

**Kern Council of Governments
2024 Regional Transportation Improvement Program
December 15, 2023**

**Regional Adoption
November 16, 2023**



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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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2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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**Kern Council
of Governments**

December 15, 2023

Tanisha Taylor, Executive Director
California Transportation Commission
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Sacramento, CA 95814

Sudha Kodali, Chief
Office of Capital Improvement Program
Division of Financial Programming
Department of Transportation
Mail Station 82 P.O. Box 942874
Sacramento, CA 94274-0001

RE: Transmittal of Kern COG 2024 Regional Transportation Improvement Program

Dear Ms. Taylor and Ms. Kodali:

Transmitted with this letter is the Kern Council of Governments' 2024 Regional Transportation Improvement Program document. We appreciate your staff's support in the development of this document. For additional information, please call 661-635-2907 or e-mail at rpacheco@kerncog.org.

Sincerely,

AHRON HAKIMI,
EXECUTIVE DIRECTOR

Raquel Pacheco

Raquel Pacheco,
Regional Planner

Enclosure: Kern COG 2024 Regional Transportation Improvement Program document

A. Overview and Schedule

Section 1. Executive Summary

Based on current projects advancing in the Kern COG 2024 Regional Transportation Improvement Program (2024 RTIP), this Kern COG 2024 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 2024 RTIP is consistent with and implements the Kern COG 2022 Regional Transportation Plan/Sustainable Communities Strategy (2022 RTP/SCS) and associated Air Quality Conformity, regionally adopted July 21, 2022 and federally approved December 16, 2022. The Final Kern COG 2024 RTIP Capital Improvement Program is provided on Page 8. The Kern COG 2024 RTIP Program of Projects reflects \$153,131,000 of programmed Regional Improvement Program (RIP) for Prior Year (including RIP COVID) and Fiscal Years 2024-25 through 2028-29. The total amount of RIP funding includes \$37,827,000 of new RIP programming, of which \$4,407,000 was already allocated at the October 2023 California Transportation Commission (CTC) meeting. The \$4,407,000 is included as new RIP programming in the 2024 RTIP since allocation approval occurred after the STIP Fund Estimate approval (August 2023 CTC meeting).

Early Programming Request of New RIP: The Centennial Corridor Phase 2 Connector – SB SR 99 to WB SR 58 – is proposed to receive \$9,380,000 from the 2022 Trade Corridor Enhancement Program (TCEP) as approved at the June 2023 CTC meeting. The TCEP funds are programmed for Fiscal Year 2024-25 and require a 30% match. Kern COG is requesting that \$4,020,000 RIP be programmed in 2024-25 to meet the match requirement. Projects in the 2024 RTIP submittal include the following:

1. Centennial Corridor Phase 2 Connector – SB SR 99 to WB SR 58 (Financial Contribution Only);
2. KCOG Planning, Programming, and Monitoring (PPM); and
3. Lone Pine Town Rehabilitation (Inyo County - Financial Contribution Only)

The federally approved 2022 RTP/SCS outlines Kern COG's approach to achieve its regional goals which are reflected in adopted policy actions. Chapter 4 of the 2022 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 2024 RTIP Capital Improvement Program found on Page 8 reflects the region's priorities for on-time construction programming. The SR 58 Centennial Corridor is the region's number 1 priority, included an AB 3090 arrangement, and is under construction. There are two remaining movements of the Centennial Corridor project: Centennial Corridor EB 58 to NB 99 Loop Connector and Centennial Corridor Phase 2 Connector SB SR 99 to WB SR 58. The Centennial Corridor EB 58 to NB 99 Loop Connector \$28.5 million RIP construction allocation was approved at the October 2023 CTC meeting. The number 2 priority is the SR 46 Widening Segment 4C project and is under construction. For Segment 4C, the State Highway Operations and Protection Program (SHOPP), RIP, and TCEP construction allocations were approved at the December 2022 CTC meeting.

Section 2. General Information

- **Regional Agency Name**
Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, CA 93301
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.kerncog.org>

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

RTP link: <https://www.kerncog.org/category/docs/rtp/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Ahron Hakimi
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- **RTIP Manager Staff Contact Information**

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- **California Department of Transportation Headquarter Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

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. 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 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.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

The STIP projects listed below are under construction.

