



2020 Regional Transportation Improvement Program (RTIP)

WORKSHOP 2

Wednesday, June 12, 2019

Time: 10:30 AM to 11:30 AM

Location: Kern COG Board Room

1401 19th St. Suite 300

Bakersfield, CA 93301

A TELECONFERENCE NUMBER WILL
BE PROVIDED UPON REQUEST.

TOPICS FOR DISCUSSION

- CTC Fund Estimate
- Status of MOU projects
- Funding Needs of current STIP projects
- Capital Improvement Program Schedule
- New RTIP Project Nominations—updates and needs

Questions or comments?
Please contact:

Joe Stramaglia
jstramaglia@kerncog.org
661-635-2914



Kern Council
of Governments

Alternative C (Recommended Alternative): This scenario utilizes the most recent DOF projections for gas and diesel consumption. Consumption values indicate a slow but gradual decline in diesel and gas demand. Consumption changes are expected to be more than offset by the consumer price rate adjustments suggested by DOF. The incremental excise tax rate of 17.3 cents per gallon as required by SB 1 has been utilized in 2019-20 with an annual adjustment for inflation beginning in 2020-21. The net result is a display of steady growth in base excise and incremental excise tax resources over the five-year FE period.

Alternative D: This scenario utilizes the most recent Air Resource Board projections for gas and diesel consumption. Consumption values indicate a steady downtrend in diesel and gas demand. Consumption changes are expected to be more than offset by the consumer price rate adjustments suggested by DOF. The incremental excise tax rate of 17.3 cents per gallon as required by SB 1 has been utilized in 2019-20 with an annual adjustment for inflation beginning in 2020-21. The net result is a display of slow and gradual growth in base excise and incremental excise tax resources over the five-year FE period.

(\$ in millions)

ALTERNATIVE A (Utilizing ExxonMobil Consumption Values)

| Revenues | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 5-Year Total |
|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| State Base Excise Taxes on Fuel (Non-STIP) | 2,111 | 2,241 | 2,298 | 2,373 | 2,443 | 2,514 | 11,869 |
| Incremental Excise Tax on Gas (Non-STIP) | 1,370 | 1,425 | 1,471 | 1,521 | 1,562 | 1,573 | 7,553 |
| Weight Fees | 1,210 | 1,251 | 1,293 | 1,338 | 1,373 | 1,373 | 6,627 |
| Weight Fee Diversion (to General Fund) | (1,210) | (1,251) | (1,293) | (1,338) | (1,373) | (1,373) | (6,627) |
| Subtotal: Non-STIP | 3,481 | 3,666 | 3,769 | 3,894 | 4,005 | 4,088 | 19,422 |

| | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|--------------|
| Incremental Excise Tax on Gas (STIP) | 586 | 640 | 653 | 672 | 696 | 736 | 3,396 |
|---|------------|------------|------------|------------|------------|------------|--------------|

ALTERNATIVE B (Utilizing EIA Consumption Values)

| Revenues | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 5-Year Total |
|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| State Base Excise Taxes on Fuel (Non-STIP) | 2,134 | 2,248 | 2,269 | 2,305 | 2,330 | 2,351 | 11,502 |
| Incremental Excise Tax on Gas (Non-STIP) | 1,371 | 1,422 | 1,463 | 1,506 | 1,539 | 1,541 | 7,472 |
| Weight Fees | 1,210 | 1,251 | 1,293 | 1,338 | 1,373 | 1,373 | 6,627 |
| Weight Fee Diversion (to General Fund) | (1,210) | (1,251) | (1,293) | (1,338) | (1,373) | (1,373) | (6,627) |
| Subtotal: Non-STIP | 3,505 | 3,670 | 3,732 | 3,811 | 3,869 | 3,892 | 18,974 |

| | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|--------------|
| Incremental Excise Tax on Gas (STIP) | 589 | 629 | 622 | 617 | 611 | 618 | 3,097 |
|---|------------|------------|------------|------------|------------|------------|--------------|

