

**Kern Council of Governments
2022 Regional Transportation Improvement Program
December 15, 2021**

**Regional Adoption
November 18, 2021**



Kern Council of Governments
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Kern Council of Governments Board of Directors

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

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Kern Council of Governments
Regionally Approved - 2022 Regional Transportation Improvement Program

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

OVERVIEW – CTC Cover Letter



December 15, 2021

Mitchell Weiss, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

James R. Anderson, 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 2022 Regional Transportation Improvement Program

Dear Mr. Weiss and Mr. Anderson:

Transmitted with this letter is the Kern Council of Governments' 2022 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 or e-mail at jstramaglia@kerncog.org.

Sincerely,

AHRON HAKIMI,
EXECUTIVE DIRECTOR

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

Joseph Stramaglia,
Project Delivery Team Lead

Enclosure: Kern COG 2022 Regional Transportation improvement Program document

Kern Council of Governments
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OVERVIEW – Executive Summary

Based on current projects advancing in the Kern COG 2022 Regional Transportation Improvement Program (2022 RTIP), this Kern COG 2022 RTIP submittal will accomplish the following:

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

The Kern COG 2022 RTIP is consistent with, and implements the Kern COG 2018 Regional Transportation Plan/Sustainable Communities Strategy (2018 RTP/SCS) and associated Air Quality Conformity, regionally adopted August 16, 2018 and federally approved December 17, 2018. The Final Kern COG 2022 RTIP Capital Improvement Program is provided on Page 7. The Kern COG 2022 RTIP Program of Projects reflects \$87,872,000 of programmed RIP including Prior Year and 2022-23 through 2026-27. This total amount of STIP funding includes \$13,879,000 of new RIP programming and recently added RIP-CRRSAA funding.

Early Programming Request of New RIP - The SR 99/204 Hageman Flyover project is proposed to receive the bulk of the new 2022 RTIP funding capacity. Kern COG is requesting that it be programmed in 2023-24 which is early for the new funding. The new RIP would be combined with 2023-24 RIP that is proposed to be moved from the SR 46 project already part of the 2020 STIP. Kern COG will work with the City of Bakersfield and CTC staff if this early delivery date cannot be supported by statewide financial constraint. The State Route 46 project will be backfilled with federal demonstration funding and SHOPP funding to advance construction of Segment 4C. Projects in the 2022 RTIP submittal includes the following projects:

- 1) AB 3090 Centennial Corridor;
- 2) SR 46 Widening Segment 4C;
- 3) SR 99/204 Hageman Flyover;
- 4) SR 58 Truck Climbing Lanes;
- 5) SR 14 Freeman Gulch Segment 2; and
- 6) KCOG Planning, Programming and Monitoring (PPM).

The federally approved 2018 RTP/SCS outlines Kern COG's approach to achieve its regional goals which are reflected in adopted policy actions. Chapter 4 of the 2018 RTP/SCS Table 4-7: "Proposed Greenhouse Gas Emissions and Vehicle Trips Reduction Strategies" provides an extensive list of regional strategies ordered by various transportation modes including Transit, Active Transportation, Transportation Demand Management, Transportation System Management, Land Use, Road Projects, Goods Movement, and Pricing strategies.

Project Priorities – the Kern COG 2022 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 and now reflected as an AB 3090 arrangement with the CTC. The project is under construction. The number 2 priority is the SR 46 Widening Segment 4C project and includes: 1) \$10,055,000 in federal demonstration funding; 2) \$4,000,000 from SHOPP; 3) \$10 million from the state SB 1 TCEP; and 4) \$13,995,000 from the STIP. Two STIP projects recently amended into the 2020 STIP to introduce CRRSAA funding include: 1) SR 99/204 Hageman Flyover; and 2) SR 58 Truck Climbing Lane.

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

Kacey Ruggiero Associate Deputy Director
1120 N Street Sacramento, California 95814,
Kacey.Ruggiero@dot.ca.gov (916) 653-2064

Kern Council of Governments - Executive Director

Ahron Hakimi - Executive Director
ahakimi@kerncog.org 661-635-2900

Kern Council of Governments – RTIP Staff Contact Information

Joseph Stramaglia – Regional Planner
jstramaglia@kerncog.org 661-635-2914

OVERVIEW – Background of Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a 5-year programming proposal developed by Regional Transportation Planning Agencies and submitted to Caltrans and the California Transportation Commission (CTC) every 2 years. An RTIP is developed and adopted by regional agencies in cooperation with Caltrans, other regional transportation planning agencies, county transportation commissions and local agencies. Once approved by the CTC, the RTIP is integrated into the statewide Capital Improvement Program called the State Transportation Improvement Program (STIP). The state highway system is one element of the multi-modal STIP. It is a resource management document intended to identify, prioritize and financially constrain regionally significant projects throughout California.

The California Transportation Commission and Caltrans in cooperation with local and regional agencies act as the guardian of State capital dollars with responsibility for determining how best to manage those dollars. The challenge of the RTIP process is to recognize regional and statewide goals and objectives in the improvements of the state's multi-modal transportation system and to emphasize partnerships between Caltrans and regional agencies in making investment decisions to address critical corridor needs. Finally, projects advanced by a region in the RTIP must be consistent with the region's long-range plan called the Regional Transportation Plan. This is a federally mandated and financially constrained Plan that identifies goals and policies to meet transportation needs of a region over a 20 to 25-year span of time.

KCOG RTIP HISTORY - 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

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Regionally Adopted - 2022 Regional Transportation Improvement Program

of Projects included \$59,683,000 of “RIP” advancing from the 2014 STIP. However, the 2016 Fund Estimate was subsequently revised and regions were required to remove projects from the STIP to over \$770 million statewide. The Kern region deprogrammed \$22 million of RIP.

The 2018 RTIP restored some of what was lost in the 2016 RTIP cycle and so some programming was added back to SR 14, 46 and US 395 projects. For the 2020 RTIP, the county share was zero as was the fund estimate for ITIP. Subsequently, the 2020 RTIP deferred the advancement of the Centennial Corridor Connector Phase 2 project and moved \$30 million to the SR 46 widening project.

OVERVIEW - Approval Schedule

Approval Schedule - The Kern Council of Governments adopted its 2022 RTIP Capital Improvement Program at the regularly-scheduled November 18, 2021 meeting. The remaining California Transportation Commission timeline to process regional RTIPs and approve the 2021 STIP, is as follows:

November 18, 2021	Kern COG adoption of 2022 RTIP Capital Improvement Program
December 15, 2021	Regions submit RTIPs to Caltrans and CTC
December 15, 2021	Caltrans submits final ITIP to CTC
February 3, 2022	CTC STIP hearing, South
January 27, 2022	CTC STIP hearing, North
February 28, 2022	CTC publishes staff recommendations
March 23-24, 2022	CTC adopts 2022 STIP

OVERVIEW – Completion of Prior RTIP Projects

The STIP projects listed below are under construction or delivered prior to the 2022-23 fiscal year.

Recently completed STIP projects in the last 2 years:

SR 46 Widening Segment 4A for 1.7 miles	Project Benefits: Decrease fatalities and injuries
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Projects under construction:

SR 58/99 Centennial Corridor Mainline – 3 miles	Project Benefits: Improve safety and throughput
SR 46 Widening Segment 4B for 2.2 miles	Project Benefits: Decrease fatalities and injuries

OVERVIEW – Regional Selection Process

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

Since the initial ranking of regionally significant projects back in 1998, the Board of Directors approved a significant update to Kern COG’s project selection policy in 2012 and again in 2019. The policy includes

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performance measure metrics consistent with adopted Sustainable Communities Strategies goals and policies. The regional policy as updated in 2019, reflects more recent requirements found in the CTC adopted STIP guidelines. These procedural guidelines will be used to select new projects that meet regional state and federal goals and policies not just in the STIP but for all regionally managed transportation programs.

OVERVIEW - Caltrans Consultation

The Kern regional projects in the 2022 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. Caltrans project management staff are in continual contact with Kern COG staff.

2022 RTIP REGIONAL FUNDING REQUEST - 2022 STIP Regional Share & Request for Programming

The CTC-adopted 2022 Fund Estimate identified \$13,879,000 of new programming capacity for the 5-year programming span beginning with 2022-23 through 2026-27. Kern COG's proposed 2022 RTIP Capital Improvement Program includes some 2020 STIP RIP programming carryover into prior year, 2022-23, and 2023-24. The proposed Kern COG 2022 RTIP Capital Improvement Program is provided on Page 7 and reflects the region's priorities for use of Regional Improvement Program (RIP) funding. The 2020 STIP carryover RIP programming amount of \$87.9 million reflects 2020 RTIP programming for projects in our region and agreement projects outside the region.

2022 RTIP REGIONAL FUNDING REQUEST - Outside Funding Sources Included in RTIP

The total value of the Kern COG 2022 RTIP Capital Improvement Program proposed projects in Kern County and Inyo County, to advance in the 2022 STIP is \$352.7 million. The Kern COG regional share of RIP funding of \$87.9 million represents 25% 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, TCEP funding, prior Interregional Improvement Program (IIP) from Caltrans and RIP from Inyo and Mono County. The Kern COG 2022 RTIP Capital Improvement Program summary table shown on Page 7 also reflects other funding sources in addition to RIP funding.

2022 RTIP REGIONAL FUNDING REQUEST - ITIP/RIP Partnership Programming

Through coordination with Caltrans District 9 and regional agencies from Inyo and Mono County, Kern COG entered into a programming agreement to provide improvements along the U.S. 395 / State Route 14 Corridor through the Counties of Inyo, Mono and Kern. The Memorandum of Understanding (MOU) outlined a contribution percentage pattern of 40 / 40 / 10 / 10; 40% of IIP for participating MOU projects – 40% RIP for the project sponsor regional agency – and 10% RIP for each of the other two regional agencies that are not the project sponsor. While Kern COG is a beneficiary in this arrangement, current programming was affected in the 2016 RTIP cycle because ITIP revenues were removed from several partnership projects. In the past, this coordination has been supported by Caltrans and commended by the Commission. Projects currently in progress within this MOU include the following: 1) Inyo County - Olancho Cartago Widening; 2) Mono County – to be determined; and 3) Kern County – SR 14 Freeman Gulch Widening. Attachment B reflects a copy of the MOU currently in effect. After over 20 years in this MOU arrangement and with the

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denial of ITIP participation, the Kern COG Board is requesting that a project priority shift from completing the Freeman Gulch widening project to promoting truck climbing lanes on State Route 58. Kern COG will seek other funding opportunities to move beyond the current MOU to complete the SR 14 widening projects.

