

**Kern Council of Governments  
2020 Regional Transportation Improvement Program  
December 15, 2019**

**Regional Adoption  
November 21, 2019**



Kern Council of Governments  
1401 19th Street, Suite 300  
Bakersfield, California 93301  
[www.kerncog.org](http://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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Kern Council of Governments  
Final - 2020 Regional Transportation Improvement Program

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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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 [jstramaglia@kerncog.org](mailto:jstramaglia@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

A handwritten signature in blue ink, appearing to read 'Joe Stramaglia'.

Joseph Stramaglia,  
Project Delivery Team Lead

Enclosures: "Kern COG 2020 Regional Transportation improvement Program"

**Kern Council of Governments**  
1401 19<sup>th</sup> Street, Suite 300, Bakersfield, California 93301 (661) 635-2900 Facsimile (661) 324-8215 TTY (661) 832-7433 [www.kerncog.org](http://www.kerncog.org)

Kern Council of Governments  
2020 Regional Transportation Improvement Program

## 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 Olancho-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 19<sup>th</sup> 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/rtp/>

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**California Transportation Commission – Staff Contact**

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

**Kern Council of Governments - Executive Director**

Ahron Hakimi - Executive Director  
[ahakimi@kerncog.org](mailto:ahakimi@kerncog.org) 661-635-2900

**Kern Council of Governments – RTIP Staff Contact Information**

Joseph Stramaglia – Regional Planner  
[jstramaglia@kerncog.org](mailto: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 RTIP. **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.**



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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
<b>Completed STIP Projects</b>	
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
<b>Projects Under Construction</b>	
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.



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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 - Olancho 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.

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**2020 RTIP REGIONAL FUNDING REQUEST – Kern COG 2020 RTIP Capital Improvement Program**

**ATTACHMENT A**

KERN COUNCIL OF GOVERNMENTS - 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - FINAL DRAFT CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																									
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				SUMMARY OF ALL FUNDING SOURCES					KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY										2020 RTIP			
			ENV	DES	ROW	CON	PROJECT TOTAL	KCOG RTIP RIP TOTAL	IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2018 STIP CARRYOVER					NEW 2020 RTIP				MAX SHARE	APDE	
														2020-21	2021-22	2022-23	2023-24	2024-25	2020 RTIP						
PLANNING, PROGRAMMING & MONITORING																									
PROPOSED CAPITAL IMPROVEMENT PROGRAM FOR 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM																									
SR 28 - CENTENNIAL CORRIDOR - INTERCHANGE IMPROVEMENT PHASE 2	1	1	•	•	•	•	\$ -	\$ -	\$ -	\$ 42,000	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ (30,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 CENTENNIAL CORRIDOR MAINLINE - AB 3090 ALLOCATIONS	2	1	•	•	•	•	\$ 63,211	\$ 66,990	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 6,321	\$ 18,963	\$ 18,964	\$ 18,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4B	3	2	•	•	•	•	\$ -	\$ 40,000	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000	\$ -	\$ 2,400	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOU PROJECTS																									
SR 14 - FREEMAN GULCH SEG 2	4	B	•	•	•	•	\$ 4,900	\$ -	\$ 1,960	\$ 980	\$ 4,900	\$ 1,960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
US 395 - OLANCHA CARTAGO	6	B	•	•	•	•	\$ 137,930	\$ 9,295	\$ 67,607	\$ 13,793	\$ 56,530	\$ 4,498	\$ -	\$ 9,295	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS																									
TOTAL FOR 2020 RTIP SUBMITTAL							\$ 144,330	\$ 97,605	\$ 69,567	\$ 110,464	\$ 99,510	\$ 216,330	\$ 6,458	\$ 2,700	\$ 9,595	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -

REGIONAL EQUITY ANALYSIS				
METRO VS. COUNTYWIDE	AS OF 2018 STIP	CURRENT CUMULATIVE	PROPOSED 2020 STIP	2020 CUMULATIVE
METROPOLITAN BAKERSFIELD	\$ 60,210 77%	\$ 241,856 64%	\$ (30,000) 0%	\$ 191,856 49%
COUNTYWIDE NON-METRO	\$ 18,381 23%	\$ 136,065 36%	\$ 30,000 0%	\$ 196,065 52%
TOTALS	\$ 78,592 0%	\$ 377,921 100%	\$ - 0%	\$ 377,921 100%

NOTE 1: THIS INTERCHANGE IMPROVEMENT PROJECT AT STATE ROUTE 58 AND STATE ROUTE 99 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 99 LANE. KERNCOG STAFF IS RECOMMENDING THAT \$30 MILLION BE DEFERRED TO THE SR 46 PROJECT. AT THIS TIME, CALTRANS IS UNABLE TO ADVANCE THIS PROJECT THROUGH ITS SHOPP PROGRAM. KERNCOG STAFF WOULD PROPOSE TO RESTORE THE \$30 MILLION IN A FUTURE RTIP CYCLE ONCE CALTRANS IS ABLE TO RECEIVE AND INTEGRATE A STIP DONATION FOR AN AUXILIARY LANE TO ADD TO ITS SHOPP PROGRAM TO CONDUCT PAVEMENT REPAIR AND REPLACEMENT IN THE SAME LOCATION.

NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019 AND WILL CONTINUE FORWARD IN THE 2020 STIP. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 3: DESIGN AND ROW IN PROGRESS. BUILD GRANT OF \$17.5 MILLION FOR CONSTRUCTION IN 19-20 FFY. NO NEW STIP FOR THIS CYCLE. KCOG WILL SUBMIT APPLICATION FOR NEXT ROUND OF SB1 TCEP. KCOG STAFF IS RECOMMENDING THAT \$30 MILLION OF RIP BE MOVED FROM THE CENTENNIAL CORRIDOR PHASE 2 DUE TO DELAYS IN SHOPP DEVELOPMENT. SEE NOTE 1.

