

**Kern Council of Governments
2018 Regional Transportation Improvement Program
December 15, 2017**

**Regional Adoption
November 16, 2017**



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Final Document

Kern Council of Governments Board of Directors

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

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OVERVIEW AND SCHEDULE – Cover Letter



December 15, 2017

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 2018 Regional Transportation Improvement Program

Dear Ms. Bransen and Mr. De Terra:

Transmitted with this letter is the Kern Council of Governments' 2018 Regional Transportation Improvement Program document. We appreciate your staff's support in the development of this document. For additional information, please call 661-635-2914 (Office), or e-mail at jstramaglia@kerncog.org.

Sincerely,

AHRON HAKIMI,
EXECUTIVE DIRECTOR

Joseph Stramaglia,
Project Delivery Team Lead

Enclosures: "Kern COG 2018 Regional Transportation improvement Program"

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OVERVIEW – Executive Summary

Based on current projects advancing in the Kern COG 2018 Regional Transportation Improvement Program (2018 RTIP), this Kern COG 2018 RTIP submittal will accomplish the following:

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

The Kern COG 2018 RTIP is consistent with and implements the Kern COG 2014 Regional Transportation Plan/Sustainable Communities Strategy (2014 RTP/SCS) and associated Air Quality Conformity, regionally adopted June 19, 2014 and federally approved December 12, 2014. The Final Kern COG 2018 RTIP Capital Improvement Program is provided on page 6. The 2018 RTIP Program of Projects includes \$79,478,000 of new “RIP” programming to advance projects from the 2016 STIP into the 2018 STIP. The federally approved 2014 RTP/SCS outlines Kern COG’s approach to achieve its regional goals which are reflected in adopted policy actions. Chapter 4 of the 2014 RTP/SCS Table 4-7: “Proposed Greenhouse Gas Emissions and Vehicle Trips Reduction Strategies” provides an extensive list of regional strategies ordered by various transportation modes including Transit, Active Transportation, Transportation Demand Management, Transportation System Management, Land Use, Road Projects, Goods Movement, and Pricing strategies.

Project Priorities – the Kern COG 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 includes \$9.2 Million in federal demonstration funding from SAFETEA-LU. The construction phase is not programmed.

OVERVIEW - General Agency and Contact Information

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

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

Kern COG homepage: <http://www.kerncog.org>

RTIP document: <http://www.kerncog.org/category/docs/rtip/>

RTP document: <http://www.kerncog.org/category/docs/rtp/>

California Transportation Commission – Staff Contact

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Kern Council of Governments - Executive Director

Ahron Hakimi - Executive Director
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Kern Council of Governments – RTIP Staff Contact Information

Joseph Stramaglia - Project Delivery Team Lead
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OVERVIEW – Background of Regional Transportation Improvement Program

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

The Kern COG Board of Directors adopted its 2014 Regional Transportation Improvement Program (2014 RTIP) 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 was deprogrammed by \$22 million.

OVERVIEW - Approval Schedule

Approval Schedule - The Kern Council of Governments adopted its 2018 RTIP Capital Improvement Program at the regularly-scheduled November 16, 2017 meeting. The remaining California Transportation Commission timeline to process the RTIPs and approve the 2018 STIP is as follows:

November 16, 2017	Kern COG to adopt 2018 RTIP Capital Improvement Program
December 15, 2017	Regions submit RTIPs to Caltrans and CTC
December 15, 2017	Caltrans submits final RTIP to CTC
January 25, 2018	CTC STIP hearing, South
February 1, 2018	CTC STIP hearing, North
February 28, 2018	CTC publishes staff recommendations
March 21-22, 2018	CTC adopts STIP

OVERVIEW – Completion of Prior RTIP Projects

The STIP projects listed below are under construction or delivered prior to the 2018-19 fiscal year.

Project Name and Description	Improvements and Benefits
SR 46 Widening 2 to 4 lanes – 26 miles	Decrease fatalities and injuries
Westside Parkway – new freeway 8 miles	Reduce congestion
SR 119 truck-climbing lanes	Decrease fatalities and injuries
Local Reconstruction – W. Ridgecrest Blvd.	Improve safety
Local Construction – Challenger Drive Extension	Improve safety and access
SR 46 Widening Segment 4A – under construction	Decrease fatalities and injuries
SR 14 Freeman Gulch Segment 2 – under construction	Decrease fatalities and injuries

OVERVIEW – Regional Selection Process

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

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

OVERVIEW - Caltrans Consultation

The Kern regional projects in the 2018 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.

2018 RTIP REGIONAL FUNDING REQUEST - 2018 STIP Regional Share & Request for Programming

The CTC-adopted 2018 Fund Estimate identified new programming capacity for the 5-year programming span beginning with 2018-19 through 2022-23. Kern COG's proposed 2018 RTIP Capital Improvement Program will advance those 2016 STIP projects that are not yet delivered. The proposed Kern COG 2018 RTIP Capital Improvement Program is provided on the next page and reflects the region's project priorities for use of Regional Improvement Program (RIP) funding that finances the STIP. The request for programming of RIP totals \$79,478,000 reflects programming for projects in our region and agreement projects outside the region.

2018 RTIP REGIONAL FUNDING REQUEST - Outside Funding Sources Included in RTIP

The total value of the Kern COG 2018 RTIP Capital Improvement Program proposed projects to advance in the 2018 STIP is \$409,866,000. The Kern COG regional share of RIP funding of \$79,478,000 represents 19% of the total project value. The proposed Capital Improvement Program also includes a significant amount of revenue from several other funding sources including federal earmarks, local revenue, TCRP funding, Interregional Improvement Program (IIP) from Caltrans and RIP from Inyo and Mono County. The Kern COG 2018 RTIP Capital Improvement Program shown on Page 6 includes other funding sources.

2018 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 current copy of the MOU.

2018 RTIP REGIONAL FUNDING REQUEST - San Joaquin Valley 2018 RTIP Coordination

The San Joaquin Valley Directors have successfully coordinated RTIP programming needs in the past including the 2012 Regional Transportation Improvement Program (RTIP) and the 2010 RTIP. The overall goal of the Valley-wide Coordinated RTIP is to summarize how collectively the San Joaquin Valley has been able to voluntarily move, shift, or delay projects (and respective STIP allocations).

2018 RTIP REGIONAL FUNDING REQUEST - Projects Planned within the Corridor

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

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

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

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2018 RTIP REGIONAL FUNDING REQUEST – Kern COG 2018 RTIP Capital Improvement Program

REGIONALLY ADOPTED 2018 RTIP – CAPITAL IMPROVEMENT PROGRAM																	
PROJECT DESCRIPTION	PRIORITY	CURRENT AND PROPOSED PHASES			PROJECT TOTAL	KCOG 2018 RTIP RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY						
							IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2016 STIP CARRYOVER					NEW 2018 RTIP
		ENV	DES	ROW								CON	2018-19	2019-20	2020-21	2021-22	
		PLANNING, PROGRAMMING & MONITORING								\$ 949	\$ 949		\$ 949		\$ 949	\$ 199	\$ -
PROPOSED CAPITAL IMPROVEMENT PROGRAM FOR 2018 RTIP - SCENARIO 3 - CALTRANS PARTICIPATION OF 40% ITP IN MOU SHARE OF EASTERN KERN PROJECTS																	
SR 132 - WIDENING - STANCOG ¹	B	●	●	●	\$ 3,500	\$ 3,500	\$ -	\$ 3,500	\$ -	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ -	\$ -
SR 58 – CENTENNIAL CORRIDOR ²	1	●	●	●	\$ 143,669	\$ 93,181	\$ -	\$ 93,181	\$ 50,488	\$ 143,669	\$ -	\$ 33,001	\$ -	\$ -	\$ 54,567	\$ -	\$ 5,613
SR 46 - WIDENING SEGMENT 4B ³	2	●	●	●	\$ 12,000	\$ 2,400	\$ -	\$ 2,400	\$ 9,600	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ -	\$ -
MOU PROJECTS																	
US 395 - OLANCHA CARTAGO ⁶	5	●	●	●	\$ 137,930	\$ 10,938	\$ 57,607	\$ 10,938	\$ 59,385	\$ 137,930	\$ 2,855	\$ -	\$ -	\$ -	\$ -	\$ 10,938	\$ -
SR 14 - FREEMAN GULCH SEG 2 ⁴	3	●	●	●	\$ 4,900	\$ 1,960	\$ 1,960	\$ 1,960	\$ 980	\$ 4,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,960	\$ -
SR 14 - FREEMAN GULCH SEG 3 ⁵	4	●			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS																	
SR 58 - TRUCK CLIMBING LANES		●	●		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 99 - RAMPAUX LANE CALIFORNIA AVE					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 99 - WIDEN TO 7TH STANDARD RD					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FOR 2018 RTIP SUBMITTAL					\$ 302,948	\$ 101,990	\$ 69,567	\$ 112,928	\$ 120,453	\$ 302,948	\$ 2,855	\$ 33,200	\$ -	\$ 250	\$ 60,717	\$ 250	\$ 18,511

NOTE 1: THIS COMMITMENT OF RIP TO STANISLAUS WAS MADE IN EXCHANGE FOR TCRP CONCURRENCE

NOTE 2: THE SR 88 CENTENNIAL CORRIDOR IS KCOG'S HIGHEST PROJECT PRIORITY.