2022 RTIP REGIONAL FUNDING REQUEST - San Joaquin Valley 2022 RTIP Coordination

The San Joaquin Valley Directors have successfully coordinated RTIP programming needs in past RTIP cycles including the 2012 Regional Transportation Improvement Program (RTIP) and the 2010 RTIP. The overall goal of the valley-wide Coordinated RTIP is to summarize how collectively the San Joaquin Valley has been able to voluntarily move, shift, or delay projects (and respective STIP allocations). Over the last several RTIP cycles, this coordination did not result in coordinated funding scenarios as it was not deemed necessary, as is the case for the 2022 RTIP cycle.

2022 RTIP REGIONAL FUNDING REQUEST – Project Corridors

State Route 58 Corridor – The State Route 58 Centennial Corridor Connector project closes a gap between existing State Route 58 freeway east of State Route 99 with the State Route 58 freeway formerly known as the Westside Parkway Freeway. The ultimate corridor destination for this freeway is Interstate 5. Recently constructed projects along this corridor include a widening on existing State Route 58 east of State Route 99 and the construction of Westside Parkway. Currently, the Centennial Corridor Mainline received RIP funding through an approved four-year AB 3090 agreement with the CTC and is now under construction. Several other Centennial Corridor operational improvement projects are under consideration with Caltrans, the City of Bakersfield and Kern COG to improve local access and safety.

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

State Route 14 / U.S. 395 Corridor – The SR 14 Freeman Gulch widening project is divided into 3 segments to facilitate financing of this project over several RTIP cycles. A partnership project, the widening of Segment 1 was fully funded and construction of the 5-mile segment is completed. The 5-mile SR 14 Freeman Gulch Segment 2 still requires right-of-way and construction funding. While design was programmed, it has been shelved at 30% completion in anticipation of right-of-way funding. Segment 3 has received environmental clearance but has not advanced to design, rights-of-way or construction. These 2 segments are the only remaining 2-lane segments of State Route 14 within Kern County.

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2020 RTIP REGIONAL FUNDING REQUEST – Kern COG 2022 RTIP Capital Improvement Program

Attachment A - FINAL 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM CAPITAL IMPROVEMENT PROGRAM

KERN COUNCIL OF GOVERNMENTS - 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - FINAL CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																					
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				KCOC PROJECT TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOC RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY									
			ENV	DES	ROW	CON		IIP	KCOC SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2020 STIP CARRYOVER								
													2022-23	2023-24	2024-25	2025-26	2026-27	MAX SHARE			
PLANNING, PROGRAMMING & MONITORING							\$ 2,191	\$ 2,191	\$ -	\$ 2,191	\$ -	\$ 2,191	\$ 300	\$ 300	\$ 591	\$ 500	\$ -				
2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																					
SR 58 - CENTENNIAL CORRIDOR - INTERCHANGE IMPROVEMENT PHASE 2	1	1	•				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	2	1	•	•	•		\$ 63,211	\$ 18,963	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 18,963	\$ -	\$ -	\$ -	\$ -				
SR 46 - WIDENING SEGMENT 4B	3	2	•	•	•		\$ 40,503	\$ 6,000	\$ -	\$ 40,503	\$ 34,503	\$ 40,503	\$ -	\$ -	\$ -	\$ -	\$ -				
SR 46 - WIDENING SEGMENT 4C	4	2	•	•	•		\$ 38,050	\$ 13,995	\$ -	\$ 13,995	\$ 24,055	\$ 38,050	\$ -	\$ -	\$ -	\$ -	\$ -				
SR 204 / HAGEMAN FLYOVER	5	B	•	•	•		\$ 64,002	\$ 25,593	\$ -	\$ 25,593	\$ 38,409	\$ 64,002	\$ 2,686	\$ 25,593	\$ -	\$ -	\$ -				
SR 58 TRUCK CLIMBING LANES	6	B	•				\$ 3,795	\$ 3,728	\$ -	\$ 2,272	\$ 1,523	\$ 3,795	\$ 2,272	\$ -	\$ -	\$ -	\$ -				
MOU PROJECTS																					
SR 14 - FREEMAN GULCH SEG 2	7	B	•	•	•		\$ 4,900	\$ 1,960	\$ 1,960	\$ 980	\$ 4,900	\$ 1,960	\$ -	\$ -	\$ -	\$ -	\$ -				
SR 14 - FREEMAN GULCH SEG 3	5	B	•				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
US 395 - OLANCHA CARTAGO	8	B	•	•	•		\$ 134,872	\$ 12,856	\$ 64,549	\$ 12,856	\$ 57,467	\$ 134,872	\$ 12,856	\$ -	\$ -	\$ -	\$ -				
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																					
NO APDE PROJECTS IDENTIFIED	9						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				
TOTAL FOR 2022 RTIP SUBMITTAL							\$ 351,524	\$ 85,286	\$ 66,509	\$ 128,078	\$ 156,937	\$ 351,524	\$ 70,022	\$ 33,258	\$ 25,893	\$ 591	\$ 500				
REGIONAL QUANTITY ANALYSIS																					
METRO VS COUNTYWIDE			AS OF 2020 STIP				CURRENT CUMULATIVE	PROPOSED 2022 STIP		2022 CUMULATIVE		SHARE ESTIMATES					TOTAL		60%	40%	
METROPOLITAN BAKERSFIELD	\$	60,210	77%	\$	211,356	56%	\$	29,188	221%	\$	240,544	62%	MINIMUM SHARE					\$13,879		\$8,227	\$5,552
COUNTYWIDE NON-METRO	\$	18,281	23%	\$	165,539	44%	\$	(16,000)	-121%	\$	149,539	38%	MAXIMUM SHARE					\$23,852		\$14,311	\$9,541
TOTALS	\$	78,492	0%	\$	376,895	100%	\$	13,188	100%	\$	390,083	100%	APDE					\$0			
NOTE 1: THIS PHASE 2 CONNECTOR PROJECT AT SR 98 AND SR 58 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 98 LANE. \$30 MILLION WAS MOVED TO THE SR 48 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, THIS PROJECT HAS BEEN SUBMITTED SUBJECT TO FURTHER DISCUSSION AND REVIEW WITH CALTRANS AND THE CITY OF BAKERSFIELD. HOWEVER, KERN COG STAFF INTENDS TO RESTORE AT LEAST \$30 MILLION FOR A CONSTRUCTION PHASE CONTRIBUTION TO THE SR 204 / HAGEMAN FLYOVER PROJECT. SEE NOTE 5.																					
NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2018. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.																					
NOTE 3: SR 48 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.																					
NOTE 4: SR 48 WIDENING SEGMENT 4C WAS MADE WHOLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2022-23 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.																					
NOTE 5: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2,686 MILLION) AND NON-STIP (\$2,565 MILLION) COVID FUNDING. Total COVID \$5,251 MILLION.																					
NOTE 6: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2,272 MILLION) AND NON-STIP (\$1,456 MILLION) COVID FUNDING. Total COVID \$5,251 MILLION.																					
NOTE 7: SR 14 FREEMAN GULCH IS IN THE 2020 STIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUSPENDED OR SHELVED DUE TO LACK OF CALTRANS 40% TIP PARTICIPATION.																					
NOTE 8: US 395 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2018 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE THIS YEAR. THIS PROJECT SHOULD NOT NEED TO ADVANCE INTO THE 2022 RTIP. HOWEVER, IT WILL REMAIN IN THE CIP TO REFLECT KCOC CONTRIBUTIONS TO THE PROJECT.																					
NOTE 9: APDE OPTIONS ARE OUTLINED IN STIP GUIDELINES AND DEPENDENT ON OTHER YEAR CAPACITY. PROPOSED APDE ACTION: PROPOSED AP																					

REGIONAL EQUITY ANALYSIS					
METRO VS COUNTYWIDE	AS OF 2020 STIP	CURRENT CUMULATIVE	PROPOSED 2022 STIP	2022 CUMULATIVE	
METROPOLITAN BAKERSFIELD	\$ 60,210	77%	\$ 211,356	56%	\$ 240,544
COUNTYWIDE NON-METRO	\$ 18,281	23%	\$ 165,539	44%	\$ 149,539
TOTALS	\$ 78,492	0%	\$ 376,895	100%	\$ 390,083

SHARE ESTIMATES			
MINIMUM SHARE	\$13,879	TOTAL	\$0
MAXIMUM SHARE	\$23,852	APDE	\$0

NOTE 1: THIS PHASE 2 CONNECTOR PROJECT AT SR 99 AND SR 58 WILL ADD AN AUXILIARY LANE AND RETAINER WALL TO THE SOUTHBOUND SR 99 LANE. \$30 MILLION WAS MOVED TO THE SR 46 PROJECT AS PART OF THE 2020 RTIP PROCESS. FOR THE 2022 RTIP, THIS PROJECT HAS BEEN SHELVED SUBJECT TO FURTHER DISCUSSION AND REVIEW WITH CALTRANS AND THE CITY OF BAKERSFIELD. HOWEVER, KERN COG STAFF INTENDS TO RESTORE AT LEAST \$30 MILLION FOR A CONSTRUCTION PHASE CONTRIBUTION TO THE SR 204 / HAGEMAN FLYOVER PROJECT. SEE NOTE 5.

NOTE 2: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. THIS PROJECT WILL CONTINUE FORWARD IN THE 2022 STIP. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 3: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION. THIS PROJECT DOES NOT REQUIRE ADDITIONAL STIP FUNDING AND DOES NOT NEED TO MOVE FORWARD INTO THE 2022 RTIP.

NOTE 4: SR 46 WIDENING SEGMENT 4C WAS MADE WHOLE AS PART OF THE 2020 STIP. CONSTRUCTION IS PROGRAMMED IN 2022-23 AND REQUIRES TO ADVANCE INTO THE 2022 RTIP.

NOTE 5: SR 204 / HAGEMAN FLYOVER WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2,686 MILLION) AND NON-STIP (\$2,565 MILLION) COVID FUNDING. Total COVID \$5,251 MILLION.

NOTE 6: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2,272 MILLION) AND NON-STIP (\$1,456 MILLION) COVID FUNDING. Total COVID \$5,251 MILLION.

NOTE 7: SR 14 FREEMAN GULCH IS IN THE 2020 STIP AND PART OF THE MOU AGREEMENT. THIS PROJECT IS CURRENTLY SUSPENDED OR SHELVED DUE TO LACK OF CALTRANS 40% ITIP PARTICIPATION.