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

NOTE 4: SR 14 FREEMAN GULCH IS NOT IN THE STIP BUT PART OF THE MOU AGREEMENT. IF DESIGN AND ROW AND NOT PROPOSED IN THIS CYCLE IT STILL WON'T BE IN THE STIP.

NOTE 5: US 395 OLANCHA CARTAGO WAS FULLY FUNDED IN THE 2018 RTIP CYCLE.

November 6, 2019

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Prepared by Kern Council of Governments



### **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 – Olancho 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.

**Kern Council of Governments  
2020 Regional Transportation Improvement Program**

<b>TABLE B1 - Evaluation of Regional Level Performance Indicators and Measures</b>			
Information on regional performance measures was taken from Appendix D of the Kern COG 2018 RTP/SCS. Current Baseline values use the 2042 No Build modeling output while the projected system performance uses the 2014 Build values also provided in Appendix D.			
Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	2020 - 27.21	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 Sustainability	Change in acres of agricultural land	2008 Base - 803,533.0605	2042 - 786,893.0605
	CO <sub>2</sub> emissions reduction per capita	2008 - 0.007277717	2042 - 0.006951596

<b>Table B2 Evaluation - Project-Level Cost-Effectiveness Indicators and Measures</b>						
Indicator / Measure	2042 No Build	2042 Build	2042 No Build	2042 Build	2042 No Build	2042 Build
	SR 58 Centennial Corridor		SR 46 Widening		SR 14 Widening	
Reduce Vehicle Miles Traveled	NA	NA	NA	NA	NA	NA
Reduce Percent of congested VMT (at or below 35 mph)	NA	NA	NA	NA	NA	NA
Change in commute mode share (travel to work or school)	NA	NA	NA	NA	NA	NA
Reduce percent of distressed state highway lane-miles	NA	NA	NA	NA	NA	NA
Improve Pavement Condition Index (local streets and roads)	NA	NA	NA	NA	NA	NA
Reduce % of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	NA	NA	NA	NA	NA	NA
Reduce % of transit assets that surpassed FTA useful life period	NA	NA	NA	NA	NA	NA
Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	NA	NA	NA	NA	NA	NA
Reduce fatalities and serious injuries per capita	0.01	0.0027	NA	NA	NA	NA
Reduce fatalities and serious injuries per VMT	0.01	0.0027	NA	NA	NA	NA
Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NA	NA	NA	NA	NA	NA
Reduce mean commute travel time (to work or school)	NA	NA	NA	NA	NA	NA
Change in acres of agricultural land	NA	NA	NA	NA	NA	NA
CO <sub>2</sub> 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

<b>Summary of Expected Project Outputs</b>			
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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

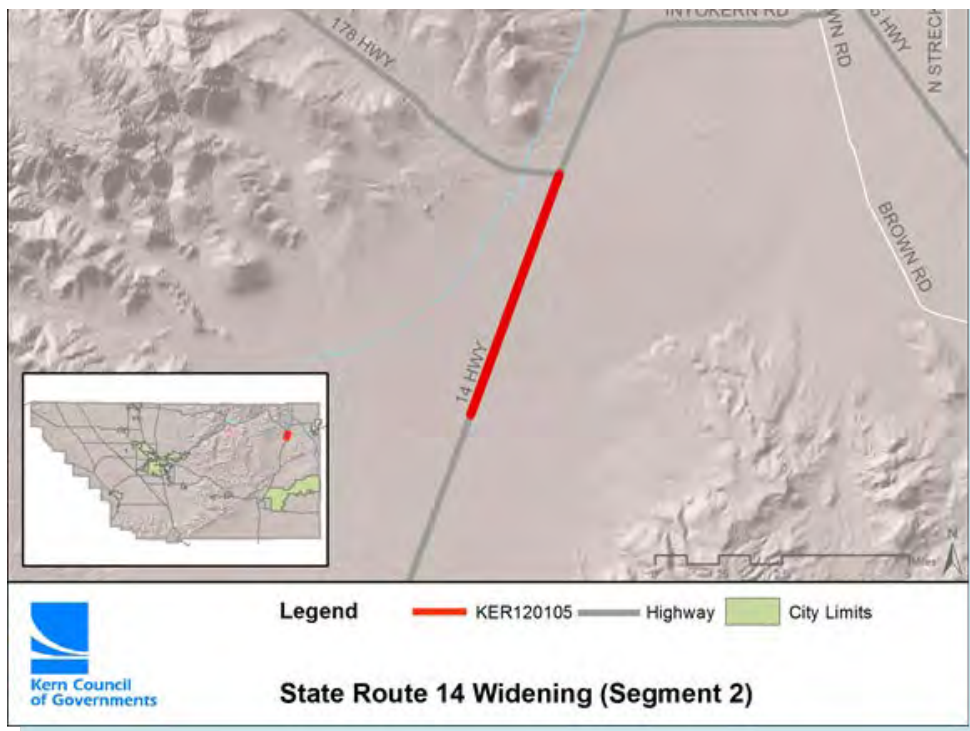
**Project Location and Description:** This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

**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.

Current STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					Completed
2018 RTIP	Design	18-19	\$1,950	\$1,960	\$980	<b>\$4,900</b>
	<b>Total</b>		<b>\$1,950</b>	<b>\$1,960</b>	<b>\$980</b>	<b>\$4,900</b>