Project Name and Location	Description	Summary of Improvements/Benefits
SR 58 Centennial Corridor Mainline AB 3090 Allocations, In and near Bakersfield Under Construction	Westside Parkway to SR 58/99 interchange - Construct new freeway alignment. The mainline phase will connect through traffic from existing Westside Parkway to existing State Route 58 at SR 99.	Improve Safety and Throughput
SR46- Widening Segment 4B; California Aqueduct to Lost Hills Rd, In and near Lost Hills Under Construction	Convert from a 2-lane conventional highway to a 4-lane divided expressway	Decrease fatalities and injuries

Project Name and Location	Description	Summary of Improvements/Benefits
SR46- Widening Segment 4C; Brown Material Rd to California Aqueduct, In and near Lost Hills Under Construction	Convert from a 2-lane conventional highway to a 4-lane divided expressway	Decrease fatalities and injuries

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

The Kern Council of Governments (Kern COG) adopted its 2024 RTIP Capital Improvement Program at the regularly scheduled November 16, 2023, meeting. The remaining California Transportation Commission timeline to process regional RTIPs and approve the 2024 STIP, is as follows:

Action	Date
Regional Agency adopts 2024 RTIP	November 16, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

Kern COG hosts both formal meetings and informal workshops to allow for the most stakeholder/public feedback. Stakeholders were provided the RTIP Capital Improvement Program at several stages: administrative draft, draft, and final. Kern COG staff received and addressed comments as appropriate. There were no negative comments received.

Community Engagement Activities:

Workshops

Four RTIP Workshops were conducted: 1) April 26, 2023; 2) June 21, 2023; and 3) August 23, 2023; 4) September 13, 2023. They were first noticed in February 2023 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 2023 to November 2023 through the distribution of agenda items and workshop notices.

Transportation Planning Policy Committee (Kern COG Board of Directors)

The Transportation Planning Policy Committee received staff reports regarding the RTIP process from the month of February 2023 on through November 2023.

Kern COG RTIP Website

The Kern COG RTIP website includes the Workshop flyers, presentation slides, 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/>.

Relationship of RTIP to adopted RTP/SCS

The projects presented in the Kern COG 2024 RTIP are identified as regionally significant projects in the financially constrained Capital Improvement Program within the federally approved Kern COG 2022 Regional Transportation Plan/Sustainable Communities Strategies. Extensive outreach is conducted on the RTP/SCS. The community engagement process extended from January 2019 through February 2022. The program provided numerous opportunities for community members, stakeholders, and local agencies and jurisdictions to participate, including public workshops, community events and interactive and educational booths at festivals and fairs, an interactive project website, statistically valid phone/text surveys and presentations to various clubs and community groups.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans Districts: 6, 9

The Kern regional projects in the 2024 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 Transportation Technical Advisory Committee, Regional Planning Policy Committee, Transportation Planning Policy Committee, and our Board of Directors meetings each month as well as the RTIP workshops. Caltrans project management staff are in continual contact with Kern COG staff.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

SHARE ESTIMATES	TOTAL
MINIMUM SHARE	\$31,505
MAXIMUM SHARE	\$46,349
APDE	\$0

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming, & Monitoring	Planning, Programming, & Monitoring	\$1,000,000 (2024 RTIP)
SR 58/99- Centennial Corridor Connector EB SR 58 to - NB SR 99; Bakersfield; VOTED	Loop Connector - At the SR58/SR99 Interchange, construct a new connector starting west of State Route 99, on the south side of Route 58 with a bridge spanning over Route 99 between postmile T52.2/R 52.40, and connecting to northbound State Route 99 between postmile 23.2/23.7.)	\$24,093,000 (2022 STIP) \$4,407,000 (increase at allocation vote – reflected in 2024 RTIP prior year) \$28,500,000 total (CTC Voted 10/23/23)
SR 58/99- Centennial Corridor Phase 2 Connector- SB SR 99 to WB SR 58: Bakersfield (Financial Contribution ONLY)	At the SR58/SR99 Interchange, construct a freeway-to-freeway connector, starting at southbound SR 99 to eastbound SR 58 freeway connector, to form a direct connector on a curved alignment to westbound SR 58 on a new alignment (postmiles Route 58 T52.265/R52.4 and Route 99 23.4/24.2)	\$29,020,000 (2024 RTIP)
Lone Pine Town Rehabilitation (Financial Contribution ONLY)	Inyo County: The complete width of all streets in the project limits will be pulverized and repaved (HMA) pavement. Bike Lanes are proposed to be striped on existing roadway	\$3,400,000 (2024 RTIP)

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Projects in the 2024 RTIP submittal include the following:

1. Centennial Corridor Phase 2 Connector – SB SR 99 to WB SR 58 (Financial Contribution Only);
2. KCOG Planning, Programming, and Monitoring (PPM); and
3. Lone Pine Town Rehabilitation (Inyo County - Financial Contribution Only)

The Centennial Corridor Phase 2 Connector – SB SR 99 to WB SR 58 – is proposed to receive \$9,380,000 from the 2022 Trade Corridor Enhancement Program (TCEP) as approved at the June 2023 CTC meeting. The TCEP funds are programmed for Fiscal Year 2024-25 and require a 30% match. Kern COG is requesting that \$4,020,000 RIP be programmed in 2024-25 to meet the match requirement. For the construction phase of Centennial Corridor Phase 2 Connector – SB SR 99 to WB SR 58, the funding proposed for FY 2026-27 is \$25 million RIP (Financial Contribution Only), \$25 million Infrastructure for Rebuilding America (INFRA – contingent on FY 2023-2024 MPDG award), \$14.9 million in TCEP (contingent on 2024 TCEP application).