NOTE 8: US 395 OLANCHA CARTAGO IS AN EASTERN CALIFORNIA MOU PROJECT AND WAS FULLY FUNDED IN THE 2018 RTIP CYCLE. CONSTRUCTION IS EXPECTED TO ADVANCE INTO THE 2022 RTIP. THIS PROJECT SHOULD NOT NEED TO ADVANCE INTO THE 2022 RTIP. HOWEVER, IT WILL REMAIN IN THE CIP TO REFLECT KCOC CONTRIBUTIONS TO THE PROJECT.

NOTE 9: APDE OPTIONS ARE OUTLINED IN STIP GUIDELINES AND DEPENDENT ON OUTER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARES.

Relationship of RTIP to adopted RTP/SCS

The projects presented in the Kern COG 2022 RTIP are identified as regionally significant projects in the financially constrained Capital Improvement Program within the federally approved Kern COG 2018 Regional Transportation Plan / Sustainable Communities Strategies Plan. The partnership project for Inyo County – Olancho Cartago safety project on U.S. 395 - is part of that region's adopted transportation plan.

Consistency of RTIP with State & Federal Goals

The 2018 Regional Transportation Plan is Kern County's comprehensive area-wide long-range plan to address mobility challenges created by regional growth. The policy element is one of 4 required elements for a Regional Transportation Plan as required by the adopted California Transportation Commission guidelines. This policy element contains an integrated set of goals, policies, actions and performance measures that are consistent with publicly vetted principles to guide and monitor improvements to Kern's transportation system through 2042. The Strategic Investment section of the Kern COG 2018 RTP/SCS which is Chapter 5, sets forth plans of action for the region to pursue and meet identified transportation needs and issues. Planned investments are consistent with the goals and policies of the Plan, the Sustainable Community Strategy element and are financially constrained. These projects are listed in the Constrained Program of Projects Table 5.1 and are modeled in the Air Quality Conformity Analysis.

Regional, Statewide and National Benefits of RTIP

The projects proposed in the Kern COG 2022 RTIP collectively provide regional, statewide and national benefits. The State Route 46 project improves safety through a high-volume truck route. The collision rate is improved with widening and operational improvements along this corridor. State Route 46 has both regional and statewide significance as it connects San Joaquin Valley communities to the Central California coast. The State Route 58 Connector project improves capacity and safety for passenger vehicles and trucks. This corridor has national significance as well as regional and statewide significance. Our partnership projects along the State Route 14 and U.S. 395 Corridor provide regional and statewide benefits. These widening and operational projects improve safety for passenger traveling from all parts of Southern California and Kern County to access the recreational opportunities of the Sierra Nevada communities in the Counties of Inyo and Mono and further north.

The Kern COG 2022 RTIP is consistent with state and federal goals as described in the federally adopted Kern COG 2018 RTP/SCS. At the core of the 2018 RTP/SCS are seven goals:

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

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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 2018 RTP/SCS. Current Baseline values use the 2042 No Build modeling output while the projected system performance uses the 2014 Build values also provided in Appendix D.			
Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	2020 - 27.21	2042 - 26.45
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work)	2020 - 417,258	2042 - 570,455
	Commute mode share (travel to school)	2020 - 303,739	2042 - 422,511
Infrastructure Condition	Percent of distressed state highway lane-miles	NA	NA
	Pavement Condition Index (local streets and roads)	2008 - 66PCI	2012 - 64PCI
	%of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	Current - 24%	NA
	Percent of transit assets that have surpassed the FTA useful life period	NA	NA
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	NA	NA
Safety	Fatalities and serious injuries per capita	2020 - 0.0014137317	2042 - 0.0013634790
	Fatalities and serious injuries per VMT	2020 - 0.0000519495	2042 - 0.0000515488
Economic Vitality	% housing within 0.5 miles of transit stops	2020 - 26.2102%	2042 - 57.6880%
	% jobs within 0.5 miles of transit stops	2020 - 16.6842%	2042 - 41.8387%
	Average weekday travel time (minutes) - SOV	2020 - 14.91	2042 - 15.28
	Average weekday travel time (minutes) - HOV	2020 - 14.11	2042 - 14.54
	Average weekday travel time (minutes) - Transit	2020 - 34.04	2042 - 33.56
	Average weekday travel time (minutes) - Walk & Bike	2020 - 8.54	2042 - 5.18
Environmental Sustainability	Change in acres of agricultural land	2008 Base - 803,533.0605	2042 - 786,893.0605
	CO ₂ emissions reduction per capita	2008 - 0.007277717	2042 - 0.006951596

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

Indicator / Measure	2042 No Build	2042 Build	2042 No Build	2042 Build	2042 No Build	2042 Build	2042 No Build	2042 Build
	SR 58 Truck Climbing Lanes		SR 99/204 Hageman		SR 46 Widening		SR 14 Widening	
Reduce Vehicle Miles Traveled	NA	NA	NA	NA	NA	NA	NA	NA
Reduce Percent of congested VMT (at or below 35 mph)	NA	NA	NA	NA	NA	NA	NA	NA
Change in commute mode share (travel to work or school)	NA	NA	NA	NA	NA	NA	NA	NA
Reduce percent of distressed state highway lane-miles	NA	NA	NA	NA	NA	NA	NA	NA
Improve Pavement Condition Index (local streets and roads)	NA	NA	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	NA	NA
Reduce % of transit assets that surpassed FTA useful life period	NA	NA	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	NA	NA
Reduce fatalities and serious injuries per capita	NA	NA	NA	NA	NA	NA	NA	NA
Reduce fatalities and serious injuries per VMT	NA	NA	NA	NA	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	NA	NA
Reduce mean commute travel time (to work or school)	NA	NA	NA	NA	NA	NA	NA	NA
Change in acres of agricultural land	NA	NA	NA	NA	NA	NA	NA	NA
CO ₂ emissions reduction per capita	NA	NA	NA	NA	NA	NA	NA	NA
<i>Mobility Goal - Ave. Peak Period Travel Time</i>	NA	NA	NA	NA	0.08	0.05	NA	NA
<i>Mobility Goal - Ave. Non-Peak Travel Time</i>	NA	NA	NA	NA	0.08	0.05	NA	NA
<i>Mobility Goal - Passenger Hours of Delay / Year</i>	NA	NA	NA	NA	10,657	10,657	NA	NA
<i>Efficiency Goal - Daily VMT per Capita</i>	NA	NA	NA	NA	2.59	2.59	NA	NA
<i>Reliability Goal - Daily Vehicle Hours Delay per Capita</i>	NA	NA	NA	NA	0.002	0.000	NA	NA
<i>Reliability Goal - Daily congested VMT per Capita</i>	NA	NA	NA	NA	0.409	0.000	NA	NA
<i>Safety Goal - Injury Collisions / (M) VMT</i>	NA	NA	NA	NA	NA	NA	0.63	0.38
<i>Sustainability Goal - Benefit Cost Analysis</i>	NA	NA	1	0	0	1.0	0	0.655

Performance measure outputs for Hageman and Truck Climbing Lanes provided in PPR's for each project.

Summary of Expected Project Outputs			
Kern County Project	ADA	Sidewalks	Bike Lanes
SR 99/204 Hageman Flyover	10 ADA Curb Ramps	1,300 linear feet	New - 0.5 Miles
SR 58 Centennial Corridor	35 ADA Curb Ramps	Reconstruct - 2 Miles	New - 4 Miles
SR 46 Widening Segment 4B/C	8 ADA Ramps	New 1,987 feet	
SR 14 Widening Segment 2		New - 12 Miles	New - 12 Miles

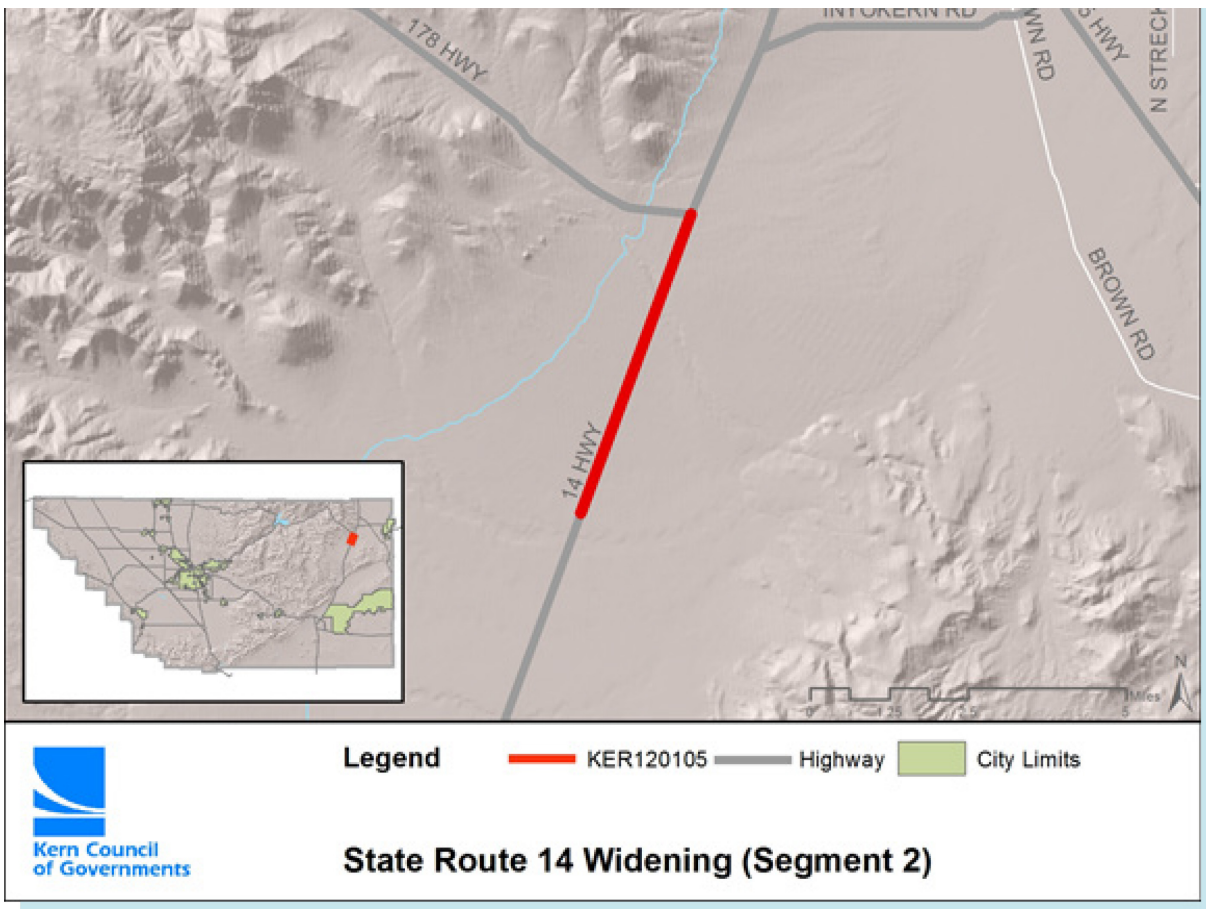
PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 14 Widening Segment 2 – “Freeman Gulch Widening Segment 2” – PM 53.0 / 58.3

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

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

Project Status: This project is currently unfunded for part of design, rights-of-way and construction phases.