ALTERNATIVE C (Utilizing DOF Consumption Values) Recommended

| Revenues | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 5-Year Total |
|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| State Base Excise Taxes on Fuel (Non-STIP) | 2,079 | 2,185 | 2,221 | 2,271 | 2,317 | 2,364 | 11,358 |
| Incremental Excise Tax on Gas (Non-STIP) | 1,365 | 1,416 | 1,458 | 1,504 | 1,541 | 1,547 | 7,465 |
| Weight Fees | 1,210 | 1,251 | 1,293 | 1,338 | 1,373 | 1,373 | 6,627 |
| Weight Fee Diversion (to General Fund) | (1,210) | (1,251) | (1,293) | (1,338) | (1,373) | (1,373) | (6,627) |
| Subtotal: Non-STIP | 3,444 | 3,601 | 3,679 | 3,775 | 3,857 | 3,912 | 18,823 |

| | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|--------------|
| Incremental Excise Tax on Gas (STIP) | 567 | 605 | 604 | 608 | 615 | 640 | 3,072 |
|---|------------|------------|------------|------------|------------|------------|--------------|

ALTERNATIVE D (Utilizing ARB Consumption Values)

| Revenues | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | 2024-25 | 5-Year Total |
|--|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| State Base Excise Taxes on Fuel (Non-STIP) | 2,075 | 2,182 | 2,203 | 2,244 | 2,279 | 2,320 | 11,229 |
| Incremental Excise Tax on Gas (Non-STIP) | 1,364 | 1,416 | 1,456 | 1,501 | 1,537 | 1,542 | 7,451 |
| Weight Fees | 1,210 | 1,251 | 1,293 | 1,338 | 1,373 | 1,373 | 6,627 |
| Weight Fee Diversion (to General Fund) | (1,210) | (1,251) | (1,293) | (1,338) | (1,373) | (1,373) | (6,627) |
| Subtotal: Non-STIP | 3,439 | 3,598 | 3,659 | 3,745 | 3,816 | 3,862 | 18,680 |

| | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|--------------|
| Incremental Excise Tax on Gas (STIP) | 564 | 605 | 599 | 598 | 601 | 619 | 3,022 |
|---|------------|------------|------------|------------|------------|------------|--------------|

