ager/Contact	Phone		E-mail Add	dress	
Minerva F	Rodriguez	(559)243-3518				
Project Title						
AB 3090 Reimburse	ement Project					
AB 3090 Reimburse Connector- Ph1)	ement Project - Augi	ust 2018 CTC approved 1	8S-06 replacing PP	NO 3705- (Westsid	e Parkway -	State Route 58
Component	Dates City of		Implementing	Agency		
PA&ED	Bakersfield, City					
PS&E	Bakersfield, City					
Right of Way	Bakersfield, City					
Construction Legislative District	Bakersfield, City	01				
	15	Terror T		16	_	
Assembly:	15	Senate:		Congressional:		
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654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-69, Sacramento.

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 58 – Centennial Corridor Connector AB 3090 – Postmile T31.7 / R55.4 PPR FORM – PAGE 2 OF 3

STATE OF CALIFORNIA . DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

District	County	Route	EA	Project ID	PPNO	Alt ID
06	KER,	1.7	100	600000484	3705B	
Project Title:	AB 3090 Reimburseme	nt Project				

		Exist	ing Total P	roject Cost	(\$1,000s)				41
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)				10000	100	10000		-	Bakersfield, City of
PS&E									Bakersfield, City of
RAW SUP (CT)									Bakersfield, City of
CON SUP (CT)									Bakersfield, City of
RAW									Bakersfield, City of
CON	6,321	18,963	18,964	18,963				63,211	Bakersfield, City of
TOTAL	6.321	18,963	18,964	18,963		1		63,211	
		Propo	sed Total F	Project Cos	t (\$1,000s)				Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RW									
CON	6,321	18,963	18,964	18,963				63,211	
TOTAL	8,321	18,963	18,984	18,963		1		63,211	

Fund No. 1:	RIP - State	Cash (ST-C.	ASH)						Program Code
			Existing Fu	nding (\$1,0	00s)				20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E		- 0							\$6321 CON voted 06/26/19
RAW SUP (CT)									
CON SUP (CT)		- 0							
RW									
CON	6,321	18,963	18,964	18,963				63,211	
TOTAL	6,321	18,963	18,964	18,963				63,211	
			roposed Fi	inding (\$1,	000s)				Notes
E&P (PA&ED)									
PS&E							1		
RAW SUP (CT)	-	-1				1 1			
CON SUP (CT)									
RAV									1
CON	6,321	18,963	18,964	18,963				63,211	
TOTAL	6,321	18,963	18,964	18,963				63,211	

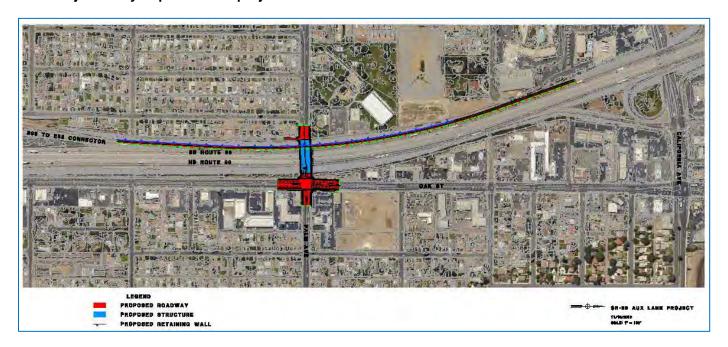
PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS SR 99 Centennial Corridor Connector Phase 2 – Postmile SR 99 PM 21.15/24.60

Project Location and Description: The proposed Centennial Corridor Connector Phase 2 project is a 0.62-mile southbound auxiliary lane between California Avenue and EB 58 connector. The auxiliary lane is proposed to be constructed with CRCP, a retaining wall will be constructed and the Palm Ave OC bridge will be reconstructed to accommodate the auxiliary lane. There are earth retaining walls on the northbound and southbound side of the freeway that are currently in good condition and not part of this project.

Purpose and Need: This safety project will support traffic at southbound SR 99 to eastbound SR 58 ramp connection providing interregional and regional connectivity for north-south traffic on SR 99 needing to transition to east-west traffic on SR 58. The Connector project will provide safety and continuity improvements for SR 99 and SR 58 travel in Kern County.

Project Status: The Centennial Corridor Connector Phase 2 project is not fully funded because the environmental, design and ROW phases are not yet funded and construction is estimated at a higher cost now than the \$30 million available for this project.

Current Revenue Needs: Kern COG does not have the financial option to deliver this project only using RIP funding. The project will be advanced as part of a future proposed SHOPP project to do pavement reconstruction and the auxiliary lane within the same project limits. Kern COG is proposing to defer this STIP project to a future cycle to reinstate the use of new RIP funds for construction, to be conjoined with the proposed SHOPP project in a future SHOPP cycle. The current SHOPP project has a completed Project Study Report for this project – EA No. 06-0X370K.



PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 99 – Centennial Corridor Connector Phase 2 – Postmile PM 21.15/24.60 PPR FORM – PAGE 1 OF 2

Amendment (Existin	na Project) Y/N						Date:	11/13/19
District	EA	Project	in I	PPNO	I MPO ID		-	Proj. ID / prg
06	0X370	11000		3705A	KER1801	_	-	Tred to the
County	Route/Corridor	PM Bk	PM Ahd	51/6517	Project Spon		d Agency	_
KER	99	21.15	24.60			field, City		
NER	33	21,13	24.60			neid, City		
					IPO		21,0	ment
				K	COG		C	0
Project Man	ager/Contact	Pho	oue		E-mal	Addre	ss	
Minerva f	Rodriguez	(559) 24	13-3518		minerva rodgr	iquez@	dot.ca.gov	
roject Title								
	- SR 58 Connector I	nterchange :	Dh2 (Center	(nist)				
0.7 10 14 15 17 17 18		0.7 (0.90) (0.90)	1000	itilar)				
	Limits), Description field, from Westside						-	
	f the auxiliary lane w wall will be construct							
omponent	- (Implemen	ting Agency			
A&ED	Caltrans			mplemer	iding Agency			
S&E	Caltrans							
light of Way	Caltrans							
Construction	Caltrans							
	0 -141 -111 -						_	
egislative District		10		35.46	12.000000		_	20.22
Assembly: Project Benefits	30,32	Sena	te: I	16,18	Congressio	mai:		20.22
					13			
Purpose and Need This project will con yest traffic traveling	struct and ultimately within metropolitan	Bakersfield	ignment for S and Kern Co	unty, provide d	provide interregiona continuity for SR 58	l and req	County, pro	ectivity for eas
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Purpose and Need This project will convest traffic traveling prowth and internation and regional common ADA improvement ac. Sustainable Common Project Milestone Project Study Repor Ediculate Draft Environmental Segin Environmental Segin Design Phase End Design Phase End Design Phase End Right of Way End Right of Way End Right of Way Edigin Construction	istruct and ultimately a within metropolitan ional/interregional trude time through a m Category Its N inunities Strategy Goals at Approved al (PA&ED) Phase informental Document Phase (PA&ED Mile E) Phase (Ready to List for Active Phase (Right of Way Phase (Contract Aw	Bakersfield ade by impro najor freight Bik Bik cettification vard Milestor	ignment for S and Kern Col oving linkage I corridor, impre e/Ped Improv Yes Milestone) Milestone)	unty, provide obstween existicove local east- Outputs/Outp	provide interregiona frontinuity for SR 58 ng segments of the west circulation and utcomes	Revers 01/ 1/2 1/2 01/ 05/ 01/ 08/	County, process system, a congestion Unit Unit Unit Unit Unit Unit Unit Uni	Inallysis N 15 Yes Propos 01/30/21 12/27/21 12/31/21 01/01/22 10/01/25 08/01/25
Purpose and Need This project will convest traffic traveling prowth and internal and regional common ADA improvement and. Sustainable Common Project Milestone Project Study Repo Begin Environmental Circulate Draft Envi Iraft Project Report End Environmental Begin Design (Pase End Design Pfase End Design Pfase End Right of Way End Right of Way Begin Construction	istruct and ultimately a within metropolitan ional/interregional trude time through a management of the time through the time time through the time time through the time time through the time time time through the time time time time time time time tim	Bakersfield ade by impro najor freight Bik Bik cettification vard Milestor	ignment for S and Kern Col oving linkage I corridor, impre e/Ped Improv Yes Milestone) Milestone)	unty, provide obstween existicove local east- Outputs/Outp	provide interregiona frontinuity for SR 58 ng segments of the west circulation and utcomes	Revers ouse Ge 01/2 12/2 12/2 01/2 04/ 08/ 12/	County, process system, congestion unit unit unit unit unit unit unit uni	Inalysis N 15 Yes Propos 01/30/21 12/27/21 12/31/21 01/01/22 03/01/23 04/01/25

For individuals with sensory disabilities, this document is available in atternate formats. For information call (916) 654-6410 or TDD (916) 654-3580 or write Records and Forms Management. 1120 N Street, MS-89, Sacramento.

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS State Route 99 – Centennial Corridor Connector Phase 2 – Postmile PM 21.15/24.60 PPR FORM – PAGE 2 OF 2

- 110 5-8 1 0 5-11	seu Mar, 12	018 v7.08)							Date: 11/13/19
District		inty	Ro		EA	Proje	ct ID		NO AIL ID
06	KE		99		0X370			370	05A
Project Title:	Westside P	arkway - SF	8 58 Connect	or interchan	ge - Ph2 (C	entennial)			
_		Eui	sting Total P	roinat Can	/64 0000-1				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)	11107	20,21			2021	21,20		1 91911	Caltrans
PS&E									Caltrans
RAV SUP (CT)									Caltrans
CON SUP (CT)				13,200				13,200	Caltrans
RAW									Caltrans
CON				126,800				126,800	Caltrans
TOTAL		-		140,000		1		140,000	
		Prop	osed Total	Project Cos	t (\$1,000s)				Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)			1					1	
CON SUP (CT)						13,200		13,200	
RW									
CON		- 0				97,800		97,800	
TOTAL						111,000		111,000	
Fund No. 1:	RIP - State	Cach (ST.	-Ven.						Program Code
rund No. 1:	INIT - State	Casii (ST-		inding (\$1,	00061				20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	Pilot	20-21	21-22	22-23	23-24	24-23	23-201	Total	Kern Council of Governments
PS&E	_		-						Non Coulds of Covernments
R/W SUP (CT)		\rightarrow	-	-		_		_	
CON SUP (CT)			-		-	_	-	_	71 9
RAW									
CON				30,000				30,000	
TOTAL				30,000		- 1		30,000	
			Proposed F		000s)			55,000	Notes
E&P (PA&ED)) -	Caltrans D6 working with
PS&E	11						1		KCOG to deliver as future
RAW SUP (CT)									SHOPP project, KCOG will
CON SUP (CT)									use RIP for construction
RAV									only from future RTIP cycle
CON						1,000		1,000	SHOPP will deliver pre-
TOTAL		- 2				1,000		1,000	construction phases.
	V		1.0		to the L				
Fund No. 2:	Local Fund	is - Local I	ransportation	in Funds (L unding (\$1,1					Program Code 20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	F-090	20-21	21-22	22-23	25-24	24-23	23-201	Total	Bakersfield, City of
PS&E									The second secon
RAW SUP (CT)		-							
CON SUP (CT)		-	1	13.200				13,200	
RAW		- 1		10000				101000	
CON				96,800				96,800	
TOTAL				110,000				110,000	
			Proposed F		000s)				Notes
E&P (PA&ED)									Caltrans D6 working with
PS&E									KCOG to deliver as future
RAW SUP (CT)							- 11/		SHOPP project. KCOG wil
CON SUP (CT)						1			use RIP for construction
RAW							111		only from future RTIP cycle
CON					P =		1 = 1 1		SHOPP will deliver pre-
									St 12. 4 100 de 10 4 10 de 2