Current Revenue Needs: Please see PPR on the following pages for current revenue needs. Segment 2 was programmed for the design phase but it was stopped at 30% because right-of-way was not yet programmed. Additional design, right-of-way and construction programming are necessary to advance this project. This has been a partnership project with Caltrans, Mono County and Inyo County. There has not been ITIP participation over the last 3 RTIP cycles by Caltrans and so this project has not advanced and is currently shelved.



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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 14 Widening Segment 2 – “Freeman Gulch Widening Segment 2” – PM 53.0 / 58.3
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-D09-2022-0002 v1

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date 11/30/2021 13:25:13	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	45712	0612000197	8042B	Caltrans District 9		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Kern	14	53.000	58.300			
				MPO	Element	
				KCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Jill Tognazzini			760-874-8308	jill.tognazzini@dot.ca.gov		
Project Title						
Freeman Gulch Widening - Segment 2						

Location (Project Limits), Description (Scope of Work)
Near Ridgecrest, from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west. Convert from 2-lane conventional highway to 4-lane expressway.

Component	Implementing Agency				
PA&ED	Caltrans HQ				
PS&E	Caltrans HQ				
Right of Way	Caltrans HQ				
Construction	Caltrans HQ				
Legislative Districts					
Assembly:	34	Senate:	16	Congressional:	23
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document	Document Type				
Draft Project Report					
End Environmental Phase (PA&ED Milestone)				10/29/2007	10/29/2007
Begin Design (PS&E) Phase				07/01/2018	07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)				07/01/2022	07/01/2026
Begin Right of Way Phase				07/01/2020	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)				07/01/2022	07/01/2026
Begin Construction Phase (Contract Award Milestone)				01/01/2023	01/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)				07/01/2024	07/01/2028
Begin Closeout Phase				12/01/2024	12/01/2028
End Closeout Phase (Closeout Report)				12/01/2027	12/01/2031

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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 14 Widening Segment 2 – “Freeman Gulch Widening Segment 2” – PM 53.0 / 58.3
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Purpose and Need

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

NHS Improvements ☒ YES ☐ NO Roadway Class 2 Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Shoulder widening	EA	28
Pavement (lane-miles)	Roadway lane miles	Miles	21.6
Drainage	Culverts	LF	3,500

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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 14 Widening Segment 2 – “Freeman Gulch Widening Segment 2” – PM 53.0 / 58.3
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Date 11/30/2021 13:25:13

Additional Information

Bike/Ped is checked

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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 14 Widening Segment 2 – “Freeman Gulch Widening Segment 2” – PM 53.0 / 58.3
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PRG-0010 (REV 08/2020)

PPR ID
ePPR-D09-2022-0002 v1

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Accident Cost Savings	Dollars	103,872	4,866,240	-4,762,368

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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 14 Widening Segment 2 – “Freeman Gulch Widening Segment 2” – PM 53.0 / 58.3
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PRG-0010 (REV 08/2020)

PPR ID
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District	County	Route	EA	Project ID	PPNO
06	Kern	14	45712	0612000197	8042B
Project Title					
Freeman Gulch Widening - Segment 2					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E	4,900							4,900	Caltrans HQ
R/W SUP (CT)					1,500			1,500	Caltrans HQ
CON SUP (CT)					8,530			8,530	Caltrans HQ
R/W					8,600			8,600	Caltrans HQ
CON					62,000			62,000	Caltrans HQ
TOTAL	4,900				80,630			85,530	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	3,701							3,701	
R/W SUP (CT)		1,600						1,600	
CON SUP (CT)						10,200		10,200	
R/W		9,200						9,200	
CON						75,000		75,000	
TOTAL	3,701	10,800				85,200		99,701	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 14 Widening Segment 2 – “Freeman Gulch Widening Segment 2” – PM 53.0 / 58.3
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Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation C
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	620							620	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	260							260	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	260							260	
Fund #3:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,481							1,481	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,481							1,481	

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 14 Widening Segment 2 – “Freeman Gulch Widening Segment 2” – PM 53.0 / 58.3
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Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)					1,500			1,500	
CON SUP (CT)					8,530			8,530	
R/W					8,600			8,600	
CON					62,000			62,000	
TOTAL					80,630			80,630	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		1,600						1,600	
CON SUP (CT)						10,200		10,200	
R/W		9,200						9,200	
CON						75,000		75,000	
TOTAL		10,800				85,200		96,000	
Fund #5:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

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

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

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

Project Status: The State Route 46 Segment 4B widening is under construction with a completion target date of 2022. Segment 4C lies immediately west of Segment 4B and is the remaining section to be delivered. The status of Segment 4C is as follows: the environmental phase is completed; the design and rights-of-way phases are in progress and nearing completion. Construction is planned in 2022-23.

Current Revenue Needs: The 2022 RTIP will advance this project to the construction phase. The construction phase for this project includes non-RIP funding that will displace the current RIP funding. Cost estimates have been updated for the ROW and design phases to complete the project in the near term. Please see the following updated PPR for revised programming funding amounts.



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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4C – Postmile 26.5 / 30.2
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PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-D06-2020-0001 v9

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/09/2021 08:39:12
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	44256	0620000053	3386E	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kern	46	26.100	30.200	Kern Council of Governments	
				MPO	Element
				KCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Michael Dennison			559-383-5175	michael.dennison@dot.ca.gov	
Project Title					
Route 46 Expressway Segment 4C					

Location (Project Limits), Description (Scope of Work)

In and near Lost Hills, from 1.3 miles west of Brown Material Road to 0.2 miles east of California Aqueduct. Convert from a 2-lane conventional highway to a 4-lane divided expressway.

Component	Implementing Agency				
PA&ED	Caltrans District 6				
PS&E	Caltrans District 6				
Right of Way	Caltrans District 6				
Construction	Caltrans District 6				
Legislative Districts					
Assembly:	32	Senate:	14	Congressional:	21
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				07/01/2000	07/01/2000
Circulate Draft Environmental Document	Document Type				
Draft Project Report				04/01/2003	04/01/2003
End Environmental Phase (PA&ED Milestone)				06/14/2005	06/14/2005
Begin Design (PS&E) Phase				07/01/2020	07/01/2020
End Design Phase (Ready to List for Advertisement Milestone)				07/01/2022	07/01/2022
Begin Right of Way Phase				07/01/2020	07/01/2020
End Right of Way Phase (Right of Way Certification Milestone)				07/01/2022	07/01/2022
Begin Construction Phase (Contract Award Milestone)				12/05/2022	12/05/2022
End Construction Phase (Construction Contract Acceptance Milestone)				07/15/2024	07/15/2024
Begin Closeout Phase				07/15/2024	07/15/2024
End Closeout Phase (Closeout Report)				05/15/2025	01/15/2026

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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4C – Postmile 26.5 / 30.2
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PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-D06-2020-0001 v9

Date 12/09/2021 08:39:12

Purpose and Need

The purpose of the project is to improve traffic operations, improve traffic safety, and convert this section of roadway from a 2-lane conventional highway to a four-lane divided expressway.

The Project will increase the efficiency of goods movement by reducing accidents caused by the lack of safe passing opportunities. Companies moving freight through California use this corridor to access the Ports of Long Beach, Los Angeles, and Oakland to the north and south of the central coast and central valley. Destinations and origins within Kern County include logistic centers, agriculture packing facilities. By 2042 Kern Council of Governments' models show a 30% increase in truck movement along the corridor.

NHS Improvements ☒ YES ☐ NO Roadway Class 2 Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	2
Pavement (lane-miles)	Roadway lane miles	Miles	6.9

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4C – Postmile 26.5 / 30.2
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PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

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Date 12/09/2021 08:39:12

Additional Information

The Project closes the final 3.47-mile two-lane gap on SR 46, completing this Interregional Trade Corridor project between U.S. 101 and Interstate 5. The Benefits-Cost Analysis (BCA) conducted by Caltrans District Six shows the following results in millions of dollars: Accident Cost Savings to Passenger Vehicles \$28.6 and Freight \$15.9; Travel Time Savings to Passenger Vehicles \$28.6 and Freight \$15.9; Emissions Reductions over 20 years will avert 74 tons of Carbon Monoxide, 17,892 tons of Carbon Dioxide, 52 tons of Oxides of Nitrogen and 6 tons of Volatile Organic Compounds. The Project has a cost ratio of 4.2 with a 20.6% rate of return on investment, demonstrating increased reliability of the National and State Highway System. The Environmental Department completed the Revalidation Document for Route 46 Segment 4C on February 18, 2021. Approval for the correction on the following milestone was received on December 31, 2020. End Design (PS&E) Phase 07/01/2022
End Right of Way Phase (Right of Way Certification Milestone) 07/01/2022. Begin Construction Phase (Contract Award Milestone) 12/05/2022

The proposed funding plan was revised in February 2021. The Utility Relocation strategy was revised, and the cost was captured in the Supplemental Project Report. The additional cost will be covered by additional RIP funding that is proposed for the 2022 RTIP. Kern COG and Caltrans propose that the \$2,000,000 of demo funding that was moved out of the Segment 4B (PPNO 3386D) project at the time of construction allocation will all be used along with remaining demo funding to partially fund the construction capital phase of Segment 4C. The Utility Relocation strategy for additional cost needs will be provided by RIP funding proposed in the 2022 RTIP. TO SUMMARIZE: Kern COG and Caltrans propose for the 2022 RTIP to use all remaining federal demonstration funding for construction capital only and state-cash RIP funds to backfill remaining support needs for design, ROW, and construction. SHOPP funds are being programmed for this project to be used for pavement rehabilitation of the existing roadway.