Kern COG Planning, Programming, and Monitoring is only programmed for RIP dollars.

Lone Pine Town Rehabilitation construction phase is proposed to include RIP dollars as a financial contribution only to Inyo County. The preliminary phases were already allocated by the CTC in previous STIP cycles.

Attachment A (see Board Resolution in Appendix Section 18)

KERN COUNCIL OF GOVERNMENTS - 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - FINAL CAPITAL IMPROVEMENT PROGRAM (\$ X 1,000)																				
PROJECT DESCRIPTION	NOTES	PRIORITY	CURRENT AND PROPOSED PHASES				PROJECT TOTAL	KCOG ALL RIP TOTAL	SUMMARY OF ALL FUNDING SOURCES				KCOG RTIP CAPITAL IMPROVEMENT PROGRAM - RIP ONLY							
			ENV	DES	ROW	CON			IIP	KCOG SHARE RIP	OTHER	TOTAL	PRIOR YEAR	2022 STIP CARRYOVER			NEW 2024 RTIP			2024 RTIP
														2024-25	2025-26	2026-27	2027-28	2028-29	MAX SHARE	APDE
PLANNING, PROGRAMMING & MONITORING							\$ 2,591	\$ 2,591	\$ -	\$ 2,591	\$ -	\$ 2,591		\$ 591	\$ 500	\$ 500	\$ 500	\$ 500		\$ -
2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM - PROPOSED CAPITAL IMPROVEMENT PROGRAM																				
SR 58/99 – CENTENNIAL CORRIDOR CONNECTOR - EB SR 58 to NB SR 99	1	1				●	\$ 30,500	\$ 28,500	\$ -	\$ 28,500	\$ 2,000	\$ 30,500	\$ 28,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58/99 – CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 to WB SR 58	2	1		●	●	●	\$ 78,300	\$ 29,020	\$ -	\$ 29,020	\$ 49,280	\$ 78,300	\$ -	\$ 4,020	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -
SR 58 CENTENNIAL CORRIDOR MAINLINE AB 3090 ALLOCATIONS	3	1	●	●	●	●	\$ 63,211	\$ 63,211	\$ -	\$ 63,211	\$ -	\$ 63,211	\$ 63,211	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4B	4	2	●	●	●	●	\$ 40,503	\$ 6,000	\$ -	\$ 6,000	\$ 34,503	\$ 40,503	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 - WIDENING SEGMENT 4C	5	2	●	●	●	●	\$ 38,050	\$ 13,995	\$ -	\$ 13,995	\$ 24,055	\$ 38,050	\$ 13,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 46 ANTELOPE GRADE TRUCK CLIMBING LANE EXTENSION	6	2				●	\$ 2,451	\$ 1,456	\$ -	\$ 1,456	\$ 995	\$ 2,451	\$ 1,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 204 / HAGEMAN FLYOVER	7	B	●	●	●	●	\$ 84,002	\$ 2,686	\$ -	\$ 2,686	\$ 81,316	\$ 84,002	\$ 2,686	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR 58 TRUCK CLIMBING LANES	8	B	●				\$ 3,200	\$ 2,272	\$ -	\$ 2,272	\$ 928	\$ 3,200	\$ 2,272	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LONE PINE TOWN REHABILITATION	9	B				●	\$ 3,701	\$ 3,400	\$ -	\$ 3,400	\$ 301	\$ 3,701	\$ -	\$ -	\$ 3,400	\$ -	\$ -	\$ -	\$ -	\$ -
APDE PROJECTS (ADVANCE PROJECT DEVELOPMENT ELEMENT)																				
NO APDE PROJECTS IDENTIFIED	10						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FOR 2024 RTIP SUBMITTAL							\$ 346,509	\$ 153,131	\$ -	\$ 153,131	\$ 193,378	\$ 346,509	\$ 118,120	\$ 4,611	\$ 3,900	\$ 25,500	\$ 500	\$ 500	\$ -	\$ -
REGIONAL EQUITY ANALYSIS																				
METRO VS COUNTYWIDE			CURRENT CUMMULATIVE				PROPOSED 2024 STIP				2024 CUMMULATIVE									
METROPOLITAN BAKERSFIELD			\$235,449 60%				\$4,407 12%				\$ 239,856 56%									
COUNTYWIDE NON-METRO			\$156,658 40%				\$33,420 88%				\$ 190,078 44%									
TOTALS			\$392,107 100%				\$37,827 100%				\$ 429,934 100%									
												SHARE ESTIMATES		TOTAL		60%		40%		
												MINIMUM SHARE		\$31,505		\$18,903		\$12,602		
												MAXIMUM SHARE		\$46,349		\$27,809		\$18,540		
												APDE		\$0						