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
PROJECT PROGRAMMING REQUEST  
DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date: 07/05/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
06	45712	0612000197	8042B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	14	53	58.3	Caltrans		
				MPO	Element	
				KCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Dennee Alcalá		(760)872-0767		dennee.alcala@dot.ca.gov		
Project Title						
Freeman Gulch Widening - Segment 2						
Location (Project Limits), Description ( Scope of Work)						
Near Ridgecrest, from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west. Convert from 2-lane conventional highway to 4-lane expressway.						
Component	Implementing Agency					
PA&ED						
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	34	Senate:	16	Congressional:	23	
Project Benefits						
The project will improve safety for providing safe passing lanes. The project will improve bike and pedestrian facilities by constructing wider shoulders. The project will facilitate efficient movement of goods through the High Desert - Eastern Sierras-Northern Nevada Strategic Interregional Corridor.						
Purpose and Need						
The highway constitutes the principal access into the Inyo and Mono County recreation areas. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. This project is the second of the three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is an Interregional High Emphasis Focus Route and is essential to the economic of the eastern Sierra region. It is consistent with the						
Category		Outputs/Outcomes		Unit	Total	
Local streets and roads		New roadway lane-mile(s)		Miles	6.2	
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed		Miles	6.2	
ADA Improvements N		Bike/Ped Improvements Y		Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals		Y		Reduces Greenhouse Gas Emissions N		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)				10/29/2007		
Begin Design (PS&E) Phase				07/01/2021		
End Design Phase (Ready to List for Advertisement Milestone)				08/15/2024		
Begin Right of Way Phase				07/01/2021		
End Right of Way Phase (Right of Way Certification Milestone)				05/01/2024		
Begin Construction Phase (Contract Award Milestone)				01/01/2025		
End Construction Phase (Construction Contract Acceptance Milestone)				07/01/2026		
Begin Closeout Phase				03/01/2027		
End Closeout Phase (Closeout Report)				12/01/2033		

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



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

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

Date: 07/05/19

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	4,900							4,900	Caltrans
R/W SUP (CT)					1,500			1,500	Caltrans
CON SUP (CT)					5,500			5,500	Caltrans
R/W					17,700			17,700	Caltrans
CON					67,600			67,600	Caltrans
TOTAL	4,900				92,300			97,200	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	4,900							4,900	
R/W SUP (CT)					1,500			1,500	
CON SUP (CT)					5,500			5,500	
R/W					17,700			17,700	
CON					67,600			67,600	
TOTAL	4,900				92,300			97,200	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$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)									Inyo County Local Transportation C
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$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)									
R/W									
CON									
TOTAL	620							620	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	620							620	

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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)

Date: 07/05/19

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

Fund No. 3: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	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)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

Fund No. 4: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									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)					1,500			1,500	
CON SUP (CT)					5,500			5,500	
R/W					17,700			17,700	
CON					67,600			67,600	
TOTAL					92,300			92,300	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)					1,500			1,500	
CON SUP (CT)					5,500			5,500	
R/W					17,700			17,700	
CON					67,600			67,600	
TOTAL					92,300			92,300	

Fund No. 5: RIP - State Cash (ST-CASH)									Program Code
Existing Funding (\$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)									Kern Council of Governments
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

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 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:

Proposed 2020 STIP Programming (\$ X 1,000)									
RTIP Cycle	Phase	FY	STIP	ITIP	Demo	TCEP	BUILD	SHOPP	Total
<b>SR 46 Widening Segment 4B</b>									
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
	<b>Total</b>		<b>\$5,400</b>	<b>\$0</b>	<b>\$17,003</b>	<b>\$0</b>	<b>\$17,500</b>	<b>\$0</b>	<b>39,903</b>
<b>SR 46 Widening Segment 4C</b>									
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
	<b>Total</b>		<b>\$27,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>37,000</b>





Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
PROJECT PROGRAMMING REQUEST  
DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date: 12/12/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
06	44255	0612000176		3386D		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	46	29.5	31.8	Caltrans		
				MPO	Element	
				KCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Garth Fernandez		(559) 243-8012		garth.fernandez@dot.ca.gov		
Project Title						
Route 46 Expressway Segment 4B						
Location (Project Limits), Description ( Scope of Work)						
In and near Lost Hills, from 0.2 miles west of Pavilion Way to 0.3 mile east of Lost Hills Road. Convert from 2-lane conventional highway to 4-lane expressway.						
Component						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction						
Legislative Districts						
Assembly:	30	Senate:	16,18	Congressional:	20	
Project Benefits						
Increased capacity, improves operations and safety for the motoring public.						
Purpose and Need						
Improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway. <input type="checkbox"/>						
<input type="checkbox"/>						
<input type="checkbox"/>						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		New bridges		each	1	
State Highway Road Construction		Sidewalk miles		Miles	0.9	
State Highway Road Construction		New roadway lane-miles		Miles	3.6	
State Highway Road Construction		Intersections modified		each	5	
ADA Improvements Y		Bike/Ped Improvements Y		Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase				07/01/2018		
End Design Phase (Ready to List for Advertisement Milestone)				09/01/2021	07/03/20	
Begin Right of Way Phase				11/01/2018		
End Right of Way Phase (Right of Way Certification Milestone)				08/01/2021	07/01/20	
Begin Construction Phase (Contract Award Milestone)				02/15/2022	03/15/21	
End Construction Phase (Construction Contract Acceptance Milestone)				09/01/2024	05/15/22	
Begin Closeout Phase				10/01/2024	05/15/22	
End Closeout Phase (Closeout Report)				10/01/2026	03/15/23	

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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

DTP-0001 (Revised 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 Segment 4B						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
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	3,640	960						4,600	Caltrans
CON			29,403					29,403	Caltrans
TOTAL	9,600	2,400	34,903					46,903	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	5,500							5,500	
R/W SUP (CT)	1,340							1,340	
CON SUP (CT)			3,603					3,603	
R/W	6,460							6,460	
CON			23,000					23,000	
TOTAL	13,300		26,603					39,903	