REASON FOR PROJECT SCOPE CHANGE: As PS&E progressed the post mile change was necessitated by required signing and lane striping that encumber the actual limits of work. Through coordination with Caltrans, Kern County and Kern COG the construction working days have been reduced by implementing agreed construction staging strategies. A bridge was PREVIOUSLY proposed to allow equipment to cross over SR-46 due to the footprint of the roadway work that required additional right of way and significant impacts to the adjacent property owners existing facilities that previously included the purchase of Access Control Rights. Through the project development process, the roadway design has been refined to minimize both additional right of way in this area and impacts from this roadway project. The proposed bridge would have allowed direct access to and from the northern and southern private property and would not have had any connectivity to SR-46. The elimination of the bridge has been mitigated by a corridor management plan that consolidated thirteen driveways to five with left-turn and right-turn channelization for improved operations and safety within the Chevron and AERA oil fields section of the project limits. This effort was done in coordination with Caltrans, Kern County, Chevron, AERA and Kern COG to provide operational improvements to alleviate the need for the bridge

ADA is checked
Bike/Ped is checked

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4C – Postmile 26.5 / 30.2
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PRG-0010 (REV 08/2020)

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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	1,606	4,016	-2,410
	TCEP	Daily Truck Trips	# of Trips	6,157	6,157	0
	TCEP	Daily Truck Miles Traveled	Miles	20,934	20,934	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	36,500	13,036	23,464
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	10,429	3,724	6,705
			# of Containers	10,429	3,724	6,705
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	208,571	74,490	134,081
			# of Containers	10,429	3,724	6,705
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1	1.88	-0.88
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	1,606	2,532	-926
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	131,885	237,838	-105,953
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	55	22.6	32.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	17,875	0	17,875
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	6	0	6
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	74	0	74
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	52	0	52
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	1	-1
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	6	-6
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.016	0.046	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	3	-3
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.03	0.07	-0.04
	Optional	Accident Cost Savings	Dollars	104,900,000	0	104,900,000
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	407	0	407

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4C – Postmile 26.5 / 30.2
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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	4.2	0	4.2

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4C – Postmile 26.5 / 30.2
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
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PRG-0010 (REV 08/2020)

PPR ID
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District	County	Route	EA	Project ID	PPNO
06	Kern	46	44256	0620000053	3386E
Project Title					
Route 46 Expressway Segment 4C					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 6
PS&E	500							500	Caltrans District 6
R/W SUP (CT)	400							400	Caltrans District 6
CON SUP (CT)		5,400						5,400	Caltrans District 6
R/W	1,800							1,800	Caltrans District 6
CON		30,900						30,900	Caltrans District 6
TOTAL	2,700	36,300						39,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	2,100							2,100	
R/W SUP (CT)	600							600	
CON SUP (CT)		4,100						4,100	
R/W	2,750							2,750	
CON		28,500						28,500	
TOTAL	5,450	32,600						38,050	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	500							500	
R/W SUP (CT)	100							100	
CON SUP (CT)		5,400						5,400	
R/W	100							100	
CON		20,900						20,900	
TOTAL	700	26,300						27,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E	2,100							2,100	
R/W SUP (CT)	600							600	
CON SUP (CT)		4,100						4,100	
R/W	2,750							2,750	
CON		4,445						4,445	
TOTAL	5,450	8,545						13,995	

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4C – Postmile 26.5 / 30.2
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
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Fund #4:	Demo - Demonstration - TEA21 (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)	300							300	
CON SUP (CT)									
R/W	1,700							1,700	
CON									
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		10,055						10,055	
TOTAL		10,055						10,055	
Fund #5:	SHOPP - Future Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 6
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,000						4,000	
TOTAL		4,000						4,000	

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 46 Widening Segment 4C – Postmile 26.5 / 30.2
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
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Fund #4:	Demo - Demonstration - TEA21 (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)	300							300	
CON SUP (CT)									
R/W	1,700							1,700	
CON									
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		10,055						10,055	
TOTAL		10,055						10,055	
Fund #5:	SHOPP - Future Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 6
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,000						4,000	
TOTAL		4,000						4,000	

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

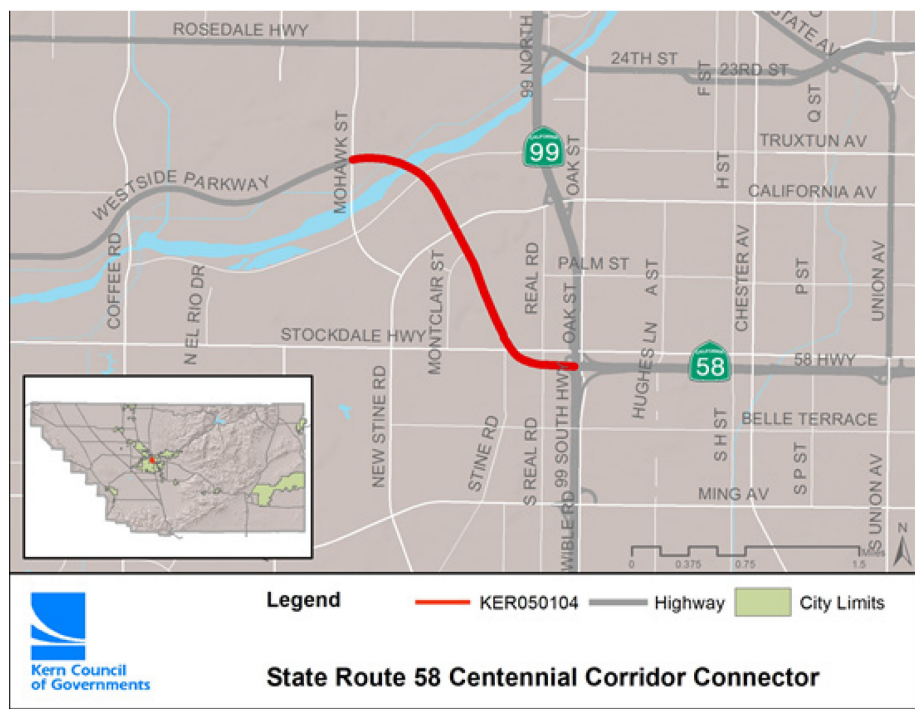
Project Location and Description: This new alignment of State Route (SR) 58 begins at Interstate 5 (PM T31.7) and ends east of Cottonwood Road (PM R55.4) in and near the City of Bakersfield. This work consists of three segments. Segment 3 consists of a route adoption of Stockdale highway as the new SR 58 with operational improvements. Segment 2 consists of a route transfer of Westside Parkway as the new SR 58 which has recently occurred. Segment 1 is the project and consists of a new freeway alignment from the east terminus of SR 58 | 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 and through metropolitan Bakersfield and Kern County, provide continuity for SR 58 in Kern County, promote economic growth and international / interregional trade by improving linkage between existing segments of the interstate system, reduce commercial and regional commute time through a major freight corridor, improve local east-west circulation and reduce congestion.

Project Status: This project is currently under construction.

Current Revenue Needs: There is one remaining AB 3090 installment in 2022-23. The CTC has not yet provided an allocation for the remaining \$18,963,000.

Current and Proposed STIP Programming (\$ X 1,000)			
2018 RTIP	Phase	FY	STIP
AB 3090	Construction (allocated)	19-20	\$6,321
AB 3090	Construction (allocated)	20-21	\$18,963
AB 3090	Construction (allocated)	21-22	\$18,964
AB 3090	Construction – not yet allocated	22-23	\$18,963
	Total		\$63,211



Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 58 – Centennial Corridor Connector AB 3090 – Postmile T31.7 / R55.4
PPR FORM – PAGE 1 OF 5

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2022-0002 v0

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 10/26/2021 13:34:57	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	48460	0600000484	3705B	City of Bakersfield	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kern				Kern Council of Governments	
				MPO	Element
				KCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Paul Pineda			661-326-3416	ppineda@bakersfieldfreeways.us	
Project Title					
AB 3090 Reimbursement Project					

Location (Project Limits), Description (Scope of Work)
AB 3090 Reimbursement Project - August 2018 CTC approved 18S-06 replacing PPNO 3705- (Westside Parkway - State Route 58 Connector-Ph1)

Component	Implementing Agency				
PA&ED	City of Bakersfield				
PS&E	City of Bakersfield				
Right of Way	City of Bakersfield				
Construction	City of Bakersfield				
Legislative Districts					
Assembly:	32,30	Senate:	16,18	Congressional: 20,22	
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document	Document Type				
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)					
End Construction Phase (Construction Contract Acceptance Milestone)					
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

Kern Council of Governments
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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 58 – Centennial Corridor Connector AB 3090 – Postmile T31.7 / R55.4
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PROJECT PROGRAMMING REQUEST (PPR)
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Date 10/26/2021 13:34:57

Purpose and Need

NHS Improvements ☐ YES ☒ NO Roadway Class Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 58 – Centennial Corridor Connector AB 3090 – Postmile T31.7 / R55.4
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PPR ID
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Date 10/26/2021 13:34:57

Additional Information

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 58 – Centennial Corridor Connector AB 3090 – Postmile T31.7 / R55.4
PPR FORM – PAGE 4 OF 5

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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 58 – Centennial Corridor Connector AB 3090 – Postmile T31.7 / R55.4
PPR FORM – PAGE 5 OF 5

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2022-0002 v0

District	County	Route	EA	Project ID	PPNO
06	Kern		48460	0600000484	3705B
Project Title					
AB 3090 Reimbursement Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Bakersfield
PS&E									City of Bakersfield
R/W SUP (CT)									City of Bakersfield
CON SUP (CT)									City of Bakersfield
R/W									City of Bakersfield
CON	44,248	18,963						63,211	City of Bakersfield
TOTAL	44,248	18,963						63,211	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	44,248	18,963						63,211	
TOTAL	44,248	18,963						63,211	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									\$6321 CON voted 06/26/19
R/W SUP (CT)									\$18963 CON voted 06/24/20
CON SUP (CT)									\$18964 CON voted 05/12/21
R/W									
CON	44,248	18,963						63,211	
TOTAL	44,248	18,963						63,211	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	44,248	18,963						63,211	
TOTAL	44,248	18,963						63,211	