Notes:

NOTE 1: SR 58/99 CENTENNIAL CORRIDOR LOOP WAS ADDED AS PART OF 2022 STIP AMENDMENT. \$28.5 MILLION ADVANCED CONSTRUCTION ALLOCATION APPROVED AT OCTOBER 2023 CTC MEETING INCLUDED AN INCREASE OF \$4.407 MILLION.

NOTE 2: SR 58/99 CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 TO WB SR 58 DESIGN AND RIGHT OF WAY \$4.020 MILLION REQUIRED TCEP MATCH. \$25 MILLION RIP (FINANCIAL CONTRIBUTION ONLY) FOR CONSTRUCTION (\$25 MILLION INFRA APPLICATION SUBMITTED AND TO SUBMIT \$14.9 MILLION TCEP APPLICATION)(TOTAL CONSTRUCTION \$64.9 MILLION).

NOTE 3: THE AB 3090 ALLOCATION PAYMENTS WERE APPROVED BY THE CTC ON OCTOBER 17, 2019. ALL ALLOCATIONS HAVE BEEN RECEIVED. THIS PROJECT IS UNDER CONSTRUCTION.

NOTE 4: SR 46 WIDENING SEGMENT 4B IS NOW UNDER CONSTRUCTION AND DOES NOT NEED TO MOVE FORWARD INTO THE 2024 RTIP.

NOTE 5: SR 46 WIDENING SEGMENT 4C IS NOW UNDER CONSTRUCTION AND DOES NOT NEED TO MOVE FORWARD INTO THE 2024 RTIP.

NOTE 6: SR 46 ANTELOPE GRADE TRUCK CLIMBING LANE EXTENSION WAS ADDED WITH 2022 STIP AMENDMENT AND INCLUDES BOTH STIP (\$1.456 MILLION) AND NON-STIP (\$595,000) COVID FUNDING. TOTAL COVID \$2.051 MILLION.

NOTE 7: 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 8: SR 58 TRUCK CLIMBING LANES WAS ADDED WITH THE 2021 MID-CYCLE STIP AND INCLUDES BOTH STIP (\$2.272 MILLION) AND NON-STIP (\$928,000) COVID FUNDING. TOTAL COVID \$3.2 MILLION. FUTURE PHASES TO BE FUNDED WITH SHOPP AND DOES NOT NEED TO MOVE FORWARD INTO THE 2024 RTIP.

NOTE 9: INYO COUNTY IS REQUESTING \$3.400 MILLION RIP (FINANCIAL CONTRIBUTION ONLY) FOR LONE PINE TOWN REHABILITATION IN FY 25/26.

NOTE 10: APDE OPTIONS ARE OUTLINED IN STIP GUIDELINES AND DEPENDENT ON OUTER YEAR CAPACITY. PROPOSED APDE ACTIVITY IS CONSIDERED AN ADVANCE OF FUTURE RIP SHARES. THERE IS NO APDE ESTIMATE.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

No ITIP funding is requested as part of the 2024 RTIP.

In 2022, Kern Council of Governments submitted a joint 2022 Trade Corridor Enhancement Program (TCEP) application with Caltrans for the Centennial Corridor Phase 2 Connector SB SR 99 to WB SR 58 project. There was an expectation that Caltrans (ITIP) would provide the TCEP match as identified in the 2022 TCEP application. The request for ITIP was denied. As such, Kern Council of Governments is requesting RIP funding for the TCEP match.

The Centennial Corridor SB 99 to WB 58 is listed in the Caltrans Interregional Transportation System Plan (ITSP) and is identified as interregional strategic corridor. This corridor has national, state, and regional significance. The project improves capacity and safety for passenger vehicles and trucks. The project also reduces negative transportation impacts in disadvantaged communities.

Section 9. Projects Planned Within Multi-Modal 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 toward Interstate 5. All along this corridor on through the county of San Luis Obispo, several safety and widening projects have been delivered to improve on what has been a dangerous highway due to tragic head-on collisions.