The current SHOPP project has a completed Project Study Report for this project – EA No. 06-0X370K. PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS

construction phases.

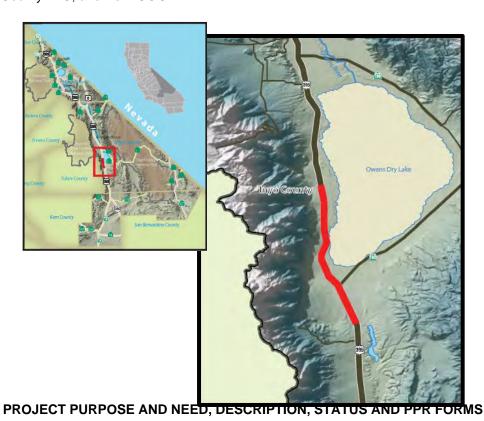
US 395 - Olancha Cartago - Olancha and Cartago Expressway - Postmile 29.2 / 41.8

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 Priority Interregional Highway within a Strategic Interregional Corridor. 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 project will address roadway safety, provide for continuity of the US 395 corridor, meet present and future vehicular and goods movement traffic demands, and bring the highway up to current design standards. It will include Complete Streets elements, such as, new shoulders, a new non-motorized multi-use undercrossing, Class III Bike Route, and potential intersection improvements that would benefit pedestrian and bicycle mobility.

Project Status: This is an MOU project between Caltrans, Inyo County Local Transportation Commission (LTC), Mono County Local Transportation Commission, and Kern Council of Governments. Inyo County is the sponsor of this project and Caltrans is the lead. The funding for the Olancha and Cartago 4-Lane project is split with Inyo County LTC contributing 40%, Mono County LTC contributing 10%, the Kern Council of Governments (COG) contributing 10% and the Interregional Improvement Program contributing the remaining 40%. The Project Approval/Environmental Document (PA&ED) phase is complete and the final environmental document was received in May 2017. Design and right-of-way acquisition are expected to be completed in spring of 2020, with construction planned for fall of 2020.

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). Construction funding is proposed for the 2020 STIP and will be provided jointly by: Caltrans, Inyo County LTC, Mono County LTC, and Kern COG.



ORIGINAL SUBMITTAL SENT 12/6/19 - REVISIONS/CORRECTIONS TO SR 46 MADE 12/16/19

US 395 - Olancha Cartago - Olancha and Cartago Expressway - Postmile 29.2 / 41.8 PPR FORM - PAGE 1 OF 4