Fund No. 1:	TCRP (Proposed) - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									PROPOSED
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									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									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)			5,500					5,500	
R/W									
CON			22,000					22,000	
TOTAL			27,500					27,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

DTP-0001 (Revised 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 Segment 4B						

Fund No. 3: RIP - State Cash (ST-CASH)									Program Code
Existing Funding (\$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)									Kern Council of Governments
PS&E		1,100						1,100	
R/W SUP (CT)		340						340	
CON SUP (CT)									
R/W		960						960	
CON									
TOTAL		2,400						2,400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									*Program shown in CTIPS in 20-21. Funds accessed and expended early.
PS&E									
R/W SUP (CT)	340							340	
CON SUP (CT)		600						600	
R/W	960							960	
CON		3,500						3,500	
TOTAL	1,300	4,100						5,400	

Fund No. 4: Demo - Demonstration-State TEA21 (DEMOS21)									Program Code
Existing Funding (\$1,000s)									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	
R/W 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					17,003	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,500							5,500	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)		3,003						3,003	
R/W	5,500							5,500	
CON		2,000						2,000	
TOTAL	12,000	5,003						17,003	

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

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



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
PROJECT PROGRAMMING REQUEST  
DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project)    Y/N					Date:    12/12/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
06	44256	0620000053	3386E			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	46	26.5	30.2	Caltrans		
				MPO	Element	
				KCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Garth Fernandez		(559) 243-8012		garth.fernandez@dot.ca.gov		
<b>Project Title</b>						
Route 46 Expressway Segment 4C:						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
in and near Lost Hills, from Browns Material Road to Farnsworth Avenue. Convert from 2-lane conventional highway to 4-lane expressway.						
<b>Component</b>						
PA&ED						
PS&E						
Right of Way						
Construction						
<b>Legislative Districts</b>						
Assembly:	30	Senate:	16,18	Congressional:	20	
<b>Project Benefits</b>						
Increased capacity, improves operations and safety for the motoring public.						
<b>Purpose and Need</b>						
Improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway.						
<b>Category</b>		<b>Outputs/Outcomes</b>		<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		New bridges		each	1	
State Highway Road Construction		New roadway lane-miles		Miles	7	
State Highway Road Construction		Intersections modified		each	2	
ADA Improvements    Y		Bike/Ped Improvements    Y		Reversible Lane analysis    N		
Inc. Sustainable Communities Strategy Goals    Y				Reduces Greenhouse Gas Emissions    Y		
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document    Document Type						
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase					07/01/20	
End Design Phase (Ready to List for Advertisement Milestone)					03/01/20	
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)					02/01/22	
Begin Construction Phase (Contract Award Milestone)					10/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)					07/15/24	
Begin Closeout Phase					07/15/24	
End Closeout Phase (Closeout Report)					05/15/25	

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



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**PROJECT PROGRAMMING REQUEST**

#REF1

Date: 12/12/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER	46	44256	0620000053	3386E	
Project Title: Route 46 Expressway Segment 4C						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E									
RAW SUP (CT)									Caltrans
CON SUP (CT)									
RAW									Caltrans
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E		600						600	
RAW SUP (CT)									
CON SUP (CT)				5,400				5,400	
RAW									
CON				31,000				31,000	
TOTAL		600		36,400				37,000	

Fund No. 1: TCRP (Proposed) - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									PROPOSED
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

Fund No. 2: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
PROJECT PROGRAMMING REQUEST

#REF1

Date: 12/12/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER	46	44256	0620000053	3386E	
Project Title: Route 46 Expressway Segment 4C						

Fund No. 3:		RIP - State Cash (ST-CASH)							Program Code	
Existing Funding (\$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)									Kern Council of Governments	
PS&E										
RAW SUP (CT)										
CON SUP (CT)										
RAW										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		600						600		
RAW SUP (CT)										
CON SUP (CT)				5,400				5,400		
RAW										
CON				21,000				21,000		
TOTAL		600		26,400				27,000		

Fund No. 4: Demo - Demonstration-State TEA21 (DEMOS21)								Program Code	
Existing Funding (\$1,000s)								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									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

Fund No. 5:		TCEP							Program Code
Existing Funding (\$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									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON				10,000				10,000	
TOTAL				10,000				10,000	

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 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.

Current and Proposed STIP Programming (\$ 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			
	<b>Total</b>		\$63,211			<b>\$63,211</b>





Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
PROJECT PROGRAMMING REQUEST  
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date: 07/05/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
06		600000484	3705B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER				Bakersfield, City of		
				MPO	Element	
				KCOG		
Project Manager/Contact		Phone		E-mail Address		
Minerva Rodriguez		(559)243-3518				
<b>Project Title</b>						
AB 3090 Reimbursement Project						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
AB 3090 Reimbursement Project - August 2018 CTC approved 18S-06 replacing PPNO 3705- (Westside Parkway - State Route 58 Connector- Ph1)						
<b>Component</b>						
PA&ED		Bakersfield, City of				
PS&E		Bakersfield, City of				
Right of Way		Bakersfield, City of				
Construction		Bakersfield, City of				
<b>Legislative Districts</b>						
Assembly:		Senate:		Congressional:		
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N	
Inc. Sustainable Communities Strategy Goals N		Reduces Greenhouse Gas Emissions N				
<b>Project Milestone</b>					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document						
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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)