Section 10. Highways to Boulevards Conversion Pilot Program

Kern Council of Governments is not aware of any candidate projects for the Highways to Boulevards Conversion Pilot Program.

Section 11. Complete Streets Consideration (per Section 26)

Lone Pine Town Rehabilitation- The project preserves/extends the life and improves ride quality of the streets within the project limits of Lone Pine. The project also intends to improve access for public transit, pedestrians, and bicycles. Benefits of this project are complete streets, safety, town integration, alternative transportation, mode split. Bike Lanes are proposed to be striped on existing roadway on Post Street, Lone Pine Avenue, and Lake View Street. This project will also provide Eastern Sierra Transit Authority (ESTA) delineated bus lanes. Pedestrian facilities within the project area will be upgraded to ADA standards and select streets will be striped for on-road sidewalks.

C. Relationship of RTIP to RTP/SCS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The projects presented in the Kern COG 2024 RTIP are identified as regionally significant projects in the financially constrained Capital Improvement Program within the federally approved Kern COG 2022 Regional Transportation Plan/ Sustainable Communities Strategies Plan. The partnership project for Inyo County- Lone Pine Town Rehabilitation project is part of the that region's adopted transportation plan.

Consistency of RTIP with State and Federal Goals

The 2022 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 the 4 required elements for a Regional Transportation Plan as required by the adopted California Transportation Commission guidelines. The policy elements 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 system 2046. The Strategic Investment section of the Kern COG 2022 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. The projects 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 project proposed in the Kern COG 2024 RTIP provides regional, statewide and national benefits. The Centennial Corridor Phase 2 Connector will be the final remaining freeway connector constructed at the SR 58 and 99 freeway-to-freeway interchange. At this location, work is underway to provide a gap-closure freeway connection west of SR 99, with the existing SR 58 freeway facility, east of SR 99. The currently-under-construction freeway project is an approximately 2-mile long, 6-lane freeway to 6-lane freeway connection, between the newly constructed 7-mile-long Westside Parkway / SR 58. This project improves capacity and safety to passenger vehicles and trucks. This corridor has regional, state and national significance. Furthermore, the project achieves reductions in criteria air pollution emissions and greenhouse gas emissions. The Lone Pine Town Rehabilitation is a partnership project that improves access for public transit, pedestrians, and bicycles. The benefits of this project are complete streets, safety, town integration, alternative transportation, and mode split.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance	Projected System Performance
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	2022 - 25.74	2046 - 24.05
	Percent of congested VMT (at or below 35 mph)	2022 - 0.9%	2046 - 1%
	Commute mode share (travel to work)	2022 - 401,021	2046 - 490,945
	Commute mode share (travel to school)	2022 - 266,580	2046 - 344,605
Infrastructure Condition	Pavement Condition Index (local streets and roads)	2022 - 63	2022 - 63
Safety	Fatalities and serious injuries per capita	2022 - 0.0043	2046 - 0.0041
	Fatalities and serious injuries per VMT	2022 - 0.00017	2046 - 0.00017
Economic Vitality	Percent of housing within 0.5 miles of transit stops with frequent transit service	2020 - 16.3%	2046 - 39.6%
	Percent of jobs within 0.5 miles of transit stops with frequent transit service	2020 - 20.3%	2046 - 40.6%
	Average weekday travel time (minutes) – SOV	2022 - 13.46	2046 - 13.57
	Average weekday travel time (minutes) – HOV	2022 - 11.9	2046 - 12.01
	Average weekday travel time (minutes) – Transit	2022 - 34.1	2046 - 36.35
	Average weekday travel time (minutes) - Walk & Bike	2022 - 18	2046 - 18.74
Environmental Sustainability	Change in acres of agricultural land	2018 Base - 2,728,667	2046 - 2,723,290
	CO ₂ emissions reduction per capita	2022 - 15.80	2046 - 15.52

Section 13. Regional and Statewide Benefits of RTIP

The projects proposed in the Kern COG 2024 RTIP collectively provide regional, statewide, and national benefits. The State Route 58/SR 99 Connector project improves capacity and safety for passenger vehicles and trucks. This corridor has national significance as well as regional and statewide significance.