NOTE 3: THE SR 46 WIDENING FOR SEGMENT B PART OF ORIGINAL PHASE IV WIDENING. REMAINING DEMO TO BE USED FOR DESIGN AND RIGHTS-OF-WAY - CONSTRUCTION PHASE IN 2020 RTIP.

NOTE 4: THE SR 14 FREEMAN GULCH SEGMENT 2 PROJECT IS PART OF A 4-AGENCY FUNDING MOU; KCOG IS ADVANCING THIS PROJECT TO THE DESIGN PHASE ONLY.

NOTE 5: THE SR 14 FREEMAN GULCH SEGMENT 3 PROJECT IS PART OF A 4-AGENCY FUNDING MOU; KCOG IS NOT ADVANCING THIS PROJECT DUE TO FINANCIAL CONSTRAINTS.

NOTE 6: THE US 395 OLANCHA CARTAGO PROJECT IS PART OF A 4-AGENCY FUNDING MOU; CALTRANS IS PROPOSING TO RESTORE ITP PARTICIPATION THROUGH CONSTRUCTION.

RELATIONSHIP OF RTIP TO RTP/SCS AND BENEFITS OF RTIP

Relationship of RTIP to adopted RTP/SCS

The projects presented in the Kern COG 2018 RTIP are identified as regionally significant projects in the financially constrained Capital Improvement Program within the federally approved Kern COG 2014 Regional Transportation Plan / Sustainable Communities Strategies Plan. The partnership project for 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 2014 Regional Transportation Plan is Kern County's comprehensive area-wide long-range plan to address mobility challenges created by regional growth. The policy element is one of 4 required elements for a Regional Transportation Plan as required by the adopted California Transportation Commission guidelines. This policy element contains an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor improvements to Kern's transportation system through 2040. The Strategic Investment section of the Kern COG 2014 RTP/SCS which is Chapter 5, sets forth plans of action for the region to pursue and meet identified transportation needs and issues. Planned investments are consistent with the goals and policies of the plan, the Sustainable Community Strategy element and are financially constrained. These projects are listed in the Constrained Program of Projects (Table 5-1) and are modeled in the Air Quality Conformity Analysis.

Regional, Statewide and National Benefits of RTIP

The projects proposed in the Kern COG 2018 RTIP collectively provide regional, statewide and national benefits. The State Route 46 project improves safety through a high-volume truck route. The collision rate is improved with widening and operational improvements along this corridor. State Route 46 has both regional and statewide significance as it connects San Joaquin Valley communities to the Central California coast. The State Route 58 Connector project improves capacity and safety for passenger vehicles and trucks. This corridor has national significance as well as regional and statewide significance. Our partnership projects along the State Route 14 and U.S. 395 Corridor provide regional and statewide benefits. These widening and operational projects improve safety for passenger traveler from all parts of Southern California and Kern County to access the recreational opportunities of the Sierra communities in the Counties of Inyo and Mono and beyond.

The Kern COG 2018 RTIP is consistent with state and federal goals as described in the federally adopted Kern COG 2014 RTP/SCS. At the core of the 2014 RTP/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 County Project	ADA	Sidewalks	Bike Lanes
SR 58 Centennial Corridor	35 ADA Curb Ramps	Reconstruct – 2 Miles	New - 4 Miles
SR 46 Widening Segment 4	8 ADA Ramps	New 1,987 feet	
SR 14 Widening Segment 1		New – 8.5 Miles	New - 8.5 Miles
SR 14 Widening Segment 2		New – 12 Miles	New – 12 Miles

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TABLE B1 - Evaluation of Regional Level Performance Indicators and Measures

Information on regional performance measures was taken from Appendix D of the Kern COG 2014 RTP/SCS. Current Baseline values use the 2040 No Build modeling output while the projected system performance uses the 2014 Build values also provided in Appendix D.			
Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	2020 - 27.21	2040 – 26.45
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work)	2020 - 417,258	2040 - 570,455
	Commute mode share (travel to school)	2020 - 303,739	2040 - 422,511
Infrastructure Condition	Percent of distressed state highway lane-miles	NA	NA
	Pavement Condition Index (local streets and roads)	2008 - 66PCI	2012 - 64PCI
	%of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Current – 24%	NA
	Percent of transit assets that have surpassed the FTA useful life period	NA	NA
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	NA	NA
Safety	Fatalities and serious injuries per capita	2020 - 0.0014137317	2040 - 0.0013634790
	Fatalities and serious injuries per VMT	2020 - 0.0000519495	2040 - 0.0000515488
Economic Vitality	% housing within 0.5 miles of transit stops	2020 – 26.2102%	2040 - 57.6880%
	% jobs within 0.5 miles of transit stops	2020 - 16.6842%	2040 - 41.8387%
	Average weekday travel time (minutes) - SOV	2020 - 14.91	2040 - 15.28
	Average weekday travel time (minutes) - HOV	2020 - 14.11	2040 - 14.54
	Average weekday travel time (minutes) - Transit	2020 - 34.04	2040 - 33.56
	Average weekday travel time (minutes) - Walk & Bike	2020 - 8.54	2040 - 5.18
Environmental Sustainability	Change in acres of agricultural land	2008 Base - 803,533.0605	2040 – 786,893.0605
	CO ₂ emissions reduction per capita	2008 - 0.007277717	2040 - 0.006951596

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

Indicator / Measure	2040 No Build	2040 Build	2040 No Build	2040 Build	2040 No Build	2040 Build
	SR 58 Centennial Corridor		SR 46 Widening		SR 14 Widening	
Reduce Vehicle Miles Traveled	NA	NA	NA	NA	NA	NA
Reduce Percent of congested VMT (at or below 35 mph)	NA	NA	NA	NA	NA	NA
Change in commute mode share (travel to work or school)	NA	NA	NA	NA	NA	NA
Reduce percent of distressed state highway lane-miles	NA	NA	NA	NA	NA	NA
Improve Pavement Condition Index (local streets and roads)	NA	NA	NA	NA	NA	NA
Reduce % of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	NA	NA	NA	NA	NA	NA
Reduce % of transit assets that surpassed FTA useful life period	NA	NA	NA	NA	NA	NA
Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	NA	NA	NA	NA	NA	NA
Reduce fatalities and serious injuries per capita	0.01	0.0027	NA	NA	NA	NA
Reduce fatalities and serious injuries per VMT	0.01	0.0027	NA	NA	NA	NA
Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NA	NA	NA	NA	NA	NA
Reduce mean commute travel time (to work or school)	NA	NA	NA	NA	NA	NA
Change in acres of agricultural land	NA	NA	NA	NA	NA	NA
CO ₂ emissions reduction per capita	NA	NA	NA	NA	NA	NA
<i>Mobility Goal - Ave. Peak Period Travel Time</i>	0.689	0.411	0.08	0.05	NA	NA
<i>Mobility Goal - Ave. Non-Peak Travel Time</i>	0.531	0.368	0.08	0.05	NA	NA
<i>Mobility Goal - Passenger Hours of Delay / Year</i>	1,674,315	457,290	10,657	10,657	NA	NA
<i>Efficiency Goal – Daily VMT per Capita</i>	19.10	19.03	2.59	2.59	NA	NA
<i>Reliability Goal – Daily Vehicle Hours Delay per Capita</i>	0.0407	0.01..	0.002	0.000	NA	NA
<i>Reliability Goal – Daily congested VMT per Capita</i>	6.17	5.58	0.409	0.000	NA	NA
<i>Safety Goal – Injury Collisions / (M) VMT</i>	0.0500	0.1254	NA	NA	0.63	0.38
<i>Sustainability Goal – Benefit Cost Analysis</i>	NA	6.5	NA	1.0	NA	0.655