Date: 07/05/19

District	County	Route	EA	Project ID	PPNO	Alt ID
06	KER			600000484	3705B	
Project Title: AB 3090 Reimbursement Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									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				63,211	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON	6,321	18,963	18,964	18,963				63,211	
TOTAL	6,321	18,963	18,964	18,963				63,211	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$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)									Kern Council of Governments
PS&E									\$6321 CON voted 06/26/19
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON	6,321	18,963	18,964	18,963				63,211	
TOTAL	6,321	18,963	18,964	18,963				63,211	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON	6,321	18,963	18,964	18,963				63,211	
TOTAL	6,321	18,963	18,964	18,963				63,211	

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



**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.**







Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**PROJECT PROGRAMMING REQUEST**

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

Date: 11/13/19

District	County	Route	EA	Project ID	PPNO	Alt ID
06	KER	99	0X370		3705A	
Project Title: Westside Parkway - SR 58 Connector Interchange - Ph2 (Centennial)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
RAW SUP (CT)									Caltrans
CON SUP (CT)				13,200				13,200	Caltrans
RAW									Caltrans
CON				126,800				126,800	Caltrans
TOTAL				140,000				140,000	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
RAW SUP (CT)									
CON SUP (CT)						13,200		13,200	
RAW									
CON						97,800		97,800	
TOTAL						111,000		111,000	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$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)									Kern Council of Governments
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON				30,000				30,000	
TOTAL				30,000				30,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans D6 working with KCOG to deliver as future SHOPP project. KCOG will use RIP for construction only from future RTIP cycle. SHOPP will deliver pre-construction phases.
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON						1,000		1,000	
TOTAL						1,000		1,000	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								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)									Bakersfield, City of
PS&E									
RAW SUP (CT)									
CON SUP (CT)				13,200				13,200	
RAW									
CON				96,800				96,800	
TOTAL				110,000				110,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans D6 working with KCOG to deliver as future SHOPP project. KCOG will use RIP for construction only from future RTIP cycle. SHOPP will deliver pre-construction phases.
PS&E									
RAW SUP (CT)									
CON SUP (CT)									
RAW									
CON									
TOTAL									

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**

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

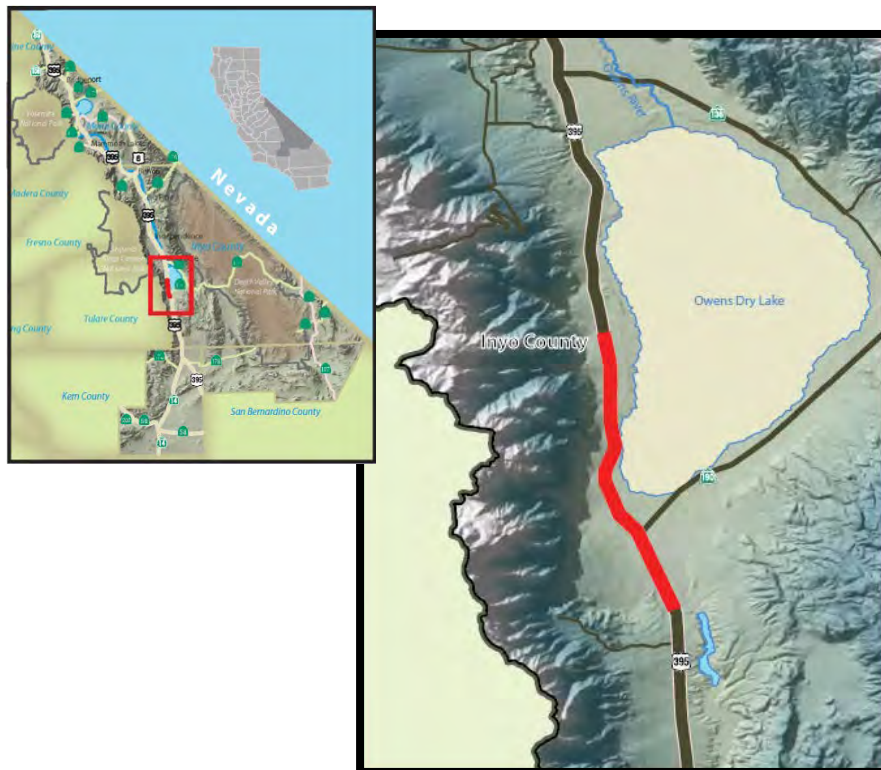
**US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8**

**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.



**PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS**



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**US 395 – Olancho Cartago – Olancho and Cartago Expressway – Postmile 29.2 / 41.8**  
**PPR FORM – PAGE 1 OF 4**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date: 06/20/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
09	21340	0900000030	0170			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
INY	395	29.2	41.8	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Dennee Alcalá		(760) 872-0767		<a href="mailto:dennee.alcala@dot.ca.gov">dennee.alcala@dot.ca.gov</a>		
<b>Project Title</b>						
Olancho and Cartago Expressway						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Near Olancho and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Widen 2 lane conventional highway to 4 lane expressway.						
<b>Component</b>						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	26	Senate:	18	Congressional:	8	
<b>Project Benefits</b>						
The project benefits will include multi-modal improvements, ped/bike improvements, and safety improvements. The improvements support a growing economy and improve livability in the region.						
<b>Purpose and Need</b>						
The existing 2-lane highway is not adequate to meet current and future demand. A 4-lane expressway will address safety concerns due to limited passing opportunities. The project will also include the following Complete Streets elements: new shoulders, new multi-use undercrossing, Class III Bike Route, and intersection improvements that will benefit multiple modes of transportation.						
<b>Category</b>		<b>Outputs/Outcomes</b>		<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Turnout(s) constructed		Each	1	
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed		Miles	12.14	
State Highway Road Construction		New roadway lane-mile(s)		Miles	12.14	
Local streets and roads		New roadway lane-miles		Miles	4.8	
ADA Improvements No		Bike/Ped Improvements Yes		Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals Yes			Reduces Greenhouse Gas Emissions No			
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)				11/01/2011		
Begin Design (PS&E) Phase				01/01/2000	01/01/00	
End Design Phase (Ready to List for Advertisement Milestone)				05/01/2020	05/01/20	
Begin Right of Way Phase				01/01/2000	01/01/00	
End Right of Way Phase (Right of Way Certification Milestone)				02/01/2020	02/01/20	
Begin Construction Phase (Contract Award Milestone)				10/01/2020	10/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)				08/01/2022	08/01/22	
Begin Closeout Phase				03/01/2023	03/01/23	
End Closeout Phase (Closeout Report)				12/03/2029	01/01/26	