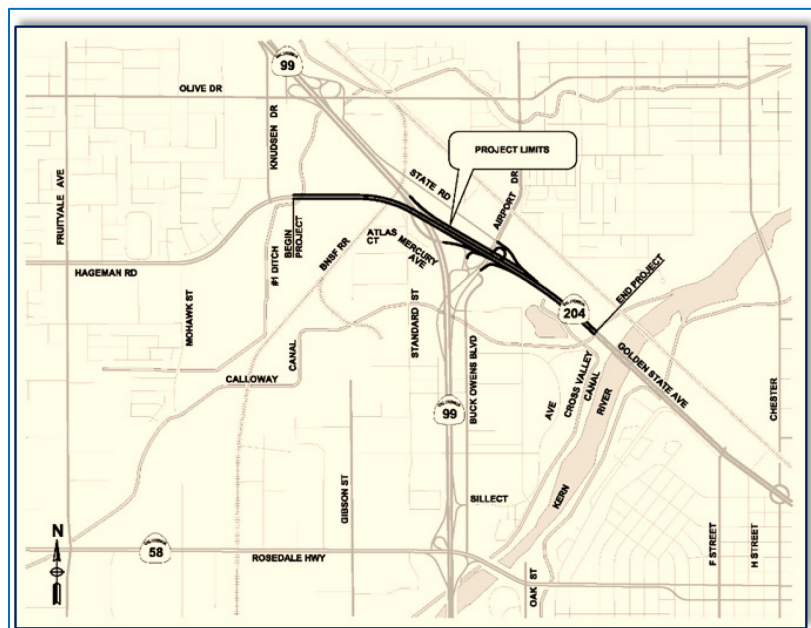
PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 99/204 – Hageman Flyover – Postmile PM 26.7/27.2 & 5.9/6.8

Project Location and Description: The Hageman Road Flyover project extends from Knudsen Drive (at SR 99) to Golden State Avenue (SR 204) at Airport Drive. The proposed project will provide a connection between northwestern and downtown Bakersfield. The project will extend Hageman Road from just east of the intersection with Knudsen Drive, cross over State Route 99, and connect with Golden State Avenue. The extension of Hageman Road would be a four-lane road with two 12-foot-wide travel lanes in each direction, a 12-foot-wide median with barrier, and 8-foot-wide outside shoulders. The Knudsen Drive intersection would have signals. A double-box culvert structure would be built over the Beardsley Canal, with bridges over the San Joaquin Valley Railroad, and State Route 99. The existing bridge over Airport Drive would be widened, and ramps at the Airport Drive and Golden State Avenue interchange would be modified. The roadway section would transition to match the existing roadway at the west and east ends of the project.

Purpose and Need: This project is part of the Centennial Corridor planning area and is a required improvement that supports the east-west flow of traffic through metropolitan Bakersfield. The proposed project will provide an east-west connection between northwestern and downtown Bakersfield. The project extends Hageman Road from just east of the intersection with Knudsen Drive, cross over State Route 99, and connect with Golden State Avenue. The roadway section will transition to match the existing roadway at the west and east ends of the proposed project. A Class I bike path will also be added along the south side of the Hageman Road extension, extending to the Rio Mirada Drive/Buck Owens Boulevard intersection. There will be several connector and other operational improvements included in this project that improve connections to State Route 99 and connections to existing intersecting roadways. See PPR Purpose and Need section for more detail.

Project Status: This project is fully funded and the City of Bakersfield will be the lead on this project. The project has been designed and is currently in the ROW phase. The City of Bakersfield is committed to deliver this project in a near-term year of 2023-24.

Current Revenue Needs: Construction for this project is proposed for the 2023-24 fiscal year. This 2022 RTIP submittal proposes to move existing RIP from the State Route 46 project which was already in a near-term year and combine it with proposed new RIP capacity from the 2022 RTIP Fund Estimate.



Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 99/204 – Hageman Flyover – Postmile PM 26.7/27.2 & 5.9/6.8
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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2022-0004 v1

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date 11/15/2021 13:59:18	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	484500	2040000019	3525	Kern Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kern	99	26.700	27.200	City of Bakersfield	
Kern	204	5.900	6.800	MPO	Element
				KCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Ravi Puddipeddi			661-326-3483	rpudipeddi@bakersfieldcity.us	

Project Title

EXTEND HAGEMAN RD. EASTERLY ACROSS SR-99 AND CONNECT TO SR 204 IN BAKERSFIELD

Location (Project Limits), Description (Scope of Work)

Construct the Hageman Road extension from Knudsen Drive to Golden State Avenue at Airport Drive. The proposed project would provide a connection between northwestern and downtown Bakersfield. The project would extend Hageman Road from just east of the intersection with Knudsen Drive, cross over State Route 99, and connect with Golden State Avenue. The extension of Hageman Road would be a four-lane road with two 12-foot-wide travel lanes in each direction, a 12-foot-wide median with barrier, and 8-foot-wide outside shoulders. The Knudsen Drive intersection would have signals. A double-box culvert structure would be built over the Beardsley Canal lateral, with bridges over the San Joaquin Valley Railroad, and State Route 99. The existing bridge over Airport Drive would be widened, and ramps at the Airport Drive and Golden State Avenue interchange would be modified. The roadway section would transition to match the existing roadway at the west and east ends of the proposed project.

Component	Implementing Agency				
PA&ED	City of Bakersfield				
PS&E	Caltrans District 6				
Right of Way	City of Bakersfield				
Construction	City of Bakersfield				
Legislative Districts					
Assembly:	32	Senate:	18	Congressional:	23
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				12/01/2008	12/01/2008
Circulate Draft Environmental Document	Document Type		CE/CE	07/01/2010	07/01/2010
Draft Project Report				01/17/2014	01/17/2014
End Environmental Phase (PA&ED Milestone)				05/16/2014	05/16/2014
Begin Design (PS&E) Phase				04/01/2012	04/01/2012
End Design Phase (Ready to List for Advertisement Milestone)				10/01/2021	01/15/2024
Begin Right of Way Phase				07/01/2011	07/01/2011
End Right of Way Phase (Right of Way Certification Milestone)				10/01/2021	12/01/2023
Begin Construction Phase (Contract Award Milestone)				07/01/2022	06/03/2024
End Construction Phase (Construction Contract Acceptance Milestone)				12/01/2023	08/03/2026
Begin Closeout Phase				01/02/2024	09/01/2026
End Closeout Phase (Closeout Report)				03/01/2024	09/01/2027

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 99/204 – Hageman Flyover – Postmile PM 26.7/27.2 & 5.9/6.8
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PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
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Date 11/15/2021 13:59:18

Purpose and Need

Construct the Hageman Road extension from Knudsen Drive to Golden State Avenue at Airport Drive. The proposed project would provide a connection between northwestern and downtown Bakersfield. The project would extend Hageman Road from just east of the intersection with Knudsen Drive, cross over State Route 99, and connect with Golden State Avenue. The extension of Hageman Road would be a four-lane road with two 12-foot-wide travel lanes in each direction, a 12-foot-wide median with barrier, and 8-foot-wide outside shoulders. The Knudsen Drive intersection would have signals. A double-box culvert structure would be built over the Beardsley Canal lateral, with bridges over the San Joaquin Valley Railroad, and State Route 99. The existing bridge over Airport Drive would be widened, and ramps at the Airport Drive and Golden State Avenue interchange would be modified. The roadway section would transition to match the existing roadway at the west and east ends of the proposed project.

A Class I bike path that is part of the original project, which would be added along the south side of the Hageman Road extension, extending to the Rio Mirada Drive/Buck Owens Boulevard intersection. A storm water retention basin would also be built between State Route 99 and the San Joaquin Valley Railroad. This element of the project was recently split out from the parent project and will be funded using CMAQ and local funding as a stand alone project.

Due to the new connection of Hageman Road to Golden State Avenue, the existing ramps at the Airport Drive and Golden State Avenue interchange would be modified. Golden State Avenue would also be widened to accommodate the modified ramps. The direct connector ramps northbound Golden State Avenue to northbound State Route 99 and southbound State Route 99 to southbound Golden State Avenue would be modified to handle the Golden State Avenue improvements and match existing connector ramp configurations. The existing single-lane northbound Golden State Avenue exit ramp at Airport Drive would be widened to two lanes. The two Airport Drive loop entrance ramps to Golden State Avenue, along with the northbound Airport Drive to southbound Golden State Avenue directional entrance ramp, would be reconfigured to provide standard merging distances onto the northbound State Route 99 connector and southbound Golden State Avenue. The directional entrance ramp from southbound Airport Drive to northbound State Route 99 would be eliminated. A left-turn lane would be added on Airport Drive to provide access to northbound State Route 99 from southbound Airport Drive. A retaining wall would be built along the west side of the northbound Airport Drive to southbound Golden State Avenue direct on-ramp. In the northbound direction, starting about 50 feet north of the Calloway Canal, Golden State Avenue would transition to four lanes. The outside lane would become a dedicated exit lane at the northbound off-ramp to Airport Drive, leaving three lanes to the north of this point. At the northbound State Route 99 off-ramp, the outside lane would again become a dedicated exit lane, leaving two through lanes to the north of this point for the remainder of the Hageman Road extension. The purchase of new right-of-way would be required for the Hageman Road extension west of State Route 99. Right-of-way acquisitions would also be required along the southbound Golden State Avenue direct on-ramp from Airport Drive and along northbound Golden State Avenue south of the off-ramp to Airport Drive.

NHS Improvements ☒ YES ☐ NO Roadway Class 1 Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.5
Pavement (lane-miles)	Local road - new	Miles	1.25
Bridge / Tunnel	New local road bridge structures/tunnels	SQFT	125,624

Kern Council of Governments
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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
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Additional Information

Additional information:

The Hageman Project is in Bakersfield and considered to be in a Large UZA. We recommend that the COVID funding be split to comply with the UZA requirements for Kern: 1) non-STIP amount \$2,565,042 and STIP amount of \$2,685,825 for a total of \$5,250,867. Please contact Joseph Stramaglia at jstramaglia@kerncog.org or 661-635-2914 if needed.