DTP-0001 (Revised	Mar, 1 2018 v7.0	8)						eneral	III BELLETIE
Amendment (Existi	ng Project) Y/N	V					Date:		06/20/19
District	EA	Project	ID I	PPNO	M	POID	10	Alt Pro	oj. ID / prg.
- 09	21340	0900000	030	0170					
County	Route/Corridor	PM Bk	PM Ahd		Project	Sponsor/L	ead Agend	y	
INY	395	29.2	41.8			Caltran		_	
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200000000000000000000000000000000000000	ager/Contact	7.00	one			COLUMN TO SERVICE	-		
	e Alcala	(760) 8	72-0767		denn	ee.alcala@	dot.ca.gov		
Project Title		W							
Olancha and Carta	go Expressway								
Location (Project	Limits), Descripti	on (Scope o	f Work)						
Component				Implemen	iting Agency	9			
PA&ED	Caltrans								
PS&E	Caltrans								
Right of Way	Caltrans								
Construction	Caltrans								
Legislative Distric								-	
TALL DE LA		- 1-		40	15		_		
Project Benefits The project benefits	26 s will include multi-		ements, ped	18 Uhike improvem		ressional: ety improve	nents. The	impro	8 wements
Project Benefits The project benefits support a growing of Purpose and Need The existing 2-lane	26 s will include multi- economy and impro d highway is not ade	modal improvove livability in	ements, ped the region.	d/bike improvem	ents, and safi	ety improve oressway w	II address	safety	overnents
Project Benefits The project benefits support a growing of Purpose and Need The existing 2-lane Imited passing opp	26 s will include multi- aconomy and impro i highway is not advortunities. The pro	modal improvove livability in equate to mee eject will also in	ements, ped the region. et current and notude the fo	Make improvem d future demand bllowing Comple	ents, and safi 1. A 4-lane exp te Streets ele	ety improve pressway w ments: new	ll address shoulders	safety new n	overnents
Project Benefits The project benefits support a growing of Purpose and Need The existing 2-lane Imited passing opp	26 s will include multi- aconomy and impro i highway is not advortunities. The pro	modal improvove livability in equate to mee eject will also in	ements, ped the region. et current and notude the fo	Make improvem d future demand bllowing Comple	ents, and safe d. A 4-lane exp te Streets ele nefit multiple i	ety improve pressway w ments: new	II address shoulders ansportatio	safety new n	overnents
Project Benefits The project benefits support a growing of Purpose and Need The existing 2-lane imited passing oppundercrossing, Cla-	s will include multi- economy and impro- d highway is not ad- vortunities. The pro- ss III Bike Route, a Category d Construction	modal improvove livability in equate to mee eject will also in the end of the	ements, ped the region. et current and notude the fo	I/bike improvem d future demand bllowing Comple ents that will be Outputs/O	ents, and safe d. A 4-lane exp te Streets ele nefit multiple i	ety improve pressway w ments: new	ill address shoulders ansportatio	safety new n	concerns du nulti-use
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Project Benefits The project benefits support a growing of Purpose and Neet The existing 2-lane imited passing oppundercrossing, Cla- State Highway Roa State Highway Roa State Highway Roa State Highway Roa Local streets and re	s will include multi- economy and impro- i highway is not add- ortunities. The pro- ss III Bike Route, a Category d Construction d Construction d Construction	modal improvove livability in equate to mee equate to mee equate to mee equate will also it and intersection of the equate to mee equate to me	ements, ped in the region. et current and notude the fo in improvem- out(s) constr- petrian/Bicycl roadway lan roadway lan	d future demand ollowing Comple ents that will be Outputs/Ou ucted le facilities miles e-mile(s) e-miles	d. A 4-lane expless the Streets element multiple lutcomes	ety improve oressway w ments: new modes of tr	Il address shoulders ansportatio U Es Mi Mi	safety new n n. nlt ich les les	concerns du nulti-use
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Project Benefits The project benefits support a growing of the existing 2-lane imited passing oppundercrossing, Clarical and the existing 2-lane imited passing oppundercrossing, Clarical and the existing 2-lane imited passing oppundercrossing, Clarical and English and Project Highway Road State Highway Road Local streets and road ADA Improvement. Sustainable Communic. Sustainable Communic. Sustainable Communical Environment Environment Environment and Environmental Environmental	s will include multi- sconorny and impro- indighway is not ade- cortunities. The pro- ss III Bike Route, a Category d Construction d Construction d Construction d Construction ads ts No munities Strategy Goa at (PA&ED) Phase ironmental Documit Phase (PA&ED M	modal improvove livability in equate to mee equate to mee equate to mee equate to include the control of the co	ements, ped in the region. It current and include the fo in improvem- estrian/Bicycl roadway lan roadway lan ree/Ped Impro	d future demand ollowing Completents that will be Outputs/Outced the tacilities milete-mile(s) e-miles ovements Yes	t. A 4-lane expenses elements alternated by the streets element multiple of the streets elements alternated by the streets elements elements elements elements alternated by the streets elements elemen	oressway w ments: new modes of tr	Il address shoulders ansportatio UI Es Mi Mi ersible Lan Gas Emiss	new n new n n	concerns du nulti-use Total 1 12.14 12.14 4.8 No
Project Benefits The project benefits support a growing of Purpose and Neet The existing 2-lene imited passing oppundercrossing, Clair State Highway Roa State Highway Roa State Highway Roa Local streets and ro ADA Improvement Inc. Sustainable Comment Circulate Draft Env Draft Project Report End Environment Begin Design (PS& End Design Phase	swill include multi- economy and impro highway is not add cortunities. The pro still Bike Route, a Category d Construction d Construction d Construction d Construction munities Strategy Goa out Approved al (PA&ED) Phase ironmental Docum t Phase (PA&ED M E) Phase (Ready to List for	equate to mee ject will also it and intersection Turne Pede New New Bits ent litestone)	ements, ped in the region. et current and notude the fo in improvem- out(s) constr- instrian/Bicycl roadway lan roadway lan roadway lan roedway lan roedway lan	d future demand ollowing Completents that will be Outputs/Outced the tacilities miletenile(s) e-miles ovements Yes	t. A 4-lane expenses elements alternated by the streets element multiple of the streets elements alternated by the streets elements elements elements elements alternated by the streets elements elemen	oressway w ments: new modes of tr	Ill address shoulders sansportation UI EE Mi Mi ersible Lan Gas Emiss	new n new n n	rotal 1 12.14 12.14 4.8 ysis No Proposed
Project Benefits The project benefits support a growing a Furpose and Need The existing 2-lane imited passing oppundercrossing, Clai State Highway Roa State Highway Roa State Highway Roa Cocal streets and re ADA Insprovement inc. Sustainable Conne Project Milestone Project Study Repo Begin Environment Circulate Draft Env Draft Project Repor End Environment End Env	s will include multi- economy and impro- highway is not advortunities. The pro- ss III Bike Route, a Category d Construction d Construction d Construction od Construction on State of Construction on Constr	rmodal improvove livability in equate to mee equate to mee equate to mee equate to intersection in equation in equ	ements, ped in the region. In the region. In the region. In the region in the re- pout (s) construction in the re- construction in the re-	d future demand ollowing Comple ents that will be Outputs/Ou ucted le facilities milet e-mile(s) e-miles ovements Yes	t. A 4-lane expenses elements alternated by the streets element multiple of the streets elements alternated by the streets elements elements elements elements alternated by the streets elements elemen	oressway w ments: new modes of tr	Il address shoulders sansportatio UI Es Mi Mi Mi Gas Emis: Existir 11/01/2011	safety new n	Total 1 12.14 12.14 4.8 No Proposed 01/01/00 05/01/20 01/01/00
Project Benefits The project benefits support a growing of the project benefits The existing 2-lane imited passing oppundercrossing, Claiman and the passing oppundercrossing, Claiman and the project benefit	s will include multi- economy and impro- d highway is not additional addition	rmodal improvove livability in equate to mee	ements, ped in the region. et current and include the four improvements a	d future demand ollowing Comple ents that will be Outputs/Ou ucted le facilities milet e-mile(s) e-miles ovements Yes	t. A 4-lane expenses elements alternated by the streets element multiple of the streets elements alternated by the streets elements elements elements elements alternated by the streets elements elemen	oressway w ments: new modes of tr	Il address shoulders sansportation Ul Es Mit	safety new n	Total 1 12.14 12.14 4.8 ysis No Proposed 01/01/00 05/01/20 01/01/00 02/01/20
Project Benefits The project benefits support a growing of the project benefits The project benefits The project benefits The existing 2-lane imited passing oppundercrossing, Claiman	s will include multi- sconorny and impro- in highway is not add- ortunities. The pro- ss III Bike Route, a Category d Construction d Construction d Construction d Construction ads ts No numities Strategy Goa and (PA&ED) Phase irronmental Documit Phase (PA&ED M E) Phase Phase (Right of We Phase (Right of We Phase (Contract A	rmodal improvove livability in equate to mee	ements, ped in the region. et current and include the for improvement in the region in the region.	d future demand ollowing Comple ents that will be Outputs/Ou ucted le facilities milet e-mile(s) e-miles ovements Yes	t. A 4-lane expenses elements alternated by the streets element multiple of the streets elements alternated by the streets elements elements elements elements alternated by the streets elements elemen	oressway w ments: new modes of tr		safety new n n. n. nlt ch les les les sions	Total 1 12.14 12.14 4.8 ysis No Proposed 01/01/00 05/01/20 01/01/00 02/01/20 10/01/20
Assembly: Project Benefits The project benefits support a growing of Purpose and Need The existing 2-lane Ilmited passing oppundercrossing, Clar State Highway Roa State Highway Roa State Highway Roa State Highway Roa Local streets and re ADA Improvemant Inc. Sustainable Com Project Milestone Project Milestone Project Milestone Project Repo Begin Environment Circulate Draft Env Draft Project Repo Begin Environment End Environment End Design (PS& End Design (PS& End Design Phase Begin Right of Way End Right of Way End Right of Way Begin Construction End Construct	s will include multi- sconorny and impro- indighway is not add- ortunities. The pro- ss III Bike Route, a Category d Construction d Construction d Construction d Construction ads ts No numities Strategy Goa at (PA&ED) Phase irronmental Document the Phase (PA&ED M iE) Phase Phase (Contract A Phase (Construction) Phase (Contract A Phase (Construction)	rmodal improvove livability in equate to mee	ements, ped in the region. et current and include the for improvement in the region in the region.	d future demand ollowing Comple ents that will be Outputs/Ou ucted le facilities milet e-mile(s) e-miles ovements Yes	t. A 4-lane expenses elements alternated by the streets element multiple of the streets elements alternated by the streets elements elements elements elements alternated by the streets elements elemen	pressway w ments: new modes of tr	Ill address shoulders shoulders ansportation in Minimum	ssafety new n	Total 1 12.14 12.14 4.8 ysis No Proposed 01/01/00 05/01/20 01/01/00 02/01/20