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS

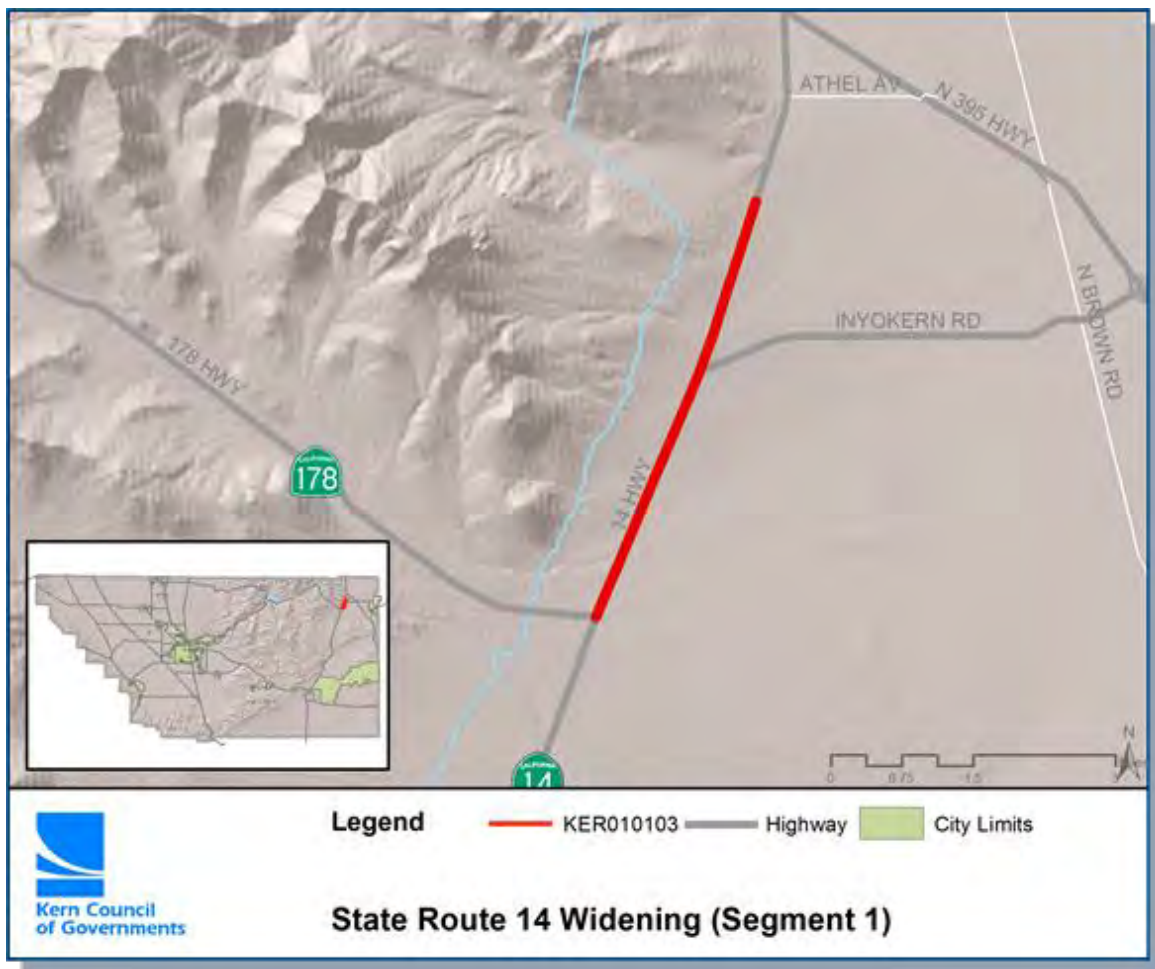
State Route 14 Widening Segment 1 – “Freeman Gulch Widening Segment 1” – PM 58.3 / 62.3

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

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

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

Current Revenue Needs: This project is considered to be fully funded and is now under construction.



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

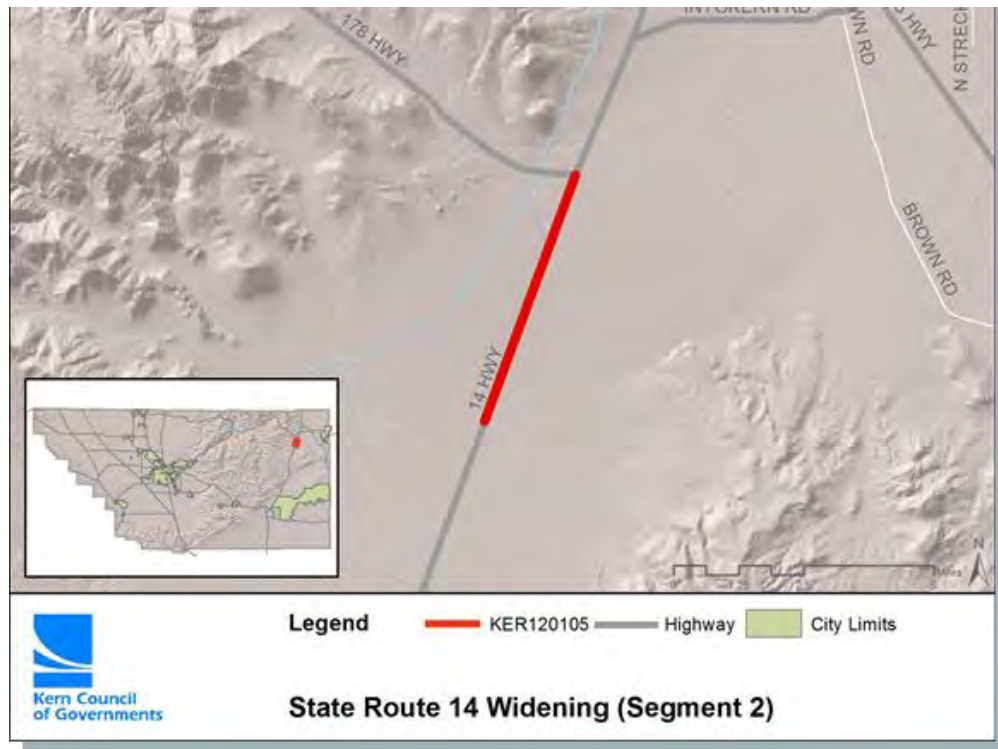
Project Location and Description: This project is the second of the three segments. The project is located from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west to convert from a 2-lane conventional highway to a 4-lane expressway.

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

Project Status: This project is in the design phase. The ROW and Construction phase are not yet programmed.

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

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



Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

**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 July 2017)

General Instructions

Amendment (Existing Project) <input checked="" type="checkbox"/> Yes					Date: 9/28/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
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						
PA&ED						
PS&E						
Right of Way						
Construction						
Legislative Districts						
Assembly:		Senate:		Congressional:		
34		16		23		
Project Benefits						
This project will improve safety by 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 Sierra - Northern Nevada Strategic Interregional Corridor.						
Purpose and Need						
The highway constitutes the principle 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 a Priority Interregional Highway and is essential to the economy of the Eastern Sierra region. The project is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		New roadway lane-miles			Miles	6.2
State Highway Road Construction		Pedestrian/Bicycle Facilities miles constructed			Miles	6.2
ADA Improvements		Bike/Ped Improvements		Reversible Lane analysis		
No		Yes		No		
Includes Sustainable Communities Strategy Goals				Reduces Greenhouse Gas Emissions		
Yes				No		
Project Milestone						
Project Study Report Approved						Existing
Begin Environmental (PA&ED) Phase						Proposed
Circulate Draft Environmental Document						10/29/07
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						10/29/07
Begin Design (PS&E) Phase						07/01/21
End Design Phase (Ready to List for Advertisement Milestone)						06/15/24
Begin Right of Way Phase						07/01/21
End Right of Way Phase (Right of Way Certification Milestone)						05/01/24
Begin Construction Phase (Contract Award Milestone)						01/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/26
Begin Closeout Phase						03/01/27
End Closeout Phase (Closeout Report)						12/01/33

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Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

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 July 2017)

Date: 9/28/17

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

Existing Total Project Cost (\$1,000s)								Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)								
PS&E	1,199				2,051			Caltrans
R/W SUP (CT)					2,100			Caltrans
CON SUP (CT)					3,900			Caltrans
R/W					5,510			Caltrans
CON					32,927			Caltrans
TOTAL	1,199				46,488			
Proposed Total Project Cost (\$1,000s)								Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)								
PS&E	4,900							
R/W SUP (CT)							1,500	
CON SUP (CT)							5,500	
R/W							17,700	
CON							67,600	
TOTAL	4,900						92,300	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation
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	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
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	620							620	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	620							620	

Kern Council of Governments
Final 2018 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 July 2017)

Date: 9/28/17

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

Fund No. 3: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	479							479	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	479							479	
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	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E					2,051			2,051	
R/W SUP (CT)					2,100			2,100	
CON SUP (CT)					3,900			3,900	
R/W					5,510			5,510	
CON					32,927			32,927	
TOTAL					46,488			46,488	
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 - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
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	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4A – Postmile 30.5 / 33.5

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

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

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

Current Revenue Needs: This project is currently under construction.



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

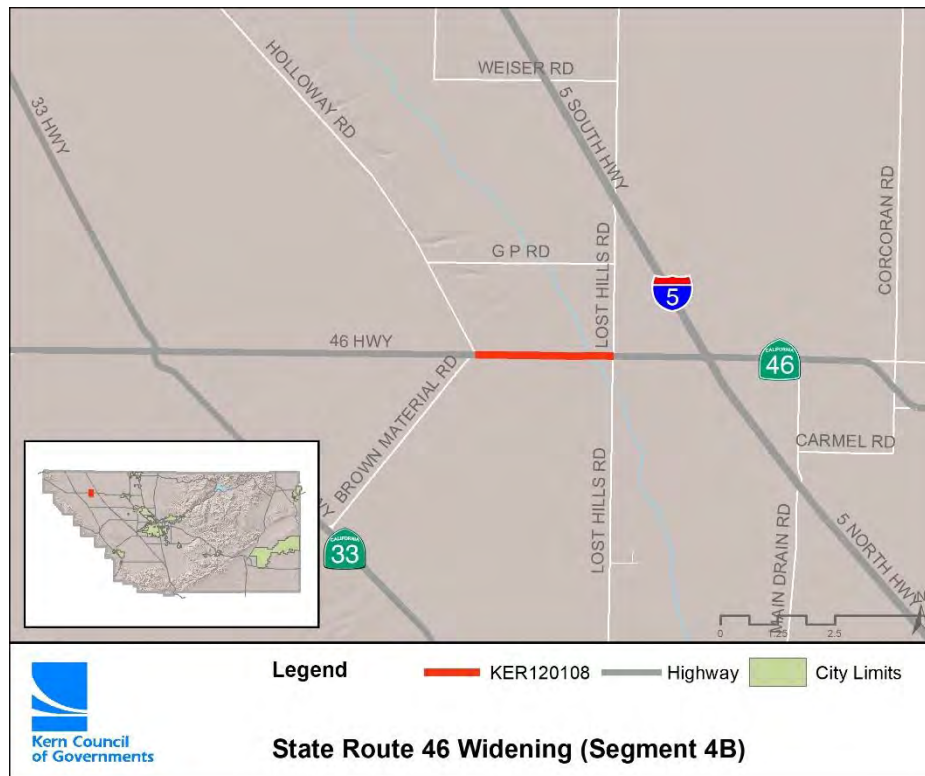
Project Location and Description: This project is located in Kern County on Route 46 west of the City of Wasco in and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. The project will convert the existing 2-lane road to a 4-lane conventional expressway and improve ramps at the freeway to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

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

Project Status: The environmental phase is completed; the design and rights-of-way are now needed. Due to financial constraint the construction phase will be programmed in a future STIP cycle.