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 99/204 – Hageman Flyover – Postmile PM 26.7/27.2 & 5.9/6.8
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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	393.15	394.51	-1.36
			Hours per Capita	0.2809	0.2818	-0.0009
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	393.15	394.51	-1.36
		Daily Truck Trips	# of Trips	6.03	6.04	-0.01
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	394.51	393.15	1.36
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	295.4	295.9	-0.5
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	4,304.7	4,314.8	-10.1
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	20,540.9	20,582.7	-41.8
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	4,281.5	4,284.3	-2.8
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	107.6	108.1	-0.5
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	17,832.9	17,907.9	-75
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	24,765.7	24,850.7	-85
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	825	0	825
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1	0	1

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 99/204 – Hageman Flyover – Postmile PM 26.7/27.2 & 5.9/6.8
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District	County	Route	EA	Project ID	PPNO
06	Kern, Kern	99, 204	484500	2040000019	3525
Project Title					
EXTEND HAGEMAN RD. EASTERLY ACROSS SR-99 AND CONNECT TO SR 204 IN BAKERSFIELD					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Bakersfield
PS&E									Caltrans District 6
R/W SUP (CT)									City of Bakersfield
CON SUP (CT)									City of Bakersfield
R/W									City of Bakersfield
CON									City of Bakersfield
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,437	2,565						9,002	
CON			55,000					55,000	
TOTAL	6,437	2,565	55,000					64,002	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,686							2,686	
CON									
TOTAL	2,686							2,686	

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 99/204 – Hageman Flyover – Postmile PM 26.7/27.2 & 5.9/6.8
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Fund #2:	Local Funds - City Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									City of Bakersfield
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,751							3,751	
CON			29,507					29,507	
TOTAL	3,751		29,507					33,258	
Fund #3:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.010.300
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,565						2,565	
CON									
TOTAL		2,565						2,565	

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
State Route 99/204 – Hageman Flyover – Postmile PM 26.7/27.2 & 5.9/6.8
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Fund #4:	RIP - Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			25,493					25,493	
TOTAL			25,493					25,493	

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
SR 58 TRUCK CLIMBING LANES – Postmile 76.3 / 79.8

Project Location and Description: The project is located In Kern County, near Tehachapi from Postmile 76.3 to Postmile 79.8. The project proposes to construct eastbound truck climbing lanes throughout the proposed length of the project by widening the roadway section an additional 17 feet to accommodate the 14-ft truck lane and allow inside shoulder to be widened by 3 ft. to provide a 10 ft. inside shoulder. Modify the Bealeville Road at-grade intersection. Extend box culvert at Tehachapi Creek. Extend other culverts. Modify The proposed project is in a mountainous area with some grades steeper than 5%.

Purpose and Need: The purpose of this project is to improve traffic flow on the steeper grades of SR 58 where truck speeds often fall 30 mph or more below the posted speed limit, enhance safety and operations, move freight more efficiently through the interregional corridor, and reduce Green House Gas (GHG) emissions. At this location on SR 58, truck climbing lanes are needed to address vehicle speed differentials thereby improving traffic flow enhancing safety and operations, and lowering GHG emissions. The Highway Design Manual (HDM) section 204.5, indicates truck climbing lanes should be considered where truck speeds fall 10 mph or more below the running speed of remaining traffic, and for sustained upgrades greater than 2% where the total rise is greater than 250 feet.

Project Status: The project is in the environmental review phase at this time.

Current Revenue Needs: The project is currently funded for the environmental review phase. There is some remaining COVID funding which is not yet programmed. Cost estimates are provided for the design, rights-of-way and construction phases; but these are preliminary estimates only and will be revised as project development progresses. No 2022 RTIP funding is proposed at this time. The PPR only reflects COVID-RIP funding. It is the regions intent to apply for various other state and federal transportation grants to advance this operational improvement project in the State Highway Operations and Protection Program.



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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
SR 58 TRUCK CLIMBING LANES – Postmile 76.3 / 79.8
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PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
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Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/15/2021 16:17:46
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
09	37960	0919000011	2664	Caltrans District 9	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Kern	58 S	76.300	79.800	Kern Council of Governments	
				MPO	Element
				KCOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Jeremy Milos			760-874-8633	jeremy.milos@dot.ca.gov	
Project Title					
SR 58 TRUCK CLIMBING LANE					

Location (Project Limits), Description (Scope of Work)

In Kern County, on SR 58 near Tehachapi from 76 miles west of Bealeville Road to 0.52 miles east of Hart Flat Road. Construct eastbound truck climbing lanes.

Component	Implementing Agency				
PA&ED	Caltrans District 9				
PS&E	Caltrans District 9				
Right of Way	Caltrans District 9				
Construction	Caltrans District 9				
Legislative Districts					
Assembly:	16	Senate:	34	Congressional:	23
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				01/03/2022	01/03/2022
Circulate Draft Environmental Document	Document Type		EIR/EIS	03/07/2022	01/06/2023
Draft Project Report				03/07/2022	01/06/2023
End Environmental Phase (PA&ED Milestone)				06/02/2022	04/03/2023
Begin Design (PS&E) Phase				06/02/2022	06/02/2023
End Design Phase (Ready to List for Advertisement Milestone)				10/01/2024	12/01/2025
Begin Right of Way Phase				04/03/2023	08/03/2023
End Right of Way Phase (Right of Way Certification Milestone)				10/07/2024	11/07/2025
Begin Construction Phase (Contract Award Milestone)				03/07/0025	06/07/0026
End Construction Phase (Construction Contract Acceptance Milestone)				11/04/2026	06/04/2027
Begin Closeout Phase				07/19/2027	07/19/2028
End Closeout Phase (Closeout Report)				07/10/2029	07/10/2029

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SR 58 TRUCK CLIMBING LANES – Postmile 76.3 / 79.8
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Purpose and Need

The PURPOSE of the project is to improve traffic flow on the steeper grades of SR 58 where truck speeds often fall 30 mph or more below the posted speed limit, enhance safety and operations, move freight more efficiently through the interregional corridor, and reduce Green House Gas (GHG) emissions. At this location on SR 58, truck climbing lanes are NEEDED to address vehicle speed differentials thereby improving traffic flow enhancing safety and operations, and lowering GHG emissions. The Highway Design Manual (HDM) section 204.5, indicates truck climbing lanes should be considered where truck speeds fall 10 mph or more below the running speed of remaining traffic, and for sustained upgrades greater than 2 % where the total rise is greater than 250-ft.

NHS Improvements ☒ YES ☐ NO Roadway Class 2 Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Shoulder widening	EA	1.1
Pavement (lane-miles)	Truck climbing lanes constructed	Miles	3.5
Drainage	Culverts	LF	1,330

Kern Council of Governments
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SR 58 TRUCK CLIMBING LANES – Postmile 76.3 / 79.8
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Date 11/15/2021 16:17:46

Additional Information

Additional Information:

GOAL 1- MULTIMODAL MOBILITY & GOAL 7 - CONNECTIVITY AND ACCESSIBILITY 1)SR 58 is critical to San Joaquin Valley east-west freight movement to offset the continuing rail capacity bottleneck through the Tehachapi Corridor.2)The mountain terrain of Kern County makes SR 58 to I-15 and I-40 the only direct East-West corridor connecting the California Central Valley I-5 and SR 99 to the Eastern USA, and is an alternative to I-5, I-10 and I-210 into Los Angeles during storms and congestion. GOAL 2 - ECONOMIC PROSPERITY 1)Currently there are over 180 distribution and logistics centers (estimated combined facility size of over 52 million square feet) in the South San Joaquin Valley that rely on SR 58 to provide truck access to the eastern states.2)Ninety-seven percent of eastbound trucking trips on SR 58 originate in California while 65% of westbound trucking trips originate out of state. SR 58 has one of the largest AADTT (Average Annual Daily Truck Traffic) percentages for an interregional roadway in the state at30-36%.3)The Kern County transportation and warehousing sector gained almost 2000 jobs in 2018, expanding by almost 17%, and has a continued job growth forecast from 2019 to 2050 by 185%.4)The District 9 Eastern Sierra Corridor Freight Study 2019 model for forecasting 5+ axle truck traffic volumes: 55%-58% growth; the California statewide model forecasts 156% growth in total truck AADTT between 2015 and 2040.5)The Kern County Goods Movement Strategy (July 2012) estimates total truck traffic growth at greater than 100% by 2035.GOAL 3 - ENVIRONMENTAL STEWARDSHIP1)Reduction in Emissions(kg/day) using EMFAC Model : (A) Volatile Organic Compounds: 5.38 kg/day; (B) Carbon Monoxide: 8 kg/day;(D)Nitrogen Oxides: 7 kg/day; (E) Particulate Matter 2.5: 0.26 kg/day. GOAL 4 - HEALTHY COMMUNITIES & GOAL 5 - SAFETY AND RESILIENCY:1) 62% of the City of Tehachapi residents commute at least 25 miles between home and work; The City of Tehachapi, and the Kern COG are in support of this project. 2) Increase transit reliability.3) Safety: The total collision rates in Location are above state average. Current TRB research indicates that the absence of a climbing lane increases the probability of occurrence of a truck related crash by approximately 20% (Haq, Zlatkovic, and Ksaibati 2019).4)Resiliency: Existing and programmed ITS elements will work with the proposed truck climbing lanes to improve overall highwayoperation, and mitigate impacts of weather and other traffic events GOAL 6 - ASSET MANAGEMENT1)This project will support Kern County and Caltrans in their projects (Centennial Corridor Project, Kramer Junction) to upgrade SR 58 to manage AADTT volume forecast growth of 156% by 2040.

funding information :

The State Route 58 Truck Climbing Lane project is considered to part of the Small Area Apportionment as the project is located outside of the Metropolitan Bakersfield area. In order to comply with the UZA requirements we request that STIP and non-STIP funding be broken down as follows: STIP amount \$3,727,766 and non-STIP amount of \$1,523,101 for a total of \$5,250,867 in COVID funding.

Please contact Joseph Stramaglia at jstramaglia@kerncog.org or 661-635-2914 if needed.