Kern COG's 2024 RTIP is consistent with state and federal goals as described in the federally adopted Kern COG 2022 RTP/SCS. At the core of the 2022 RTP/ SCS are seven goals:

1. Mobility- Improve the mobility of people and freight;
2. Accessibility- Improve the 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.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures CENTENNIAL CORRIDOR PHASE 2 CONNECTOR - SB SR 99 to WB SR 58			
Goal	Indicator/Measure	Current Level of Performance (2046 No Build)	Projected Performance Improvement (2046 Build)
Congestion Reduction	Change in commute mode share (travel to work or school)	490,945	490,945
Infrastructure Condition	Improve Pavement Condition Index (local streets and roads)	N/A	100
Safety	Reduce fatalities and serious injuries per capita	0.0041	0.0041
	Safety Goal – Injury Collisions / (M) VMT	1.06	.17
Economic Vitality	Reduce mean commute travel time (to work)	16.70	16.70
	Reduce mean commute travel time (to school)	11.52	11.52
Environmental Sustainability	Change in acres of agricultural land	0	0

Section 15. Project Specific Evaluation (Required per Section 22D)

A project-specific benefit evaluation to estimate the project's benefit to the regional system from changes to the built environment is required for:

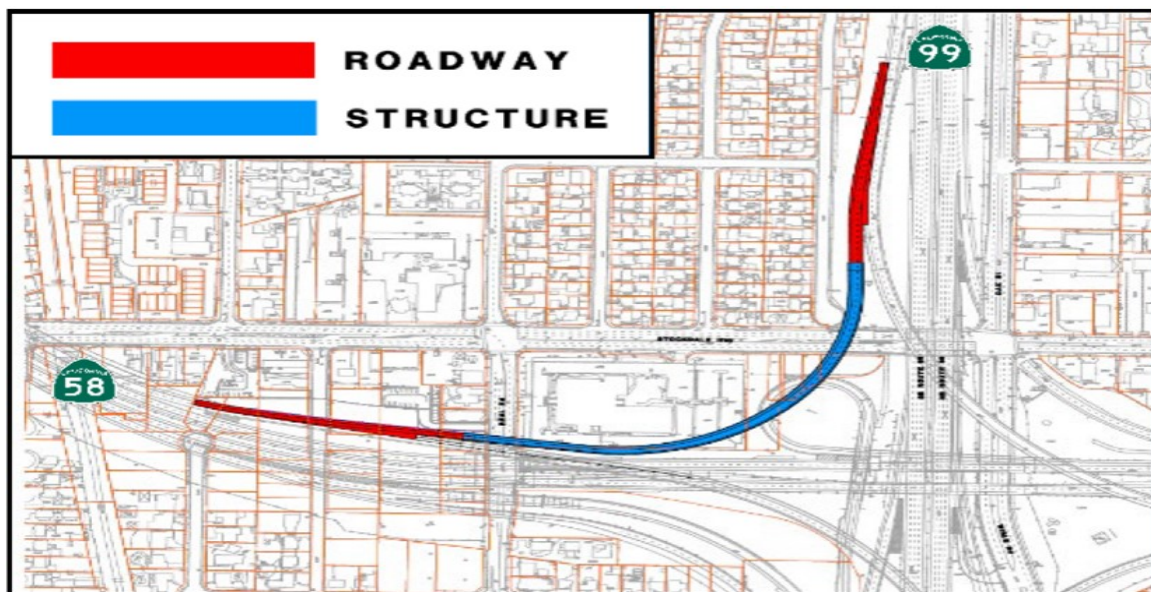
- a. Projects with a total cost of \$50 million or greater, or
- b. STIP programming for right-of-way and/or construction of \$15 million or more.

Centennial Corridor Phase 2 Connector SB SR 99 to WB SR 58 project meets the criteria for requiring a Life-Cycle Benefit - Cost Analysis. Please see Appendix Section 20 for the Caltrans Benefit - Cost Analysis.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