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**PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS**

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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

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

Date: 06/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	INY	395	21340	0900000030	0170	
Project Title: Olancha and Cartago Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
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
R/W	24,800							24,800	Caltrans
CON			83,100					83,100	Caltrans
TOTAL	44,980		92,950					137,930	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	9,370							9,370	
PS&E	7,310							7,310	
R/W SUP (CT)	3,500							3,500	
CON SUP (CT)			9,850					9,850	
R/W	24,800							24,800	
CON			83,100					83,100	
TOTAL	44,980		92,950					137,930	

Fund No. 1: RIP - National Hwy System (NH)									Program Code
Existing Funding (\$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)									Inyo County Local Transportation C
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)			2,700					2,700	
R/W	9,920							9,920	
CON			20,795					20,795	
TOTAL	14,244		23,495					37,739	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)			2,700					2,700	
R/W	9,920							9,920	
CON			20,795					20,795	
TOTAL	14,244		23,495					37,739	

Fund No. 2: RIP - National Hwy System (NH)									Program Code
Existing Funding (\$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)									Kern Council of Governments
PS&E	731							731	
R/W 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 Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	731							731	
R/W 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	

**PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS**

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



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8**  
**PPR FORM – PAGE 3 OF 4**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**PROJECT PROGRAMMING REQUEST**

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

Date: 06/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	INY	395	21340	0900000030	0170	
Project Title: Olancha and Cartago Expressway						

Fund No. 3: RIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	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	
R/W	2,480							2,480	
CON			9,560					9,560	
TOTAL	4,498		10,545					15,043	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	937							937	2018 STIP had \$1.250M additional contribution above 10% in Con Capital.
PS&E	731							731	
R/W SUP (CT)	350							350	
CON SUP (CT)			985					985	
R/W	2,480							2,480	
CON			9,560					9,560	
TOTAL	4,498		10,545					15,043	

Fund No. 4: RIP - State Cash (ST-CASH)									Program Code
Existing Funding (\$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)	3,748							3,748	Inyo County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,748							3,748	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	

Fund No. 5: RIP - State Cash (ST-CASH)									Program Code
Existing Funding (\$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							937	Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	937							937	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	937							937	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	937							937	

**PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS**

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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

**US 395 – Olancho Cartago – Olancho and Cartago Expressway – Postmile 29.2 / 41.8**  
**PPR FORM – PAGE 4 OF 4**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

**PROJECT PROGRAMMING REQUEST**

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

Date: 06/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	INY.	395.	21340	0900000030	0170	
Project Title: Olancho and Cartago Expressway						

Fund No. 6: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$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	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)			5,180					5,180	
R/W	9,920							9,920	
CON			44,435					44,435	
TOTAL	14,244		49,615					63,859	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)			5,180					5,180	
R/W	9,920							9,920	
CON			44,435					44,435	
TOTAL	14,244		49,615					63,859	

Fund No. 7: IIP - State Cash (ST-CASH)									Program Code
Existing Funding (\$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							3,748	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,748							3,748	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	

Fund No. 8: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									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									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
PROJECT PROGRAMMING REQUEST  
DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date: 07/05/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
06		0618000239	6L03	KER980103		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER				Kern Council of Governments		
				MPO	Element	
				KCOG	LA	
Project Manager/Contact		Phone		E-mail Address		
Joseph Stramaglia		(661) 635-2914		jstramaglia@kerncog.org		
Project Title						
Planning, Programming and Monitoring						
Location (Project Limits), Description ( Scope of Work)						
Planning, Programming and Monitoring.						
Component	Implementing Agency					
PA&ED						
PS&E						
Right of Way						
Construction	Kern Council of Governments					
Legislative Districts						
Assembly:	30,32,34	Senate:	16,18	Congressional:	20,22	
Project Benefits						
Purpose and Need						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N	
Inc. Sustainable Communities Strategy Goals N		Reduces Greenhouse Gas Emissions N				
Project Milestones					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document						
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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



Kern Council of Governments  
2020 Regional Transportation Improvement Program

**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**

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

Date: 07/05/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER			0618000239	6L03	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Kern Council of Governments
R/W									
CON	9,480	250	250	250				10,230	Kern Council of Governments
TOTAL	9,480	250	250	250				10,230	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W 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	updated November 12, 2019

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								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)									Kern Council of Governments
PS&E									\$162 CON voted 07/16/98
R/W SUP (CT)									\$161 CON voted 04/25/00
CON SUP (CT)									\$45 CON voted 07/01/00
R/W									\$45 CON voted 05/14/01
CON	9,480	250	250	250				10,230	\$300 CON voted 10/31/02
TOTAL	9,480	250	250	250				10,230	\$198 CON voted 02/26/04
									\$196 CON voted 03/03/05
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W 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	

**APPENDIX A – RESOLUTION 19-40 KERN COG REGIONAL APPROVAL OF 2020 RTIP**

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

Kern Council of Governments  
2020 Regional Transportation Improvement Program

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

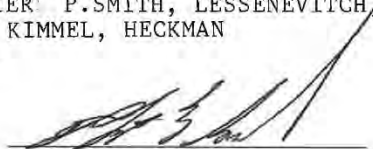
AYES: COUCH, B. SMITH, REYNA, KERSEY, KIMMEL, HECKMAN

NOES: NONE

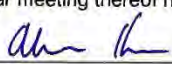
ABSTAIN: NONE

ABSENT: 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.