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS

654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8 PPR FORM – PAGE 2 OF 4

STATE OF CALIFORNIA . DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

1P-0001 (Rev	-0001 (Revised Mar, 1 2018 V7.08)										
District	County	Route	EA	Project ID	PPNO	Alt. ID					
09	INY,	395, ,	21340	0900000030	0170						
Project Title:	Olancha and Cartago E	xpressway									

		Exis	sting Total P	roject Cos	t (\$1,000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)	9,370							9,370	Caltrans
PS&E	7,310							7,310	Caltrans
R/W SUP (CT)	3,500							3,500	Caltrans
CON SUP (CT)			9,850					9,850	Caltrans
RAW	24,800				3			24,800	Caltrans
CON			83,100					83,100	Caltrans
TOTAL	44,980		92,950	-				137,930	7
		Prop	osed Total F	roject Co	st (\$1,000s)			-	Notes
E&P (PA&ED)	9,370							9,370	
PS&E	7,310							7,310	
RAW SUP (CT)	3,500							3,500	
CON SUP (CT)			9,850					9,850	
RM	24,800							24,800	
CON			83,100		1		. 1	83,100	
TOTAL	44,980		92,950				1.0	137,930	

Fund No. 1:	RIP - Nation	al Hwy Sys	stem (NH)						Program Code
			Existing Fu	inding (\$1,	(200s)				20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)						1000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	Inyo County Local Transportation C
PS&E	2,924							2,924	
R/W SUP (CT)	1,400	-			-			1,400	ľ
CON SUP (CT)			2.700					2,700	
R/W	9,920							9,920	
CON			20,795					20,795	
TOTAL	14,244		23,495		Age			37.739	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E	2,924							2,924	
R/W SUP (CT)	1,400						S X	1,400	
CON SUP (CT)			2,700	1)	19		2,700	
R/W	9,920							9,920	
CON			20,795					20,795	
TOTAL	14,244		23,495					37,739	