Current Revenue Needs: The 2018 RTIP proposes to program the design and rights-of-way phase only.

Proposed 2018 STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental					
2018 RTIP	Design	18-19	\$1,100	\$0	\$4,400	\$5,500
	Rights-of-Way	18-19	\$1,300	\$0	\$5,200	\$6,500
	Total		\$2,400	\$0	\$9,600	\$12,000



Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

State Route 46 Widening Segment 4B – Postmile 26.5 / 31.8
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date: 11/20/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
06	44255	0612000176	3386D			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	46	26.5	31.8	Caltrans		
				MPO	Element	
Project Manager/Contact		Phone		E-mail Address		
Neil Bretz		559-243-3465		neil.bretz@dot.ca.gov		
Project Title						
Kern 46 Widening - Segment 4B						
Location (Project Limits), Description (Scope of Work)						
2-lane conventional Hwy to 4-lane conventional expressway on State Route 46 from Browns Material Road to 1.3 miles east of Lost Hills Road.						
Component						
PA&ED						
PS&E Caltrans						
Right of Way Caltrans						
Construction Caltrans						
Legislative Districts						
Assembly:	30	Senate:	16,18	Congressional:	20	
Project Benefits						
increased capacity, improves operations and safety for the motoring public.						
Purpose and Need						
The purpose of this project is to improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway.						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements Yes		Bike/Ped Improvements Yes		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
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						07/01/18
End Design Phase (Ready to List for Advertisement Milestone)						09/01/21
Begin Right of Way Phase						11/01/18
End Right of Way Phase (Right of Way Certification Milestone)						08/01/21
Begin Construction Phase (Contract Award Milestone)						02/15/22
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/24
Begin Closeout Phase						10/01/24
End Closeout Phase (Closeout Report)						10/01/26

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Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

State Route 46 Widening Segment 4B – Postmile 26.5 / 31.8
PPR FORM – PAGE 2 OF 3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/20/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
06	KER	46	44255	0612000176	3386D	
Project Title: Kern 46 Widening - Segment 4B						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		5,500						5,500	
R/W SUP (CT)		1,700						1,700	
CON SUP (CT)					5,500			5,500	
R/W		4,800						4,800	
CON					29,403			29,403	
TOTAL		12,000			34,903			46,903	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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		1,100						1,100	
R/W SUP (CT)		340						340	
CON SUP (CT)									
R/W		960						960	
CON					4,800			4,800	
TOTAL		2,400			4,800			7,200	

Fund No. 2:	Demo - Demonstration TEA21								Program Code
	Existing Funding (\$1,000s)								20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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		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	

Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

State Route 46 Widening Segment 4B – Postmile 26.5 / 31.8
PPR FORM – PAGE 3 OF 3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/20/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
06	KER	46	44255	0612000176	3386D	
Project Title: Kern 46 Widening - Segment 4B						

Fund No. 3:	Future STIP Funding								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)					5,500			5,500	
R/W									
CON					17,200			17,200	
TOTAL					22,700			22,700	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 58 – New Freeway – Centennial Corridor Connector – 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: The environmental phase is completed; design and rights-of-way are nearly 100% completed. Some of the bridge packages and operational improvement packages are either completed or under construction.

Current Revenue Needs: The construction phase is fully funded. The region will continue to apply for state and federal freight grants to offset the burden of local bonding. Federal earmarks have been used for rights-of-way work, design and the completion of the environmental document.

Current and Proposed STIP Programming (\$ X 1,000)						
RTIP Cycle	Phase	FY	STIP	ITIP	Other	Total
	Environmental	Prior				
	Engineering	Prior				
	Rights-of-Way	Prior				
2014 RTIP	Construction	18-19	\$33,001	\$0		\$33,001
2018 RTIP	Construction	18-19	\$60,180	\$0	\$50,488	\$110,668
	Total		\$93,181		\$50,488	\$143,669



Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

**State Route 58 – New Freeway – Centennial Corridor Connector – Postmile T31.7 / R55.4
PPR FORM – PAGE 1 OF 3**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

Print

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

					Date:	02/16/17
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06	48460	0600000484	3705		0	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	58	T31.7	R55.4	Bakersfield, City of		
KER	99	21.2	23.8	MPO	Element	
				KCOG	CO	
Project Mgr/Contact		Phone		E-mail Address		
Minerva Rodriguez		(559) 243-3518		minerva.rodriquez@dot.ca.gov		
Project Title						
Centennial Corridor						
Location, Project Limits, Description, Scope of Work, Legislative Description						
In and near Bakersfield, from Route 5 to east of Cottonwood Road. Construct new freeway alignment.						
Component	Implementing Agency				Reimbursements	
PA&ED	Bakersfield, City of					
PS&E	Bakersfield, City of					
Right of Way	Bakersfield, City of					
Construction	Bakersfield, City of					
Legislative Districts						
Assembly:	30,32		Senate:	16,18		
Congressional:	20,22					
Purpose and Need						
This project will construct and ultimately adopt an alignment for SR 58 that will provide interregional and regional connectivity for east-west traffic traveling within metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international/interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion to accommodate existing and planned land use in accordance with adopted growth plans, and improve operation and reduce congestion on the shared portion of SR 58 and SR 99.						
Project Benefits						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type	01/30/2014	
Draft Project Report					12/27/2013	
End Environmental Phase (PA&ED Milestone)					12/31/2015	
Begin Design (PS&E) Phase					01/01/2016	
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2016	
Begin Right of Way Phase					01/30/2014	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/2016	
Begin Construction Phase (Contract Award Milestone)					08/01/2016	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2018	
Begin Closeout Phase					12/01/2018	
End Closeout Phase (Closeout Report)					12/01/2019	

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Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

State Route 58 – New Freeway – Centennial Corridor Connector – Postmile T31.7 / R55.4
PPR FORM – PAGE 2 OF 3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 02/16/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER KER	58 99	48460	0600000484	3705	0
Project Title: Centennial Corridor						

Existing Total Project Cost									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Bakersfield, City of
PS&E									Bakersfield, City of
R/W SUP (CT)									
CON SUP (CT)									
R/W									Bakersfield, City of
CON		33,001						33,001	Bakersfield, City of
TOTAL		33,001						33,001	
Proposed Total Project Cost									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		18,680	18,200					36,880	
R/W									
CON		125,009	121,800					246,809	
TOTAL		143,689	140,000					283,689	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		33,001						33,001	
TOTAL		33,001						33,001	
Proposed Funding									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		12,114						12,114	
R/W									
CON		81,067						81,067	
TOTAL		93,181						93,181	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding								20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Bakersfield, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		4,306						4,306	
R/W									
CON		28,817						28,817	
TOTAL		33,123						33,123	

Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

State Route 58 – New Freeway – Centennial Corridor Connector – Postmile T31.7 / R55.4
PPR FORM – PAGE 3 OF 3

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 02/16/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER KER	58 99	48460	0600000484	3705	0
Project Title: Centennial Corridor						

Fund No. 3:	1301 PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE								Program Code
Existing Funding									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		1,912						1,912	
R/W									
CON		12,794						12,794	
TOTAL		14,706						14,706	

Fund No. 4:	1302 NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM								Program Code
Existing Funding									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		348						348	
R/W									
CON		2,331						2,331	
TOTAL		2,679						2,679	

Fund No. 5:	Local - Bonding								Program Code
Existing Funding									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			18,200					18,200	
R/W									
CON			121,800					121,800	
TOTAL			140,000					140,000	