MOU PROGRAMMING SUMMARY - (\$ X 1,000) - BOLD - PROGRAMMED; ITALIC - NOT YET PROGRAMMED

| | FY | IIP | INYO | KERN | MONO | TOTAL | STATUS |
|---------------------------------------|---------|-----------------------|------------------|---------------------------|------------------|---------------------------------|---------------------|
| (KERN) NORTH MOJAVE 4-LANE | | | | | | | |
| | | \$27,403 | \$6,851 | \$27,403 | \$6,851 | \$68,508 | CONSTRUCTED |
| (INYO) OLANCHA-CARTAGO | | | | | | | |
| | | \$47,607 | \$47,607 | \$11,902 | \$11,902 | \$122,678 | |
| ENVIRONMENTAL | 2007-08 | \$2,749 | \$2,749 | \$687 | \$687 | \$6,872 | IN PROGRESS |
| DESIGN | 2012-13 | \$2,051 | \$2,051 | \$513 | \$513 | \$5,128 | IN PROGRESS |
| RIGHTS-OF-WAY | 2014-15 | \$5,407 | \$5,407 | \$1,352 | \$1,352 | \$13,518 | IN PROGRESS |
| ARCHEOLOGICAL PRE-MITIGATION | 2016-17 | \$2,000 | \$2,000 | \$500 | \$500 | \$5,000 | IN PROGRESS |
| CONSTRUCTION | 2021-22 | \$37,400 | \$37,400 | \$9,350 | \$9,350 | \$93,500 | 2018 RTIP |
| (MONO) HIGH POINT | | | | | | | |
| | | \$597 | \$150 | \$150 | \$597 | \$1,494 | |
| ENVIRONMENTAL | 2002-03 | \$541 | \$135 | \$135 | \$541 | \$1,352 | COMPLETED |
| DESIGN | 2007-08 | \$56 | \$15 | \$15 | \$56 | \$142 | COMPLETED |
| CONSTRUCTION - SHOPP | | | | | | \$22,158 | COMPLETED |
| (KERN) INYOKERN (ENV) | | | | | | | |
| | | \$1,240 | \$310 | \$1,240 | \$310 | \$3,100 | SHELVED |
| (KERN) FREEMAN GULCH ENV. | | | | | | | |
| | | \$779 | \$195 | \$779 | \$195 | \$1,948 | COMPLETED |
| (KERN) FREEMAN GULCH 1 | | | | | | | |
| | | \$17,955 | \$4,489 | \$5,520 | \$4,489 | \$32,453 | IN CONSTRUCTION |
| DESIGN | 2012-13 | \$1,000 | \$250 | \$1,000 | \$250 | \$2,500 | COMPLETED |
| RIGHTS-OF-WAY | 2014-15 | \$4,520 | \$1,130 | \$4,520 | \$1,130 | \$11,300 | COMPLETED |
| CONSTRUCTION | 2016-17 | \$12,435 | \$3,109 | \$0 | \$3,109 | \$18,653 | IN PROGRESS |
| (KERN) FREEMAN GULCH 2 | | | | | | | |
| | | \$19,075 | \$3,258 | \$19,075 | \$3,258 | \$44,666 | IN DESIGN |
| DESIGN | 2015-16 | \$ 1,300 | \$ 975 | \$ - | \$ 975 | \$ 3,250 | NOT PROGRAMMED |
| RIGHTS-OF-WAY | 2016-17 | \$ 3,044 | \$ 2,283 | \$ - | \$ 2,283 | \$ 7,610 | NOT PROGRAMMED |
| CONSTRUCTION | FUTURE | \$ 14,731 | \$ - | \$ 19,075 | \$ - | \$ 33,806 | NOT PROGRAMMED |
| (KERN) FREEMAN GULCH 3 | | | | | | | |
| | | \$21,726 | \$5,419 | \$21,726 | \$5,419 | \$54,290 | NOT STARTED |
| DESIGN | FUTURE | \$ 1,840 | \$ 460 | \$ 1,840 | \$ 460 | \$ 4,600 | NOT PROGRAMMED |
| RIGHTS-OF-WAY | FUTURE | \$ 510 | \$ 115 | \$ 510 | \$ 115 | \$ 1,250 | NOT PROGRAMMED |
| CONSTRUCTION | FUTURE | \$ 19,376 | \$ 4,844 | \$ 19,376 | \$ 4,844 | \$ 48,440 | NOT PROGRAMMED |
| TOTAL - PARTICIPATING PROJECTS | | \$136,382 | \$68,279 | \$87,795 | \$33,021 | \$329,137 | |
| COUNTY TOTALS | | | | | | | |
| | | IIP | INYO | KERN | MONO | | COUNTY TOTAL |
| INYO | | \$ 47,607 | \$ 47,607 | \$ 11,902 | \$ 12,268 | | \$ 119,384 |
| KERN | | \$ 88,178 | \$ 20,522 | \$ 75,743 | \$ 20,522 | | \$ 204,965 |
| MONO | | \$ 597 | \$ 150 | \$ 150 | \$ 597 | | \$ 1,494 |
| TOTAL BY AGENCY | | \$136,382 | \$68,279 | \$87,795 | \$33,387 | | \$325,843 |
| COUNTY EXPENDITURES | | | | | | | |
| AGENCY | | OUTSIDE COUNTY | | RECEIVED IN COUNTY | | TOTAL EXPENDED BY COUNTY | |
| INYO | | \$ 20,672 | | \$ 119,384 | | \$ 68,279 | |
| KERN | | \$ 12,052 | | \$ 204,965 | | \$ 87,795 | |
| MONO | | \$ 32,790 | | \$ 1,494 | | \$ 33,387 | |