Fund No. 2:	RIP - Nation	al Hwy Sys	tem (NH)						Program Code
			Existing Fu	nding (\$1,	(000s)				20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Kem Council of Governments
PS&E	731							731	
RAW SUP (CT)	350							350	
CON SUP (CT)			985					985	
R/W	2,480		-		-			2,480	
CON			8,310					8,310	
TOTAL	3,561		9,295					12,856	
			Proposed Fo	unding (\$1	,000s)				Notes
E&P (PA&ED)									,
PS&E	731							731	
RAW SUP (CT)	350							350	
CON SUP (CT)			985					985	
RM	2,480							2,480	
CON			8,310					8,310	
TOTAL	3,561		9,295					12,856	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS

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

P-000) (Revise	0001 (Revised Mar, 1 2016 V7.06)										
District	County	Route	EA	Project ID	PPNO	Alt. ID					
09	INY, ,	395, ,	21340	0900000030	0170						
Project Title:	Olancha and Cartago E	xpressway									

Fund No. 3:	RIP - Nation	al Hwy Sys	stem (NH)						Program Code
			Existing Fu	mding (\$1	(e000,				20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	937							937	Mono County Local Transportation
PS&E	731							731	
R/W SUP (CT)	350							350	
CON SUP (CT)			985					985	
RAW	2,480							2,480	1
CON			9,560					9,560	
TOTAL	4,498		10,545					15,043	
			Proposed F	unding (\$1	(200s)				Notes
E&P (PA&ED)	937							937	2018 STIP had \$1.250M
PS&E	731							731	additional contribution
R/W SUP (CT)	350							350	above 10% in Con Capital.
CON SUP (CT)		- 4	985			4		985	
R/W	2,480		21					2,480	
CON			9,560					9,560	
TOTAL	4.498		10,545		G .			15,043	

Fund No. 4:	RIP - State (Cash (ST-0	CASH)						Program Code
			Existing F	unding (\$1	(200s)			200	20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,748							3,748	Inyo County Local Transportation (
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL	3,748				L.,			3,748	
			Proposed	Funding (S	,000s)				Notes
E&P (PA&ED)	3,748							3,748	
PS&E									
R/W SUP (CT)						-	1		
CON SUP (CT)									
R/W				-		-			
CON									
TOTAL	3,748							3,748	

Fund No. 5:	RIP - State (Cash (ST-C	(ASH)						Program Code	
			Existing F	unding (\$1,	000s)		. =		20.XX.075.600	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)	937					10000		937	Kem Council of Governments	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
RAW									1	
CON									1	
TOTAL	937			-				937		
			Proposed I	Funding (\$1	(e000,				Notes	
E&P (PA&ED)	937							937		
PS&E										
RAW SUP (CT)										
CON SUP (CT)										
R/W							13.			
CON					T					
TOTAL	937							937		

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS

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

1P-0001 (Rev	ised Mar, 1 2018 v7.08)					Date: 06/20/
District	County	Route	EA	Project ID	PPNO	Alt. ID
09	INY,	395, ,	21340	0900000030	0170	
Project Title:	Olancha and Cartago E	xpressway				

Fund No. 6:	IIP - Nationa	l Hwy Sys	tem (NH)						Program Code
			Existing Fu	inding (\$1	(200s)				20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	2,924							2,924	
R/W SUP (CT)	1,400		701					1,400	
CON SUP (CT)			5,180					5.180	
RW	9,920							9,920	
CON			44,435					44,435	
TOTAL	14,244		49,615					63,859	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)		-						2.7	
PS&E	2,924							2,924	
RAW SUP (CT)	1,400	-						1,400	
CON SUP (CT)			5,180					5,180	
RM	9,920							9,920	
CON			44,435					44,435	
TOTAL	14.244		49,615					63,859	

Fund No. 7:	IP - State C	ash (ST-C	ASH)						Program Code
			Existing F	unding (\$1,	,000s)				20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,748					10000		3,748	Caltrans
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3.748							3,748	
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)	3,748							3,748	
PS&E									
R/W SUP (CT)							122 11		
CON SUP (CT)									
R/W									
CON					1				
TOTAL	3,748							3,748	

Fund No. 8:	Future Nee	d - Future I	unds (NO-	FUND)					Program Code
			Existing F	unding (\$1,	,000s)	3.1			FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									1
TOTAL									1
			Proposed I	Funding (\$1	1,000s)				Notes
E&P (PA&ED)			1	1					
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAV					-				
CON									
TOTAL							1		

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS Kern COG Planning, Programming and Monitoring - PPR FORM - PAGE 1 OF 2

Amendment (Exis	sting Project) Y/N					Date:	07/05/19
District	EA	Project ID	PPNO	MPO	ID.	THE PERSON NAMED IN	roj. ID / prg.
06		0618000239	6L03	KER980		Alte	l log. to r prg.
County	Route/Corridor	PM Bk PM Aho		Project Spo	-	d Agoney	_
	Konte/Comidol	FW DK FW ALIC					
KER				Kern Coun	CII OI GOVE		
		10 10 10 10	MF	0	1	Eleme	ent
			KC	OG		LA	
Project Ma	anager/Contact	Phone		E-m	all Addres	ss	
Joseph	Stramaglia	(661) 635-2914		istramac	lla@kernc	og.org	
roject Title			*				
	nming and Monitoring						
omponent			Implementi	ng Agency			
A&ED	7117						
S&E	7.16						
light of Way							
onstruction	Kern Council of	Construction of the					
	Kem Council of	Governments					
egislative Distri		Governments					
ssembly: roject Benefits	30,32,34	Senate:	16,18	Congress	ilonal:	1	20,22
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654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS Kern COG Planning, Programming and Monitoring - PPR FORM - PAGE 2 of 2