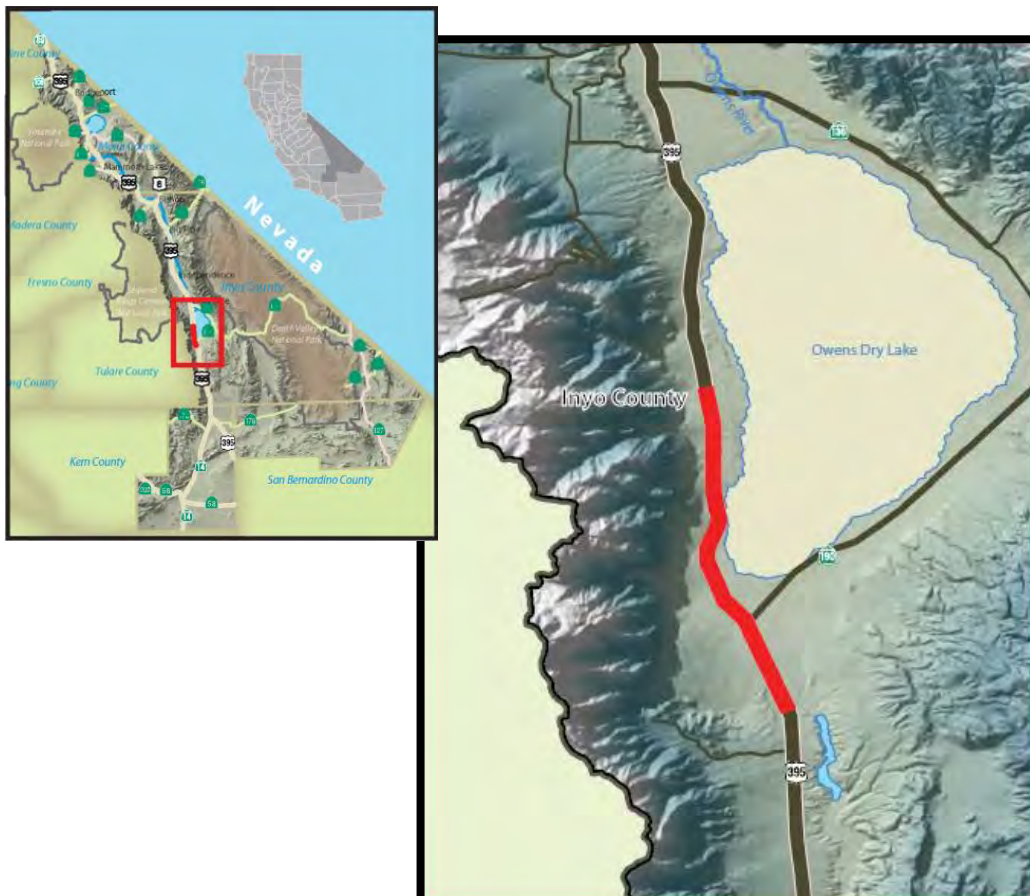
PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8

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

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

Project Status: This is an MOU project between Caltrans, Inyo County Local Transportation Commission, Mono County Local Transportation Commission and Kern Council of Governments. Inyo County is the sponsor of this project and Caltrans is the lead. 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 2021, with construction planned for summer of 2021. Construction funding is proposed for the draft 2018 State Transportation Improvement Program.

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



Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

US 395 – Olancho Cartago – Olancho and Cartago Expressway – Postmile 29.2 / 41.8
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date: 07/20/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
09	21340	0900000030	0170			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
INY	395	29.2	41.8	Caltrans		
				MPO	Ement	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Dennee Alcalá		(760) 872-0767		dennee_alcala@dot.ca.gov		
Project Title						
Olancho and Cartago Expressway						
Location (Project Limits), Description (Scope of Work)						
Near Olancho and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Construct 4-lane expressway on new alignment.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	26	Senate:	18	Congressional:	8	
Project Benefits						
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.						
Purpose and Need						
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 non-motorized multi-use undercrossing, Class III Bike Route, appropriate bicycle-related signage, bus stop signage for Eastern Sierra Transit Authority, bus turnout, and intersection improvements that could improve pedestrian and bicycle mobility.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Turnouts constructed			each	2
State Highway Road Construction		Pedestrian/Bicycle Facilities miles constructed			Miles	12.14
State Highway Road Construction		New roadway lane-miles			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	
Includes Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		
				No		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document						
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					11/01/2011	
Begin Design (PS&E) Phase					08/01/2011	01/01/00
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2013	05/01/20
Begin Right of Way Phase					06/01/2012	01/01/00
End Right of Way Phase (Right of Way Certification Milestone)					06/01/2014	02/01/20
Begin Construction Phase (Contract Award Milestone)					07/01/2014	10/01/20
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/2017	08/01/22
Begin Closeout Phase					01/01/2019	03/01/23
End Closeout Phase (Closeout Report)					02/01/2019	12/03/29

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Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8
PPR FORM – PAGE 2 OF 7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/20/17

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	6,185							6,185	Caltrans
PS&E	5,128							5,128	Caltrans
R/W SUP (CT)	3,032							3,032	Caltrans
CON SUP (CT)					8,100			8,100	Caltrans
R/W	13,518							13,518	Caltrans
CON					80,400			80,400	Caltrans
TOTAL	27,863				88,500			116,363	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)									
R/W	5,407							5,407	
CON									
TOTAL	8,671							8,671	
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)					2,700			2,700	
R/W	9,920							9,920	
CON					22,045			22,045	
TOTAL	14,244				24,745			38,989	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)									
R/W	1,352							1,352	
CON									
TOTAL	2,168							2,168	
Proposed Funding (\$1,000s)									Notes
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	

Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

US 395 – Olancho Cartago – Olancho and Cartago Expressway – Postmile 29.2 / 41.8
PPR FORM – PAGE 3 OF 7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/20/17

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

Fund No. 3: RIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)									
R/W	1,352							1,352	
CON									
TOTAL	2,168							2,168	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	937							937	
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	4,498				9,295			13,793	

Fund No. 4: RIP - State Cash (ST-CASH)									Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,749							2,749	Inyo County Local Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	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	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	687							687	Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	687							687	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	937							937	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	937							937	

Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8
PPR FORM – PAGE 4 OF 7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/20/17

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

Fund No. 6: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)									
R/W	5,407							5,407	
CON									
TOTAL	8,671							8,671	
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	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,749							2,749	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,748							3,748	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	

Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

US 395 – Olancho Cartago – Olancho and Cartago Expressway – Postmile 29.2 / 41.8
Archeological Pre-Mitigation - PPR FORM – PAGE 5 OF 7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date: 07/20/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
09	21342		0170A			
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 Alcala		(760) 872-0767		dennee_alcala@dot.ca.gov		
Project Title						
Olancho and Cartago Archaeological Pre-Mitigation						
Location (Project Limits), Description (Scope of Work)						
Near Olancho and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Archaeological pre-mitigation for the Olancho Cartago Expressway project.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	26	Senate:	18	Congressional:	8	
Project Benefits						
The parent project benefits include numerous multi-modal improvements, Ped/Bike improvements, and safety improvements. These improvements support a growing economy and improve livability in the region.						
Purpose and Need						
To address the mitigation for the expressway being developed under the Olancho and Cartago Expressway project (PPNO 0170, Project ID 0900000030).						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements No		Bike/Ped Improvements Yes		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document						
Document Type						
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8
Archeological Pre-Mitigation - PPR FORM – PAGE 6 OF 7

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21342		0170A	
Project Title: Olancha and Cartago Archaeological Pre-Mitigation						

Existing Total Project Cost (\$1,000s)								Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)								Caltrans
PS&E								Caltrans
R/W SUP (CT)								Caltrans
CON SUP (CT)								Caltrans
R/W								Caltrans
CON		5,000						Caltrans
TOTAL		5,000						5,000
Proposed Total Project Cost (\$1,000s)								Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON		5,000						5,000
TOTAL		5,000						5,000

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	

Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

**US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8
Archeological Pre-Mitigation - PPR FORM – PAGE 7 OF 7**

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21342		0170A	
Project Title: Olancha and Cartago Archaeological Pre-Mitigation						

Fund No. 3: RIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportatic
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	

Fund No. 4: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	

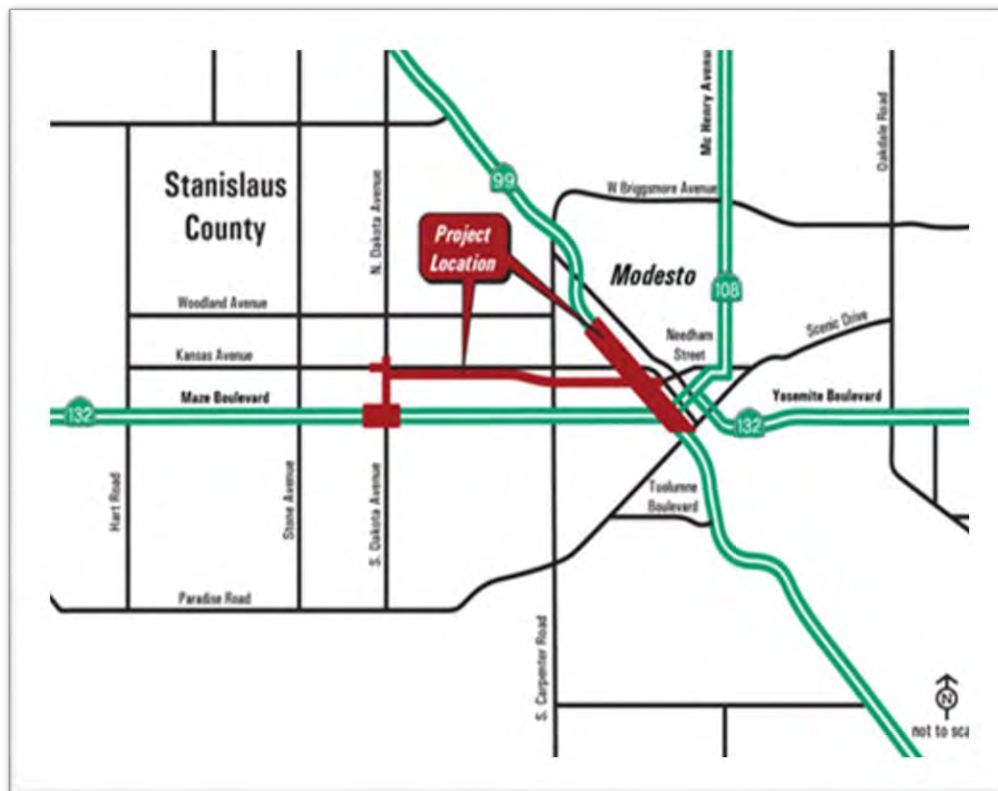
PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 132 Expressway Phase 1 (Stanislaus) – Postmile 11.0 / 15.0

Project Location and Description: The California Department of Transportation (Caltrans), working in cooperation with the Stanislaus Council of Governments (StanCOG), the City of Modesto and Stanislaus County, proposes to construct a four-lane freeway/expressway along the adopted route south of Kansas Avenue from Dakota Avenue (post mile [PM] 11.0) to east of State Route (SR) 99 at the Needham Street Bridge Overcrossing (PM 15.0). The total length of the State Route 132 West Freeway/Expressway Project (project) would be approximately 4 miles including connections on SR 99 from PM 15.7 to PM 17.5.