Centennial Corridor Phase 2 Connector

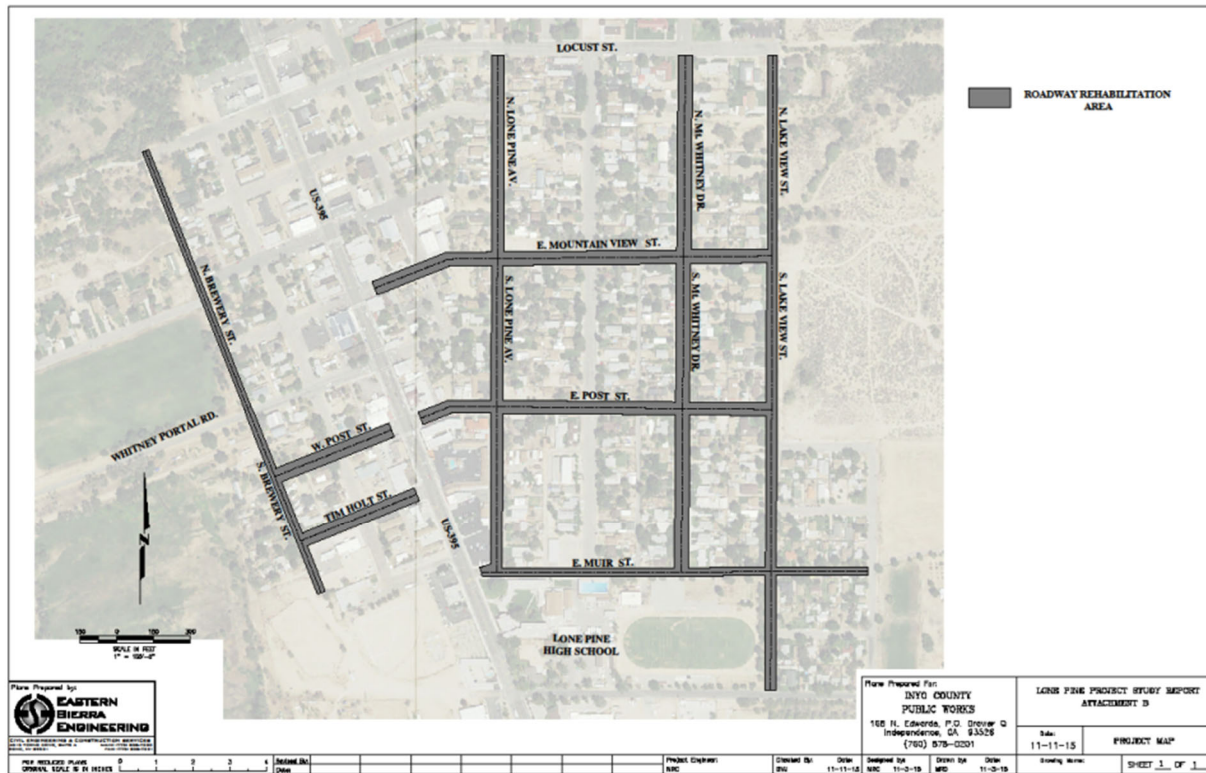


Centennial Corridor Phase 2 Connector SB SR 99 WB SR 58 (Project) constructs a connector from southbound Route 99 to westbound Route 58. The Project adds a ramp movement that allows truckers and travelers to transition to Route 58 westbound, to southbound SR 99 instead of discovering a missing interchange ramp. The Project smooths traffic flow and keeps trucks out of disadvantaged neighborhoods, helping to mitigate associated impacts.

Kern COG proposes to request \$4,020,000 RTIP to the Centennial Corridor Phase 2 Connector in the design and right-of-way phase in FY 2024-25. In FY 2026-27 Kern COG proposes RTIP funding in the amount of \$25,000,000 for the construction phase. The total project cost for Phase 2 is \$78,300,000. The proposed programming will provide matching funds for TCEP grant for design and right-of-way. Kern COG, City of Bakersfield, and Caltrans will seek other funding opportunities to fully fund construction of the project. An INFRA Grant was submitted in August 2023 and a TCEP grant application will be submitted in 2024.

Existing and Under Construction Infrastructure – The proposed Project will be the final remaining freeway connector constructed at the SR 58 and 99 freeway-to-freeway interchange. At this location, work is underway to provide a gap-closure freeway connection west of SR 99, with the existing SR 58 freeway facility, east of SR 99. The currently-under-construction freeway project is an approximately 2-mile long, 6-lane freeway to 6-lane freeway connection, between the newly constructed 7-mile-long Westside Parkway / SR 58.

Lone Pine Town Rehabilitation



The Lone Pine Town Streets Rehabilitation Project improves access for public transit, pedestrians, and bicycles. Benefits of this project are complete streets, safety, town integration, alternative transportation, and mode split. All existing pedestrian facilities will be upgraded to ADA standards. See Appendix Section 17 for project limits.

Lone Pine Town Rehabilitation project's phases PA&ED, and PS&E have been obligated in previous STIP cycles. Inyo County is requesting Kern COG program CON phase of Lone Pine Town Rehabilitation project in FY25-26 with Kern COG RIP dollars.

F. Appendices

Section 17. Projects Programming Request Forms

Section 18. 2024 RTIP Kern COG Board Resolution No. 23-24

Section 19. Fact Sheets

Section 20. Caltrans Benefit - Cost-Analysis

Section 17
Project Programming Request Forms

PPNO 8030: Centennial Corridor SB99 to WB Connector

PPNO 6L03: Planning, Programming, and Monitoring

PPNO 2659: Lone Pine Town Rehabilitation

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date 12/11/2023 17:15:19	
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	48468	0623000112	8030	Kern Council of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Kern County	99	23.400	24.200	Caltrans HQ		
Kern County	58	T 52.265 R	52.400	MPO	Element	
				KCOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Marlo Carlos			559-383-5200	marlo.carlos@dot.ca.gov		

Project Title

Centennial Corridor SB99 to WB58 Connector

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

In Bakersfield at the Route 58 and 99 freeway interchange: the project constructs a freeway-to freeway connector at the SR 58 / 99 Interchange. The Project begins at the existing southbound SR 99 to eastbound SR 58 freeway connector, to form a direct connector on a curved alignment to westbound SR 58 on a new alignment.