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

| 2020 RTIP - QUICK LOOK AT PROJECT NEEDS FOR STIP PROJECTS AND PHASES NOT YET DELIVERED | | | | | | | |
|--|--------|-----------------|---------------|---------------|---------------|---------------|----------------|
| PROJECT | PHASE | STATUS | TOTAL | RIP IN STIP | OTHER | NEEDED | YEAR READY |
| COUNTYWIDE NON-METRO STIP PROJECTS NEEDING TO ADVANCE | | | | | | | |
| SR 14 FREEMAN GULCH 2 | RW | NOT FUNDED | \$ 8,000,000 | \$ - | \$ 4,800,000 | \$ 3,200,000 | 2021-22 |
| SR 14 FREEMAN GULCH 2 | CONST | NOT FUNDED | \$ 37,000,000 | \$ - | \$ 22,200,000 | \$ 14,800,000 | 2022-23 |
| SR 14 FREEMAN GULCH 3 | DESIGN | NOT FUNDED | \$ 5,000,000 | \$ - | \$ 3,000,000 | \$ 2,000,000 | FUTURE |
| SR 14 FREEMAN GULCH 3 | RW | NOT FUNDED | \$ 7,000,000 | \$ - | \$ 4,200,000 | \$ 2,800,000 | FUTURE |
| SR 14 FREEMAN GULCH 3 | CONST | NOT FUNDED | \$ 49,000,000 | \$ - | \$ 29,400,000 | \$ 19,600,000 | FUTURE |
| SR 46 WIDENING 4B | DESIGN | IN DESIGN PHASE | \$ 5,500,000 | \$ - | \$ 5,500,000 | \$ - | --- |
| SR 46 WIDENING 4B | RW | IN ROW PHASE | \$ 6,500,000 | \$ - | \$ 6,500,000 | \$ - | --- |
| SR 46 WIDENING 4B | CONST | PARTIAL FUNDING | \$ 52,000,000 | \$ - | \$ 22,500,000 | \$ 29,500,000 | 2019-20 |
| COUNTYWIDE NON-METRO NEEDS | | | | | | \$ 71,900,000 | |
| METRO BAKERSFIELD STIP PROJECTS NEEDING TO ADVANCE | | | | | | | |
| SR 58 / 99 INTERCHANGE | CONST | FUNDED | \$ 72,000,000 | \$ 30,000,000 | \$ 42,000,000 | \$ - | --- |
| METRO BAKERSFIELD NEEDS | | | | | | \$ - | |

| 60/40 calculations | 2018 STIP | RTIP County Share |
|--------------------|-------------|----------------------|
| Total | 100% | \$ 79,478,000 |
| metro | 64% | \$ 44,507,680 |
| non-metro | 36% | \$ 34,970,320 |

| 2020 RTIP County Share Equity Targets TBD | 2020 RTIP Proposed Equity Target % | CUMULATIVE |
|---|------------------------------------|------------|
| | | |
| | | |
| | | |

| | |
|--|--|
| | THESE AMOUNTS WOULD ADD UP TO 60% OF THE TOTAL AS REQUIRED BY THE MOU WITH CALTRANS (40% ITIP), INYO (10% RIP) AND MONO (10% RIP). THEY ARE NOT PROGRAMMED AT THIS TIME. |
| | THIS AMOUNT IS ACTUAL REVENUE FROM A BUILD GRANT AND REMAINING FEDERAL EARMARK. |
| | THESE HIGHLIGHTED AMOUNTS ARE FROM 2017 AND SUBJECT TO MORE RECENT COST ESTIMATE UPDATES. |
| | THIS PROJECT IS PROPOSED TO BE DELIVERED AS A COMPONENT OF A SHOPP PROJECT ALSO WITHIN THE SAME LIMITS OF THIS PROPOSED INTERCHANGE IMPROVEMENT PROJECT. THE \$42,000,000 WOULD COME FROM THE SHOPP PROGRAM AND PARTIALLY USED TO DESIGN THE AUXILIARY LANE AND RETAINER WALL. |