STATE OF CALIFORNIA . DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

P-0001 (Revised Mar, 1 2018 v7.08)								
District	County	Route	EA	Project ID	PPNO	Alt. ID		
06	KER.	1.1	1000	0618000239	6L03			
roject Title:	Planning, Programming	and Monitoring						

		Exist	ing Total P	roject Cost	(\$1,000s)					
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency	
E&P (PA&ED)	1000			1000		1000	1		1	
PS&E										
RAW SUP (CT)										
CON SUP (CT)									Kem Council of Governments	
RAW				- 11						
CON	9,480	250	250	250				10,230	Kem Council of Governments	
TOTAL	9,480	250	250	250	+			10,230		
The same		Propo	sed Total I	roject Cos	t (\$1,000s)				Notes	
E&P (PA&ED)			12.7						updated November 12, 2019	
PS&E									, and a second	
R/W SUP (CT)										
CON SUP (CT)										
RAW										
CON	9,480	300	300	300	300	300		10,980		
TOTAL	9,480	300	300	300	300	300		10,980		

Fund No. 1:	RIP - State	Cash (ST-C	ASH)						Program Code
	10.70		Existing Fu	inding (\$1,0	00s)				20.30,600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Kem Council of Governments
PS&E			1						\$162 CON voted 07/16/98
R/W SUP (CT)									\$161 CON voted 04/25/00
CON SUP (CT)			- 0						\$45 CON voted 07/01/00 \$45 CON voted 05/14/01
R/W									\$300 CON voted 10/31/02
CON	9,480	250	250	250					\$198 CON voted 02/26/04
TOTAL	9,480	250	250	250	No. of Contract of			10,230	\$196 CON voted 03/03/05
			roposed F	unding (\$1,	000s)				Notes
E&P (PA&ED)									
PS&E						J	4-1		
RAW SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,480	300	300	300	300	300		10,980	
TOTAL	9.480	300	300	:300	300	300		10,980	

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

RESOLUTION NO. 19-40

In the matter of: THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Kern Council of Governments (Kern COG) is the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for Kern County; and

WHEREAS, pursuant to State law, every two years Kern COG is required to develop and submit to the California Transportation Commission (CTC) a Regional Transportation Improvement Program (RTIP) that identifies projects to be included in the State Transportation Improvement Program (STIP); and

WHEREAS, Kern COG has prepared the 2020 RTIP in compliance with CTC adopted 2020 STIP Guidelines and the 2020 STIP Fund Estimate; and

WHEREAS, the projects contained in the 2020 RTIP are consistent with Kern COG's adopted 2018 Regional Transportation Plan (RTP), 2019 Federal Transportation Improvement Program (FTIP), and

WHEREAS, the 2020 RTIP has been developed in coordination with technical and project management staff representing Kern COG's member agencies, as well as the Kern COG Transportation Planning Policy Committee (TPPC) and Caltrans; and

WHEREAS, the 2020 RTIP County Share of new programming capacity is zero; and

WHEREAS, the 2020 RTIP proposes to advance \$40.795 million of Regional Improvement Program funds in the 2020 STIP cycle for Federal Fiscal Years 2020-21 through 2024-25; and

WHEREAS, "Attachment A – Kern COG 2020 RTIP Capital Improvement Program", outlines the Kern region's request for the programming of continuing Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) programming for consideration and approval by the CTC; and

NOW, THEREFORE, BE IT RESOLVED, that the Kern Council of Governments hereby adopts the 2020 Regional Transportation Improvement Program as outlined in "Attachment A – Kern COG 2020 RTIP Program of Projects" and directs Kern COG staff to forward this regional request to the CTC by the December 15, 2019 deadline.

AUTHORIZED AND SIGNED THIS 21ST DAY OF NOVEMBER 2019.

TRUJILLO, CRUMP, SCRIVNER, KRIER P.SMITH, LESSENEVITCH AYES: COUCH, B.SMITH, REYNA, KERSEY, KIMMEL, HECKMAN NOES: NONE ABSTAIN: NONE CANTU, ALVARADO, VALLEJO, MOWER, PARRA

Bob Smith, Chairman Kern Council of Governments

ATTEST: I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 21st day of November 2019.

an h NOV 2 1 2019

Ahron Hakimi, Executive Director Kern Council of Governments

Date:

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;
- 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.

3 County STIP & Planning MOU

October 2013 Page 1 of 3

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 <u>B</u>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

- 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.
- 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.

October 2013 Page 2 of 3 3 County STIP & Planning MOU

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

COMMISSIO		TRANSPORTATION COMMISSION, AND OF GOVERNMENTS
Kern Council of Government	nents	
Harold W. Hanson, Chairn	DEC 1 5 2014 Phi	Hall, u Hall 9-18-18 illip W. Hall, Deputy County Counsel Date
Ahron Hakimi, Executive I	Director Date	
Inyo County Local Trans	portation Commission	
Robert Kimball, Chairman	Date Date	na Crom, Deputy County Counsel Date
Clint Quilter, Executive Di	rector Date	
Mono County Local Tran Kathleen Cage, Chairpers Scott Burns, Executive Dir	D 11/3/14	Stary Amor 11/13/14 Arshall Rudolph, County Counsel Date
CALTRANE ACKNOWL	DOMENT.	
Although not a party to thi shares with IIP funds for the	s MOU, Caltrans acknowledg	ges the intent of the parties to pool their RIP county the State Highway Projects as specified in this MOU.
MLDD Berly Thomas P. Hallenbeck, D	2 11/24/2014	Sharri Bender-Ehlert, District Director 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 ITTP
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 /-//-99 Cathy Prout Date Chairman Chairman Cathy Prout /-//-99 Kirk Perkins Deputy County Counsel Ron Brummett Date Executive Director
Invo County Local Transportation Commission Ballott Smooth Ala 7. Barry Sor 1/1/99 Robert Kimbail Date Paul Bruce Date Chairman County County County County
County Counsel John March 1-7-99 John March Date Executive Director
Mono County Local Transportation Commission Annie 1-1-99 1-1-99 Scott Burns Date Date Executive Director Date Date
•

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. Mallenbeck, District Director Caltrans, District 09 Date Date

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

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).