Purpose and Need: The purpose and need of the proposed project are to improve regional and interregional circulation within Modesto and Stanislaus County due to existing deficiencies on the existing highway and increased regional and interregional traffic anticipated to result in continued traffic congestion. The proposed project relieves traffic congestion along existing SR 132 (Maze Boulevard). The proposed project improves operations for the existing and proposed transportation network which now includes uncontrolled access to schools, churches, businesses, and residences along existing SR 132 (Maze Boulevard).

Project Status: The Phase 1 project is proposed for construction programming in 2018-19 as indicated in the following Project Programming Request report. Project funding comes from a combination of local, state, and federal sources.

Current Revenue Needs: Phase 1 is estimated to cost approximately \$120 million for the construction phase including support, capital and additional revenue to complete pre-construction phases. Project funding comes from a combination of local, state, and federal sources.



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State Route 132 Expressway Phase 1 (Stanislaus) – Postmile 11.0 / 15.0
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION									
PROJECT PROGRAMMING REQUEST									
DTP-0001 (Revised July 2017)									
<i>General Instructions</i>									
Amendment (Existing Project)		Y/N				Date:		11/2/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID				
10	40350	1000000424	0944M	98STA022I					
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency					
STA	132	R10.5	R14.8	Caltrans					
STA	99	R15.8	R17.5	MPO		Element			
				STANCOG		CO			
Project Manager/Contact		Phone		E-mail Address					
Vickey Dion		(209)571-5542		vdion@modestogov.com					
Project Title									
Route 132 Expressway, Phase 1									
Location (Project Limits), Description (Scope of Work)									
In Phase 1, slated for completion in 2020, a two-lane expressway would be constructed with full access control and grade separations at intersections between North Dakota Avenue to SR-99.									
Component		Implementing Agency							
PA&ED		Stanislaus Council of Governments							
PS&E		Modesto, City of							
Right of Way		Modesto, City of							
Construction		Modesto, City of							
Legislative Districts									
Assembly:		25,26		Senate:		12		Congressional:	
								18,19	
Project Benefits									
Phase 1 will add a 2-lane access-controlled Freeway/Expressway that will improve system connectivity between I-5 and SR 99; and will improve interregional circulation, relieve congestion by creating a new connection with downtown Modesto, and separating local traffic from interregional traffic; the project will improve safety by creating a new median separated roadway; and promote a more livable community along portions of SR 132 (Maze Blvd.) that will be relinquished upon the opening of the new facility. Additional environmental safety enhancements will be realized with the encapsulation of the contaminated soils									
Purpose and Need									
The purpose of this project is to improve regional and interregional circulation, relieve regional congestion, enhance safety and improve operations.									
This segment of SR 132 and the existing SR 132/99 interchange experience congestion due to the limitations of the existing facilities combined with an increase in commuters, trucks, local area vehicles, bikes and pedestrian traffic. Existing SR 132 has an average of 21% truck traffic. The uncontrolled access to schools, churches, businesses and residences along this segment adds to the slow moving traffic and increases the potential for conflicts between bikes, pedestrians and vehicles.									
Category		Outputs/Outcomes				Unit	Total		
State Highway Road Construction		Mixed Flow lane-miles constructed				Miles	4		
ADA Improvements		Yes		Bike/Ped Improvements		Yes		Reversible Lane analysis	
								No	
Includes Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes			
Project Milestone						Existing	Proposed		
Project Study Report Approved									
Begin Environmental (PA&ED) Phase						01/25/2010			
Circulate Draft Environmental Document						Document Type	ER/FONSI		
Draft Project Report						01/31/2016			
						03/01/2016			
End Environmental Phase (PA&ED Milestone)						07/01/2016	01/19/2018		
Begin Design (PS&E) Phase						07/31/2016	05/05/2017		
End Design Phase (Ready to List for Advertisement Milestone)						07/01/2018	10/01/2018		
Begin Right of Way Phase						01/01/2017	01/20/2018		
End Right of Way Phase (Right of Way Certification Milestone)						01/01/2018	01/02/2019		
Begin Construction Phase (Contract Award Milestone)						12/01/2018	03/01/2019		
End Construction Phase (Construction Contract Acceptance Milestone)						03/01/2020	12/31/2020		
Begin Closeout Phase						09/01/2020	12/01/2020		
End Closeout Phase (Closeout Report)						12/01/2020	04/01/2021		
ADA Notice		For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.							

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION		
PROJECT PROGRAMMING REQUEST		
DTP-0001 (Revised July 2017)	Date:	11/2/17
Additional Information		
PROJECT BENEFITS (Continued)		
Regional benefits of the ultimate 4-lane project include a reduction of 1.3% VMT for YR 2028 and 2.6% for YR 2048, reductions in the travel time (VHT reduction of 1.4% and 2.8%) and vehicle hours of delay (VHD 2.3% and 3.6% respectively).		
Highest Priority Route. The Caltrans 2015 Interregional Transportation Strategic Plan (ITSP) has noted that the San Joaquin Valley "generates some of the highest truck volumes in the country and requires excellent, reliable transportation facilities". SR-132 is a National Highway System (NHS) facility that is also classified as an Interregional Road System (IRRS) route. These IRRS facilities are recognized by Caltrans as the highest priority routes listed in the ITSP. The Phase 1 project meets the system goals		
Gateway-Hub Connectivity. The proposed alignment of SR-132 has been planned since the 1950's and will provide improved east-west connectivity between the Port of Oakland and Modesto; thus improving the linkage between a Gateway and an agricultural/manufacturing Hub as identified in the California Freight Mobility Plan. SR-132 from SR-99 west to San Francisco serves as a major route for conveying agricultural and manufactured goods within the San Francisco-Central Valley Strategic Interregional Corridor. The ITSP has stated that these corridors are to be the "focus of ITIP investment" and thus the Phase 1		
A new connection from SR-132 to Needham Street will be constructed in Phase 1. This new connection will improve access and reduce congestion in the vicinity of SR-99.		
Reduced Emissions. As a 2-lane, undivided, conventional highway with shoulders and isolated left and right-turn lanes at many intersections, existing SR-132 (Maze Blvd.) passes through residential school zones and commercial areas with 21% trucks in the peak period. The existing right of way is constrained on both sides by urban development to the east as the highway approaches Modesto. The operational improvements from the Project provide reductions in the % congested VMT and travel time (2.3% reduction in YR 2028 with the ultimate project, 3.6% reduction in YR 2048), which will result in a reduction in precursor and criteria pollutant emissions, which is consistent with Executive Order B-30-15.		
Improved Safety. The new alignment for SR 132 is located north of the existing SR 132 (Maze Boulevard) alignment and south of the Kansas Avenue alignment, between North Dakota Avenue and SR 99. The new alignment will be access controlled, improving operations and circulation. The eastbound and westbound traffic will be separated by a wide median, providing a major safety improvement over the existing conventional highway. Thus this project qualifies as an investment that will improve freight carrying capacity and efficiency, and will reduce auto/truck conflict points as directed in the ITSP.		
Soils Remediation. There are three existing contaminated stockpiles that exist within Caltrans right of way along the project route. These stockpiles are a community concern due to runoff and particulation due to wind. The project will remediate these conditions with encapsulation and other means to protect the environment, as approved by State Department of Toxic Substance		
I-205 Reliever. SR-132 Phase 1 project will divert some of the traffic away from the overly congested I205 corridor. This added capacity on SR132 will result in a reduction of demand on the I205 facility; thus the ITIP program will realize a dual benefit from a single investment in SR132 to a reflective benefit on I205.		
Partnered Project. The Caltrans ITSP advises that a complete interregional transportation system will have to be funded from a variety of sources, where appropriate funds are applied to improvements of shared purpose within and outside urban areas. The SR132 Phase 1 project meets these criteria in form and intent with funding secured through a mix of local, Measure, STIP, and Federal Demo funds on a project that traverses from an urbanized area to a rural area. This project is also a jointly funded partnership between the City of Modesto and Stanislaus County. The ITSP advises that partnered projects should be given priority		
Project Phasing:		
This project is proposed to be constructed in two phases. Phase 1 will construct a 2-lane expressway on a new alignment. Phase 2 will construct the remaining portion of the proposed 4-lane freeway including the proposed SR 132/Carpenter Road interchange, the proposed SR 99/SR 132 freeway to freeway interchange and SR 99 corridor connectivity improvements.		
*NOTE: The second phase is not being funded in this STIP Cycle.		
Phase 1: Slated for completion in 2020, the SR-132 2-lane expressway will be constructed with full access control and grade separations at Rosemore Ave, Carpenter Rd, Emerald Ave and SR 99. Controlled intersections are proposed for existing SR-132/North Dakota Ave and proposed realigned SR-132/Kansas Ave-Needham St. In addition, the project would make improvements to the 5th and 6th Street connections to the new SR-132 expressway and add an auxiliary lane at the NB SR-99 on-ramp at L Street. North of Maze Blvd, the improvements along temporary SR-132 (North Dakota) connection would continue to		
The Phase 1 project area includes approximately 160,000 yards of contaminated soil stockpiled within existing State right of way, located along the proposed SR-132 alignment. Remediation of the soil stockpiles would occur within Phase 1.		
Phase 2: Slated for completion in 2028, the remaining portion of a proposed SR-132 4-lane freeway would be constructed and the SR-99 connectivity would again be improved. In addition, a partial single point urban interchange would be constructed at North Carpenter Road. Furthermore, a new SR-99/realigned SR-132 freeway to freeway interchange is proposed as well as several ramp modifications and improvements along the SR-99 Corridor in Modesto.		
ADA Notice	For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION						
PROJECT PROGRAMMING REQUEST						
DTP-0001 (Revised July 2017)						Date: 11/8/17
District	County	Route	EA	Project ID	PPNO	TCRP No.
10	0	0	40350	1000000424	0944M	#REF!
Project Title: Route 132 Expressway, Phase 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	9,359	0	0	0	0	0	0	9,359	Stanislaus Council of
PS&E	2,184	0	0	0	0	0	0	2,184	Modesto, City of
R/W SUP (CT)	455	0	0	0	0	0	0	455	Modesto, City of
CON SUP (CT)	0	0	0	0	0	0	0	0	Modesto, City of
R/W	7,500	0	0	0	0	0	0	7,500	Modesto, City of
CON	0	42,702	0	0	0	0	0	42,702	Modesto, City of
TOTAL	19,498	42,702	0	0	0	0	0	62,200	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	10,206	0	0	0	0	0	0	10,206	
PS&E	10,882	0	0	0	0	0	0	10,882	
R/W SUP (CT)	455	0	0	0	0	0	0	455	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	9,441	6,559	0	0	0	0	0	16,000	
CON	0	101,065	12,364	0	0	0	0	113,429	
TOTAL	30,984	107,624	12,364	0	0	0	0	150,972	