  
Ahron Hakimi, Executive Director  
Kern Council of Governments

Date: NOV 21 2019

**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 Memorandum of Understanding in January 1999 and 2001, that provided for the joint funding of certain projects on the CORRIDOR, along with the following other considerations:

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

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

**ROLES AND RESPONSIBILITIES**

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

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

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



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

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

**PROPOSED PROJECTS AND FUNDING**

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

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

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

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

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

**Widen U.S. 395 in Inyo County - Olancho 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 **BA** to this MOU reflects the latest funding needs for the PROJECTS broken out by phase and potential future STIP Cycles to deliver these projects as agreed.

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

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

**FREEMAN GULCH PROJECT PROVISIONS**

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

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



Kern Council of Governments  
2020 Regional Transportation Improvement Program

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

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

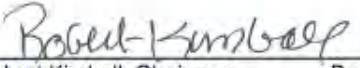
Kern Council of Governments

 DEC 15 2014  
Harold W. Hanson, Chairman Date

 9-18-15  
Phillip W. Hall, Deputy County Counsel Date

 DEC 15 2014  
Ahron Hakimi, Executive Director Date

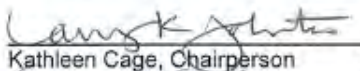
Inyo County Local Transportation Commission

  
Robert Kimball, Chairman Date

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

 10/16/13  
Clint Quilter, Executive Director Date

Mono County Local Transportation Commission

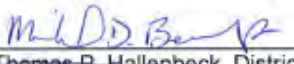
 11/3/14  
Kathleen Cage, Chairperson Date

 11/13/14  
Marshall Rudolph, County Counsel Date

 11/3/14  
Scott Burns, 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 MOU.

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

 12-15-2014  
Sharn 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 0**

**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 from P.M. 30.8 to 41.6- Olancho/Cartago project. Achieve Project Approval and Environmental Document.
- Widen State Route 14 in Kern County to four lane expressway from 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.

Kern Council of Governments  
2020 Regional Transportation Improvement Program

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

Attachment A

The projects are to be funded as follows:


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

40% by the State ITIP

10% each by the two remaining County's RTIPs

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

**Kern Council of Governments**

  
Cathy Probst  
Chairman

Date

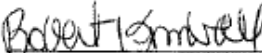
  
Kirk Perkins  
Deputy County Counsel

Date

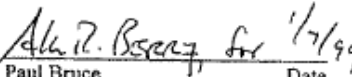
  
Ron Brummett  
Executive Director

Date

**Inyo County Local Transportation Commission**

  
Robert Kimball  
Chairman

Date

  
Paul Bruce  
County Counsel

Date

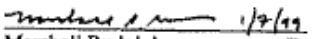
  
Jeff Jewett  
Executive Director

Date

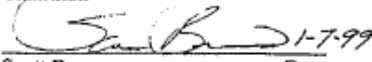
**Mono County Local Transportation Commission**

  
Joann Ronci  
Chairman

Date

  
Marshall Rudolph  
County Counsel

Date

  
Scott Burns  
Executive Director

Date

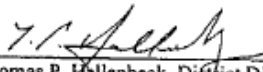


APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 7 OF 11

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

1/7/99  
Date

  
\_\_\_\_\_  
Bart Bohn, District Director  
Caltrans, District 06

1/7/99  
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  
KERN COUNCIL OF GOVERNMENTS**

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

**RECITALS**

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

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

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

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

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

**ROLES AND RESPONSIBILITIES**

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

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

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

**Attachment A**

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

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

**PROPOSED PROJECTS AND FUNDING**

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

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

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

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

The projects are to be funded as follows:

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

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


Kern Council of Governments  
2020 Regional Transportation Improvement Program


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


Attachment A

**Kern Council of Governments:**

Approved as to form:

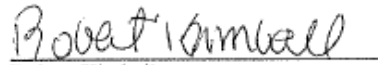
  
Philip Smith  
Chairperson

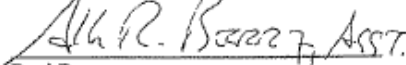
  
Kirk Perkins  
Deputy County Counsel

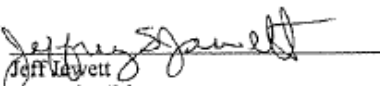
  
Ronald E. Brummett  
Executive Director

**Inyo County Local Transportation Commission**

Approved as to form:

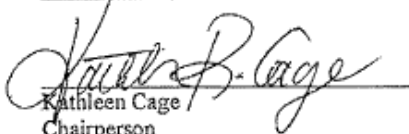
  
Robert Kimball  
Chairman

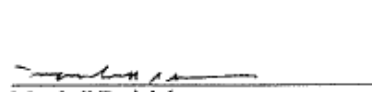
  
Paul Bruce  
County Counsel


  
Jeff Jewett  
Executive Director

**Mono County Local Transportation Commission**

Approved as to form:

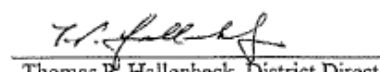
  
Kathleen Cage  
Chairperson

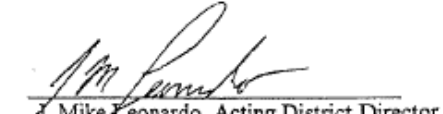
  
Marshall Rudolph  
County Counsel

  
Scott Burns  
Executive Director

**CALTRANS ACKNOWLEDGMENT:**

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

  
Thomas P. Hallenbeck, District Director  
Caltrans, District 9

  
Mike Leonardo, Acting District Director  
Caltrans, District 6



Kern Council of Governments  
2020 Regional Transportation Improvement Program

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

**ATTACHMENT B**

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

MOU Programming Summary - (\$ X 1,000) - BOLD - Programmed Italic - Not Yet Programmed							
	FY	IIP	Inyo	Kern	Mono	Total	Status
(Kern) North Mojave 4-Lane		\$27,403	\$6,851	\$27,403	\$6,851	\$68,508	Constructed
(Inyo) Olancho Cartago		\$49,071	\$49,071	\$12,268	\$12,268	\$122,678	Final Environmental
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
(Mono) High Point		\$597	\$150	\$150	\$597	\$1,494	Constructed
Environmental	2/3	\$541	\$135	\$135	\$541	\$1,352	Completed
Design	7/8	\$56	\$15	\$15	\$56	\$142	Completed
Since the remainder of this project was delivered in the state highway maintenance program (SHOPP) - (figures below) another project will be selected for Mono County at a future date, as reflected in the MOU.							
Design	11/12					\$1,770	Completed
Rights-of-Way	11/12					\$288	Completed
Construction	11/12					\$20,100	Completed
(Kern) Inyokern		\$1,240	\$310	\$1,240	\$310	\$3,100	Shelved
Environmental	2/3	\$1,240	\$310	\$1,240	\$310	\$3,100	
This project is currently shelved but still part of the MOU.							
(Kern) Freeman Gulch Env.		\$779	\$195	\$779	\$195	\$1,948	Completed
Environmental	2/3	\$779	\$195	\$779	\$195	\$1,948	
This project was broken into segments to facilitate financing over multiple funding cycles. See segment information below.							
(Kern) Freeman Gulch Seg. 1		\$17,955	\$4,489	\$17,955	\$4,489	\$44,888	In Design
Design	12/13	\$1,000	\$250	\$1,000	\$250	\$2,500	In Progress
Rights-of-Way	14/15	\$4,520	\$1,130	\$4,520	\$1,130	\$11,300	Not Started
Construction	16/17	\$12,435	\$3,109	\$12,435	\$3,109	\$31,088	Not Started
(Kern) Freeman Gulch Seg. 2		\$19,075	\$3,258	\$19,075	\$3,258	\$44,666	In Design
Design	15/16	\$1,300	\$975	\$0	\$975	\$3,250	In Progress
Rights-of-Way	16/17	\$3,044	\$2,283	\$0	\$2,283	\$7,610	Not Started
Construction	Future	\$14,731	\$0	\$19,075	\$0	\$33,806	
(Kern) Freeman Gulch Seg. 3		\$21,726	\$5,419	\$21,726	\$5,419	\$54,290	Not Started
Design	Future	\$2,840	\$460	\$2,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$125	\$510	\$125	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
<b>Total :</b>		<b>\$137,846</b>	<b>\$69,743</b>	<b>\$100,596</b>	<b>\$33,387</b>	<b>\$341,572</b>	
		<b>IIP</b>	<b>Inyo</b>	<b>Kern</b>	<b>Mono</b>		<b>County Total</b>
Inyo		\$49,071	\$49,071	\$12,268	\$12,268		\$122,678
Kern		\$88,178	\$20,522	\$88,178	\$20,522		\$217,400
Mono		\$597	\$150	\$150	\$597		\$1,494
<b>Total By Agency</b>		<b>\$137,846</b>	<b>\$69,743</b>	<b>\$100,596</b>	<b>\$33,387</b>		<b>\$341,572</b>
<b>Agency</b>		<b>Outside County</b>	<b>Received in County</b>		<b>Total Expended by County</b>		
Inyo	\$	20,672	\$	122,678	\$	69,743	
Kern	\$	12,418	\$	217,400	\$	100,596	
Mono	\$	32,790	\$	1,494	\$	33,387	

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

**APPENDIX C – ADOPTED MOU 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 BERNARDINO ASSOCIATED GOVERNMENTS**

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

**RECITALS**

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

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

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

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

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

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

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

**ROLES AND RESPONSIBILITIES**

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

**APPENDIX C – ADOPTED MOU 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 BERNARDINO ASSOCIATED GOVERNMENTS**

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

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

**PROPOSED PROJECTS AND FUNDING**

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

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

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

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

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

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

\_\_\_\_\_  
SIGNATURES ON FOLLOWING PAGE



Kern Council of Governments  
2020 Regional Transportation Improvement Program

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 BERNARDINO ASSOCIATED GOVERNMENTS**

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

**Kern Council of Governments**

[Signature]  
Harold W. Hanson, Chairperson Date

[Signature]  
Ahron Hakimi, Executive Director

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

**Inyo County Local Transportation Commission**

[Signature]  
Robert Kimball, Chairperson Date

[Signature]  
Clint Quilter, Executive Director Date

[Signature] 10/9/13  
Dana Crom, Deputy County Counsel Date

**Mono County Local Transportation Commission**

[Signature] 11/5/13  
Larry Johnston, Chairperson Date

[Signature]  
Scott Burns, Executive Director Date

[Signature] 11/14/14  
Marshall Rudolph, County Counsel Date

**San Bernardino Associated Governments**

[Signature]  
L. Dennis Michael, President Date

[Signature]  
Eileen Monaghan Teichert, General Counsel Date

[Signature]  
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.

[Signature]  
Thomas P. Hallenbeck, District Director  
Caltrans, District 9 Date

[Signature]  
Sharri Bender-Ehlert, District Director  
Caltrans, District 6 Date

[Signature]  
Basem Muallem, District Director  
Caltrans, District 8 Date

## **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.