KERN COUNCIL OF GOVERNMENTS

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

Δttachme	ot A							
Attachment A								
Kern Council of Governments:	Approved as to form:							
Philip Smith Chairperson Ronald E. Brummett	Kirk Perkins Deputy County Counsel							
Invo County Local Transportation Commission	Approved as to form: All R. Barry, Assy.							
Robert Kimball Chairman	Paul Bruce County Counsel							
Jeff variett Jan ell Executive Director	Annual colo Com							
Mono County Local Transportation Commission (A) (A) (A) (A) (A) (A) (A) (A	Marshall Rudolph County Counsel							
Scott Burns Executive Director								
CALTRANS ACKNOWLEDGMENT: Although not a party to this MOU, Caltrans acknow RIP county shares with IIP funds for the purpose of as specified in this MOU.	viedges the intent of the parties to pool their ijointly funding the State Highway Projects							
Thomas P. Hallenbeck, District Director Caltrans, District 9	A. 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 Program	ıming Su	mmary - (\$ X	1,000) - BC	LD - Progran	nmed Italic	- Not Yet Pr	rogrammed
	FΥ	IIP	Inyo	Kern	Mono	Total	Status
ern) North Mojave 4-Lar	18	\$27,403	\$6,851	\$27,403	\$6,851	\$68,508	Constructed
yo) Olancha Cartago		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmen
Environmental	7/8	\$2,749	\$2,749	\$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
ono) 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
e the remainder of this proj			e highway main	tenance program	(SHOPP) - (figu	res below) anoth	her project will be select
Mono County at a future da		ted in the MOU.					
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
ern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
		This project i	s currently shelf	ved but still part	of the MOU.		
m) Freeman Gulch En	٧.	\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
project was broken into se				****		*	
ern) Freeman Gulch Se		\$17.955	\$4,489	\$17.955	\$4,489	\$44.888	In Design
				\$1,000	\$250	\$2,500	in Progress
Design Biobse of Many	12/13	\$1,000 \$4,520	\$250 \$1,130	\$4,520	\$1,130	\$11,300	Not Started
Rights-of-Way Construction	14/15	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
The second secon	and the second	1		\$19,075	\$3,258	\$44,666	In Design
em) Freeman Gulch Se	•	\$19,075	\$3,258				
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress Not Started
Rights-of-Way	16/17	\$3,044	\$2,283	\$0 \$19,075	\$2,283 \$0	\$7,610 \$33,806	Not Started
Construction	Future	\$14,731	\$0			and the second second second	Not Storted
ern) Freeman Gulch Se		\$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	\$115	\$510	\$115	\$1,250 \$48,440	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844		Not Programmed
Total		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Invo	Kern	Mono		County Total
Inv		\$49,071	\$49,071	\$12,268	\$12,268	1 1111111111111	\$122,678
Ker		\$88,178	\$20,522	\$88,178	and the second second		\$217,400
Mon	-	\$597	\$20,522	\$150	\$597		\$1,494
Total By Agenc	-	\$137,846	\$69,743	\$100,596	\$33,387		\$341,572
Total By Agenc	,	\$157,040	405,745	\$100,036	\$00,001		0541,072
Agenc	y	Outside	County	Received i	n County	Total Ex	pended by County
Iny	_	\$	20,672	\$	122,678	\$	69,7
Ker		\$	12.418	\$	217,400	S	100,5
1001		-	,	7	200		

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 FOR 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 BERNARDING 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.

September 19, 2013

Page 1 of 3

4-County STIP & Planning MOU

APPENDIX C - ADOPTED MOU FOR 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 BERNARDING 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.

September 19, 2013	Page 2 of 3	4-County STIP & Planning MOU
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APPENDIX C - ADOPTED MOU FOR 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 BERNARDING 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 Ahron Hakimi, Executive Director Inyo County Local Transportation Commission om, Deputy County Couns Clint Quilter, Executive Director Date Mono County Local Transportation Commission Scott Burns, Executive Director Date San Bernardino Associated Governments L. Dennis Michael, President Date Elleen Monaghan Teichert, General Counsel Date Raymond W. Wolfe, Executive Director 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 Sharri Bender-Ehlert, District Director Caltrans, District 9 Date Caltrans, District 6 Basem Muallem, District Director Caltrans, District 8 September 19, 2013 Page 3 of 11 4-County STIP & Planning MOU

APPENDIX D - PUBLIC OUTREACH

Workshops

Three RTIP Workshops were conducted: April 10, 2019; June 12, 2019; and July 24, 2019. They were first noticed in February 2019 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 February 2019 to November 2019 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 February 2019 on through November 2019.

Kern COG RTIP Website

The Kern COG RTIP website includes all of the Workshop flyers, workshop agendas and Kern COG Transportation Planning Policy Committee agenda reports to the Board of Directors.