Fund No. 1:		RIP - State Cash (ST-CASH)							Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	3,241							3,241	Stanislaus Council of Government	
PS&E	184							184	\$900 PAED voted 10/15/09	
R/W SUP (CT)	455							455		
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	3,880	0	0	0	0	0	0	3,880		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	3,241							3,241		
PS&E	184							184		
R/W SUP (CT)	455							455		
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	3,880	0	0	0	0	0	0	3,880		

Fund No. 2:	TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)								Program Code
Existing Funding (\$1,000s)									20.XX.710.870
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	608							608	Caltrans
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	608	0	0	0	0	0	0	608	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	608							608	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	608	0	0	0	0	0	0	608	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION						
PROJECT PROGRAMMING REQUEST						
DTP-0001 (Revised July 2017)						Date: 11/8/17
District	County	Route	EA	Project ID	PPNO	TCRP No.
10	0	0	40350	1000000424	0944M	#REF!
Project Title: Route 132 Expressway, Phase 1						

Fund No. 3: Demo - Federal Demonstration Funds									Program Code	
Existing Funding (\$1,000s)									20.30.010.680	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	5,360							5,360	Federal Highway Administration	
PS&E	587							587		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W	7,000							7,000		
CON		6,588						6,588		
TOTAL	12,947	6,588	0	0	0	0	0	19,535		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	5,947							5,947		
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W	4,486							4,486		
CON		5,010						5,010		
TOTAL	10,433	5,010	0	0	0	0	0	15,443		

Fund No. 4: Local Funds - City Funds (CITY)									Program Code	
Existing Funding (\$1,000s)									LOCAL FUNDS	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	150							150	Modesto, City of	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON		4,000						4,000		
TOTAL	150	4,000	0	0	0	0	0	4,150		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	150							150		
PS&E	4,000							4,000		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	4,150	0	0	0	0	0	0	4,150		

Fund No. 5: RIP - National Hwy System (NH)									Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)								0	Stanislaus Council of Governmen	
PS&E	1,153							1,153		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W	500							500		
CON		28,055						28,055		
TOTAL	1,653	28,055	0	0	0	0	0	29,708		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)								0	2016 and Prior STIP Funds	
PS&E	698							698		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W	955	2,500						3,455		
CON		25,555						25,555		
TOTAL	1,653	28,055	0	0	0	0	0	29,708		

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State Route 132 Expressway Phase 1 (Stanislaus) – Postmile 11.0 / 15.0
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION						
PROJECT PROGRAMMING REQUEST						
DTP-0001 (Revised July 2017)						Date: 11/8/17
District	County	Route	EA	Project ID	PPNO	TCRP No.
10	0	0	40350	1000000424	0944M	#REF!
Project Title: Route 132 Expressway, Phase 1						

Fund No. 6: RSTP - STP Local (STPL)									Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)								0	Stanislaus County
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		4,059						4,059	
TOTAL	0	4,059	0	0	0	0	0	4,059	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W		4,059						4,059	
CON								0	
TOTAL	0	4,059	0	0	0	0	0	4,059	
Fund No. 7: Local Transportation Funds									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)								0	Stanislaus Council of Government
PS&E	260							260	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	260	0	0	0	0	0	0	260	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	260							260	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	260	0	0	0	0	0	0	260	
Fund No. 8: SB 1 Trade Corridor Enhancement Program									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)								0	State
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	INFRA and TIGER Grants were already requested. If SB1 Trade Corridor Enhancement Program funds was programmed, INFRA and TIGER will not be needed.
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		30,000						30,000	
TOTAL	0	30,000	0	0	0	0	0	30,000	

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State Route 132 Expressway Phase 1 – Postmile 11.0 / 15.0
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION						
PROJECT PROGRAMMING REQUEST						
DTP-0001 (Revised July 2017)						Date: 11/8/17
District	County	Route	EA	Project ID	PPNO	TCRP No.
10	0	0	40350	1000000424	0944M	#REF!
Project Title: Route 132 Expressway, Phase 1						

Fund No. 9:	RIP - National Hwy System (NH) (2018 STIP)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	Exchange from Kern for TCRP. Funds will come from Kern's proposed 2018 STIP
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		3,500						3,500	
TOTAL	0	3,500	0	0	0	0	0	3,500	
Fund No. 10:	RIP - National Hwy System (NH) (2018 STIP)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)								0	Stanislaus Council of Government
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			12,364					12,364	
TOTAL	0	0	12,364	0	0	0	0	12,364	
Fund No. 11:	INFRA Grant Request								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)								0	City of Modesto
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	The City of Modesto applied for INFRA and TIGER Grants. If SB1 Trade Corridor Program Enhancement Program funds was programmed, INFRA and TIGER will not
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		25,000						25,000	
TOTAL	0	25,000	0	0	0	0	0	25,000	

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State Route 132 Expressway Phase 1 (Stanislaus) – Postmile 11.0 / 15.0
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION						
PROJECT PROGRAMMING REQUEST						
DTP-0001 (Revised July 2017)						Date: 11/8/17
District	County	Route	EA	Project ID	PPNO	TCRP No.
10	0	0	40350	1000000424	0944M	#REF!
Project Title: Route 132 Expressway, Phase 1						

Fund No. 12:	Local Funds - Regional Measure L								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	City of Modesto
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	
PS&E	6,000							6,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W	4,000							4,000	
CON								0	
TOTAL	10,000	0	0	0	0	0	0	10,000	

Fund No. 13:	RSTP - STP Local (STPL)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	City of Modesto
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		2,000						2,000	
TOTAL	0	2,000	0	0	0	0	0	2,000	

Fund No. 13:	TIGER								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)								0	City of Modesto
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON								0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)								0	District is applying for SB1
PS&E								0	Trade Corridor Program. If
R/W SUP (CT)								0	programmed, INFRA and
CON SUP (CT)								0	TIGER will not be needed.
R/W								0	
CON		10,000						10,000	
TOTAL	0	10,000	0	0	0	0	0	10,000	

Kern Council of Governments
Final 2018 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

Print

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

					Date:	11/16/2017
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06		0616000078	6L03	KER980103	0	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER				Kern Council of Governments		
				MPO	Element	
				KCOG	LA	
Project Mgr/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, Legislative Description						
Planning, Programming and Monitoring.						
Component	Implementing Agency				Reimbursements	
PA&ED						
PS&E						
Right of Way						
Construction	Kern Council of Governments					
Legislative Districts						
Assembly: 30,32,34			Senate: 16,18			
Congressional: 20,22						
Purpose and Need						
Project Benefits						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document Document Type						
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 120 N Street, MS-89, Sacramento, CA 95814.