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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
SR 58 TRUCK CLIMBING LANES – Postmile 76.3 / 79.8
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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	357	530	-173
	TCEP	Daily Truck Trips	# of Trips	5,015	6,821	-1,806
	TCEP	Daily Truck Miles Traveled	Miles	0	0	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	273.64	208.96	64.68
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	10.36	13.57	-3.21
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	357	530	-173
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0.26	0.5	-0.24
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.00277	0.00303	-0.00026
			PM 10 Tons	0.0029	0.00317	-0.00027
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	48.37	53.01	-4.64
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0.038	0.043	-0.005
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	45.89	46.72	-0.83
Safety	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0.10444	0.1114	-0.00696
	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	17	30	-13
Economic Development	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.34	0.61	-0.27
	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,770	0	1,770
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.5	0	1.5

Kern Council of Governments
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PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
SR 58 TRUCK CLIMBING LANES – Postmile 76.3 / 79.8
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PRG-0010 (REV 08/2020)

PPR ID
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District	County	Route	EA	Project ID	PPNO
09	Kern	58	37960	0919000011	2664
Project Title					
SR 58 TRUCK CLIMBING LANE					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,200							3,200	Caltrans District 9
PS&E									Caltrans District 9
R/W SUP (CT)									Caltrans District 9
CON SUP (CT)									Caltrans District 9
R/W									Caltrans District 9
CON									Caltrans District 9
TOTAL	3,200							3,200	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,200							3,200	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,200							3,200	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.010.817
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	2,272							2,272	Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,272							2,272	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,272							2,272	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,272							2,272	

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
SR 58 TRUCK CLIMBING LANES – Postmile 76.3 / 79.8
PPR FORM – PAGE 6 OF 6

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2020-0001 v5

Fund #2:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.816
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	928							928	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	928							928	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	928							928	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	928							928	

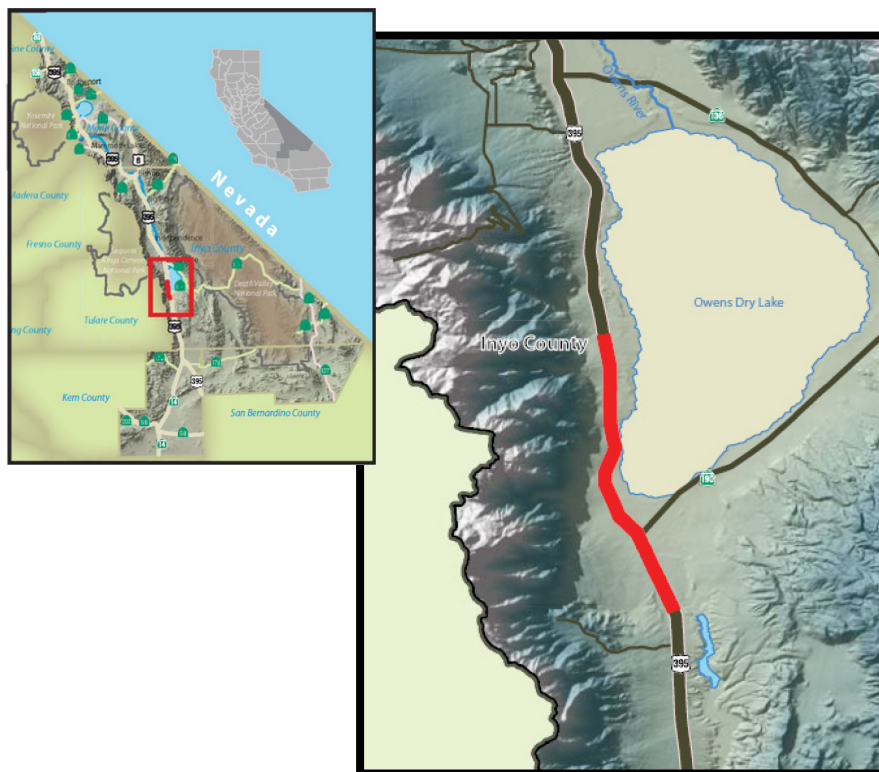
PROJECT PURPOSE AND NEED, DESCRIPTION, STATUS AND PPR FORMS
US 395 – Olancha Cartago – Olancha and Cartago Expressway – Postmile 29.2 / 41.8

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 Priority Interregional Highway within a Strategic Interregional Corridor. The Highway is vital to the economy of the Eastern Sierra region and is one of five major recreational corridors identified for Southern California. The highway has recurrent congestion and the fatal accident rate is higher than the statewide average for a similar facility. This project will address roadway safety, provide for continuity of the US 395 corridor, meet present and future vehicular and goods movement traffic demands, and bring the highway up to current design standards. It will include Complete Streets elements, such as, new shoulders, a new non-motorized multi-use undercrossing, Class III Bike Route, and potential intersection improvements that would benefit pedestrian and bicycle mobility.

Project Status: This is an MOU project between Caltrans, Inyo County Local Transportation Commission (LTC), Mono County Local Transportation Commission, and Kern Council of Governments. Inyo County is the sponsor of this project and Caltrans is the lead. The funding for the Olancha and Cartago 4-Lane project is split with Inyo County LTC contributing 40%, Mono County LTC contributing 10%, the Kern Council of Governments (COG) contributing 10% and the Interregional Improvement Program contributing the remaining 40%.

Current Revenue Needs: This project is fully funded and received a construction allocation in May 2021. Updated PPR's are not provided for this project as directed by District 9 staff.



Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2022-0005 v0

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date 10/25/2021 15:13:22	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06		0618000239	6L03	Kern Council of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Kern						
				MPO	Element	
				KCOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Joseph Stramaglia			661-861-2191	jstramaglia@kerncog.org		
Project Title						
Planning, Programming and Monitoring						

Location (Project Limits), Description (Scope of Work)
Planning, Programming and Monitoring.

Component	Implementing Agency			
PA&ED				
PS&E				
Right of Way				
Construction	Kern Council of Governments			
Legislative Districts				
Assembly:	32,34,30	Senate:	16,18	Congressional: 20,22
Project Milestone			Existing	Proposed
Project Study Report Approved				
Begin Environmental (PA&ED) Phase				
Circulate Draft Environmental Document	Document Type			
Draft Project Report				
End Environmental Phase (PA&ED Milestone)				
Begin Design (PS&E) Phase				
End Design Phase (Ready to List for Advertisement Milestone)				
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)				
End Construction Phase (Construction Contract Acceptance Milestone)				
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				

Kern Council of Governments
Regionally Adopted - 2022 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 (PPR)
PRG-0010 (REV 08/2020)

PPR ID
ePPR-6087-2022-0005 v0

District	County	Route	EA	Project ID	PPNO
06	Kern			0618000239	6L03
Project Title					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Kern Council of Governments
R/W									
CON	10,080	300	300	300				10,980	Kern Council of Governments
TOTAL	10,080	300	300	300				10,980	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	10,080	300	300	591	500	500		12,271	
TOTAL	10,080	300	300	591	500	500		12,271	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									\$162 CON voted 07/16/98
R/W SUP (CT)									\$161 CON voted 04/25/00
CON SUP (CT)									\$45 CON voted 07/01/00
R/W									\$45 CON voted 05/14/01
CON	10,080	300	300	300				10,980	\$300 CON voted 10/31/02
TOTAL	10,080	300	300	300				10,980	\$198 CON voted 02/26/04
									\$196 CON voted 03/03/05
									\$163 CON voted 08/18/05

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	10,080	300	300	591	500	500		12,271	
TOTAL	10,080	300	300	591	500	500		12,271	

Kern Council of Governments
Regionally Adopted - 2022 Regional Transportation Improvement Program

APPENDIX A – RESOLUTION 21-30 KERN COG REGIONAL APPROVAL OF 2022 RTIP

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

RESOLUTION NO. 21-30

In the matter of: THE 2022 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 2022 RTIP in compliance with CTC adopted 2022 STIP Guidelines and the 2022 STIP Fund Estimate; and

WHEREAS, the projects contained in the 2022 RTIP are consistent with Kern COG's adopted 2018 Regional Transportation Plan (RTP), 2021 Federal Transportation Improvement Program (FTIP), and

WHEREAS, the 2022 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 2022 RTIP County Share of new programming capacity is \$13,879,000; and

WHEREAS, the 2022 RTIP proposes to advance \$19,386,000 of Regional Improvement Program funds from the 2020 STIP into the 2022 STIP cycle for Federal Fiscal Years 2022-23 through 2026-27; and

WHEREAS, "Attachment A – Kern COG 2022 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 2022 Regional Transportation Improvement Program as outlined in "Attachment A – Kern COG 2022 RTIP Program of Projects" and directs Kern COG staff to forward this regional request to the CTC by the December 15, 2021 deadline.

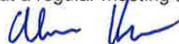
AUTHORIZED AND SIGNED THIS 18TH DAY OF NOVEMBER 2021.

AYES: Couch, Blades, Crump, Garcia, Gonzalez, Kersey, Krier, Navarro, Lessenevitch, Parra, Prout, Scrivner, B. Smith, P. Smith, Trujillo
NOES: None
ABSTAIN: None
ABSENT: Vasquez



Bob Smith, Chairman
Kern Council of Governments

ATTEST: I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly adopted at a regular meeting thereof held on the 18th day of November 2021.



Ahron Hakimi, Executive Director
Kern Council of Governments

11-18-21

Date:

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

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

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

RECITALS

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

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

As evidence of the cooperation between these three RTPAs, they previously entered into a 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 notwithstanding 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.

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

 9-19-13
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
Chairman

Date



Kirk Perkins
Deputy County Counsel

Date

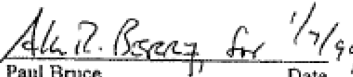

Ron Brummett
Executive Director

Date

Inyo County Local Transportation Commission


Robert Kimball
Chairman

Date


Paul Bruce
County Counsel

Date



Jeff Jewett
Executive Director

Date

Mono County Local Transportation Commission


Joann Ronci
Chairman

Date


Marshall Rudolph
County Counsel

Date


Scott Burns
Executive Director

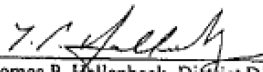
Date

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

Attachment A

CALTRANS ACKNOWLEDGMENT:

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



Thomas P. 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:

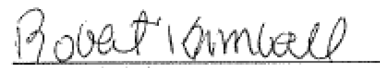

Philip Smith
Chairperson

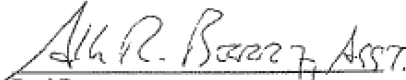

Kirk Perkins
Deputy County Counsel


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:

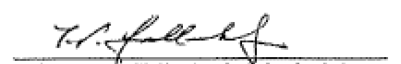

Kathleen Cage
Chairperson

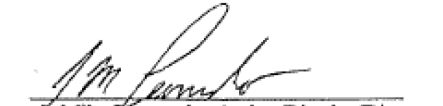

Marshall Rudolph
County Counsel


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


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

Kern Council of Governments
Regionally Adopted - 2022 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					\$1,779	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 D – PUBLIC OUTREACH

Workshops

Three RTIP Workshops were conducted: 1) May 19, 2021; 2) July 21, 2021; and 3) September 22, 2021. They were first noticed in February 2021 as part of the Transportation Technical Advisory Committee and Transportation Planning and Policy Committee (Kern COG Board) agendas and staff reports.

Technical Advisory Committee

The Transportation Technical Advisory Committee was involved with the RTIP process from the month of February 2021 to November 2021 through the distribution of agenda items and workshop notices.

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

The Transportation Planning and Policy Committee received staff reports regarding the RTIP process from the month of February 2021 on through November 2021.

Kern COG RTIP Website

The Kern COG RTIP website includes the Workshop flyers, Workshop audio files of the presentation, workshop agendas and Kern COG Transportation Planning Policy Committee agenda reports to the Board of Directors. The website is located at: <https://www.kerncog.org/category/docs/rtip/>.