Kern Council of Governments
Final 2018 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 (REV. 6/11)

Date: #####

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER			0616000078	6L03	0
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		199		250	250	250		949	Kern Council of Governments
TOTAL		199		250	250	250		949	
Proposed Total Project Cost									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		199						199	Kern Council of Governments
TOTAL		199						199	

Fund No. 1: RIP - State Cash (ST-CASH)									Program Code
Existing Funding									20.30.600.670
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		199		250	250	250		949	Kern Council of Governments
TOTAL		199		250	250	250		949	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,281	199			250	250		9,980	
TOTAL	9,281	199			250	250		9,980	

Kern Council of Governments
Final 2018 Regional Transportation Improvement Program

APPENDIX A – RESOLUTION 17-45 - KERN COG REGIONAL APPROVAL OF 2018 RTIP

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

RESOLUTION NO. 17-45

In the matter of: THE 2018 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 2018 RTIP in compliance with CTC adopted 2018 STIP Guidelines and the 2018 STIP Fund Estimate; and

WHEREAS, the projects contained in the 2018 RTIP are consistent with Kern COG's adopted 2014 Regional Transportation Plan (RTP), 2015 Federal Transportation Improvement Program (FTIP), and

WHEREAS, the 2018 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 2018 RTIP programs \$79.478 million in the 2018 STIP cycle for Federal Fiscal Years 2018-19 through 2022-23 in addition to carry-over programming for projects currently programmed in the 2014 RTIP that have not yet been allocated; and

WHEREAS, "Attachment A – Kern COG 2018 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

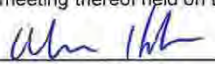
NOW, THEREFORE, BE IT RESOLVED, that the Kern Council of Governments hereby adopts the 2018 Regional Transportation Improvement Program as outlined in "Attachment A – Kern COG 2018 RTIP Program of Projects" and directs Kern COG staff to forward this regional request to the CTC by the December 15, 2017 deadline.

AUTHORIZED AND SIGNED THIS 18TH DAY OF NOVEMBER 2017.

Wegman, Scrivner,
AYES: Gurrola, B.Smith, Wood, Pascual, Cantu, Mower, Prout, Krier
NOES:
ABSTAIN: Kiernan, Navarro
ABSENT: Mock, Couch


Cheryl Wegman, Chair
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 18th day of November 2017.


Ahron Hakimi, Executive Director
Kern Council of Governments

Date:

11-17-2017

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
Final 2018 Regional Transportation Improvement Program

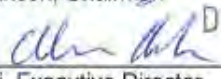
APPENDIX B – ADOPTED MOU FOR 3-COUNTY PROGRAMMING PARTNERSHIP – PAGE 3 OF 11

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

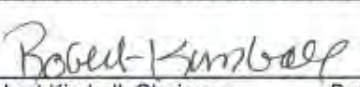
Kern Council of Governments

 DEC 15 2014
Harold W. Hanson, Chairman Date


 9-18-13
Phillip W. Hall, Deputy County Counsel Date

 DEC 15 2014
Ahron Hakimi, Executive Director Date

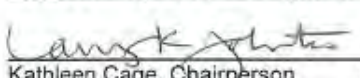
Inyo County Local Transportation Commission

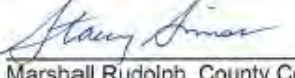

Robert Kimball, Chairman Date


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

 10/16/13
Clint Quilter, Executive Director Date

Mono County Local Transportation Commission

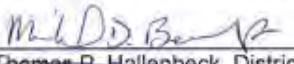
 11/3/14
Kathleen Cage, Chairperson Date

 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
Sharni 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.

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.

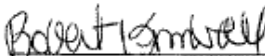
Kern Council of Governments

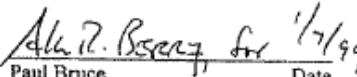

Cathy Probst 1-11-99
Chairman Date


Kirk Perkins 1/9/99
Deputy County Counsel Date


Ron Brummett 1/7/99
Executive Director Date

Inyo County Local Transportation Commission

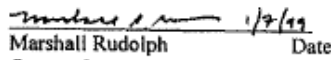

Robert Kimball
Chairman Date



Paul Bruce 1/7/99
County Counsel Date


Jeff Jewett 1-7-99
Executive Director Date

Mono County Local Transportation Commission


Joann Ronci 1-7-99
Chairman Date


Marshall Rudolph 1/7/99
County Counsel Date



Scott Burns 1-7-99
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. Hallenbeck, 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.


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


Attachment A

Kern Council of Governments:

Approved as to form:

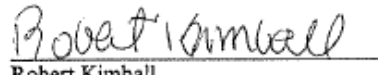

Philip Smith
Chairperson

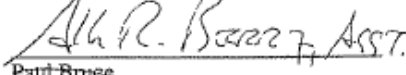

Kirk Perkins
Deputy County Counsel

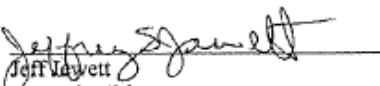

Ronald E. Brummett
Executive Director

Inyo County Local Transportation Commission

Approved as to form:

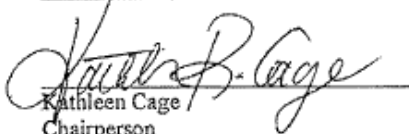

Robert Kimball
Chairman

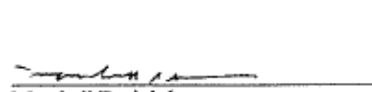

Paul Bruce
County Counsel


Jeff Jewett
Executive Director

Mono County Local Transportation Commission

Approved as to form:

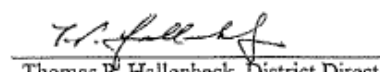

Kathleen Cage
Chairperson

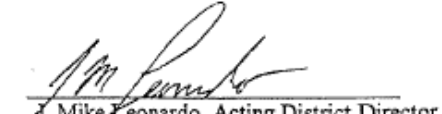

Marshall Rudolph
County Counsel


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
Final 2018 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	\$1,840	\$460	\$2,840	\$460	\$4,600	Not Programmed
Rights-of-Way	Future	\$510	\$115	\$510	\$115	\$1,250	Not Programmed
Construction	Future	\$19,376	\$4,844	\$19,376	\$4,844	\$48,440	Not Programmed
Total :		\$137,846	\$69,743	\$100,596	\$33,387	\$341,572	
		IIP	Inyo	Kern	Mono		County Total
Inyo		\$49,071	\$49,071	\$12,268	\$12,268		\$122,678
Kern		\$88,178	\$20,522	\$88,178	\$20,522		\$217,400
Mono		\$597	\$150	\$150	\$597		\$1,494
Total By Agency		\$137,846	\$69,743	\$100,596	\$33,387		\$341,572
Agency		Outside County	Received in County		Total Expended by County		
Inyo	\$	20,672	\$	122,678	\$	69,743	
Kern	\$	12,418	\$	217,400	\$	100,596	
Mono	\$	32,790	\$	1,494	\$	33,387	

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

APPENDIX C – ADOPTED MOU 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.

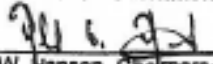
SIGNATURES ON FOLLOWING PAGE

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.

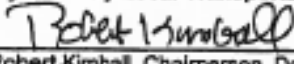
Kern Council of Governments

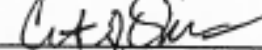

Harold W. Hanson, Chairperson Date


Ahron Hakimi, Executive Director


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

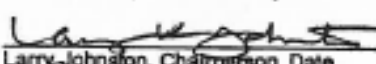
Inyo County Local Transportation Commission


Robert Kimball, Chairperson Date

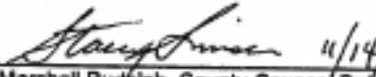

Clint Quilter, Executive Director Date


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

Mono County Local Transportation Commission


Larry Johnston, Chairperson Date 11/15/13



Scott Burns, Executive Director Date


Marshall Rudolph, County Counsel Date 11/14/14

San Bernardino Associated Governments



L. Dennis Michael, President Date



Eileen Monaghan Teichert, General Counsel Date



Raymond W. Wolfe, Executive Director Date

CALTRANS ACKNOWLEDGMENT:

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


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


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


Basem Muallem, District Director
Caltrans, District 8 Date

APPENDIX D – PUBLIC OUTREACH

Workshops

Four RTIP Workshops were conducted: June 21, 2017; August 23, 2017; September 27, 2017; and October 25, 2017. They were first noticed in March 2017 as part of the Transportation Technical Advisory Committee and Transportation Planning and Policy Committee (Kern COG Board) agendas and staff reports.

Technical Advisory Committee

The Transportation Technical Advisory Committee was involved with the RTIP process from the month of March 2017 to November 2017 through the distribution of agenda items and workshop notices.

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

The Transportation Planning and Policy Committee received staff reports regarding the RTIP process from the month of March 2017 on through November 2017.

Kern COG RTIP Website

The Kern COG RTIP website includes all of the Workshop flyers and agendas and agenda reports to the Board of Directors.