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		01/04/2023		01/04/2023	
Circulate Draft Environmental Document		Document Type	EIR/EIS	07/03/2023	
Draft Project Report				11/30/2023	
End Environmental Phase (PA&ED Milestone)				06/05/2023	
Begin Design (PS&E) Phase				10/17/2023	
End Design Phase (Ready to List for Advertisement Milestone)				07/05/2024	
Begin Right of Way Phase				07/08/2024	
End Right of Way Phase (Right of Way Certification Milestone)				07/08/2024	
Begin Construction Phase (Contract Award Milestone)				07/07/2025	
End Construction Phase (Construction Contract Acceptance Milestone)				07/07/2026	
Begin Closeout Phase				11/26/2026	
End Closeout Phase (Closeout Report)				07/07/2028	
				07/08/2028	
				08/10/2028	
				08/11/2028	
				07/09/2029	
				06/21/2032	

Date 12/11/2023 17:15:19

Purpose and Need

This proposed connector will have independent utility and provide significant benefits to the community and to the nation's growing volume of travelers and truckers between these two Nationally Significant Corridors, moving freight and passengers through the community of Bakersfield and beyond. The Project will originate from southbound SR 99 traffic near Stockdale Highway and approaching the new SR 58 freeway connection in the northwest quadrant of the interchange. The new direct connector extends on a curved alignment through existing private commercial property to merge into existing westbound traffic on the newly constructed SR 58 gap-closure freeway. The no build scenario for the southbound SR 99 to westbound SR 99 requires transition movements onto the local street system sometimes up to 2 miles or more out of the way and going through more than 10 traffic signals. The proposed Connector will provide a final connector movement between the SR 99 and SR 58 freeway interchange that will allow for truck and auto traffic to avoid the local street system for the transition from one highway to another.

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
Operational Improvement	Interchange modifications	EA	1

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	19	747	-728
	TCEP	Change in Daily Truck Hours of Delay	Hours	7	72	-65
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	165,909	4,294	161,615
	TCEP	Change in Rail Volume	# of Trailers	165,909	4,294	161,615
			# of Containers	165,909	4,294	161,615
	Optional	Change in Cargo Volume That Can Be Accommodated	# of Tons	948,052	24,538	923,514
			# of Containers	47,403	1,227	46,176
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	32	3,820	-3,788
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	27,267	0	27,267
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	6	0	6
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	95	0	95
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	14	0	14
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	20	-20
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.17	1.06	-0.89
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	40	0	40
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1	0	1

District	County	Route	EA	Project ID	PPNO
06	Kern County, Kern County	99, 58	48468	0623000112	8030

Project Title

Centennial Corridor SB99 to WB58 Connector

Existing Total Project Cost (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									Caltrans HQ
PS&E		2,500						2,500	Caltrans HQ
R/W SUP (CT)		1,500						1,500	Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W		9,400						9,400	Caltrans HQ
CON									Caltrans HQ
TOTAL		13,400						13,400	

Proposed Total Project Cost (\$1,000s)								Notes
E&P (PA&ED)								
PS&E		6,300					6,300	
R/W SUP (CT)		1,000					1,000	
CON SUP (CT)				10,000			10,000	
R/W		6,100					6,100	
CON				54,900			54,900	
TOTAL		13,400		64,900			78,300	

Fund #1:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E		750						750	
R/W SUP (CT)		450						450	
CON SUP (CT)									
R/W		2,820						2,820	
CON									
TOTAL		4,020						4,020	

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

Fund #2:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.310
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments Regional
PS&E		1,750						1,750	
R/W SUP (CT)		1,050						1,050	
CON SUP (CT)									
R/W		6,580						6,580	
CON									
TOTAL		9,380						9,380	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Contingent on 2022 TCEP amendment approval
PS&E		4,410						4,410	
R/W SUP (CT)		700						700	
CON SUP (CT)									
R/W		4,270						4,270	
CON									
TOTAL		9,380						9,380	
Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Financial Contribution Only 2024 RTIP includes new RIP programming
PS&E		1,890						1,890	
R/W SUP (CT)		300						300	
CON SUP (CT)				3,000				3,000	
R/W		1,830						1,830	
CON				22,000				22,000	
TOTAL		4,020		25,000				29,020	

Fund #4:		Federal Disc. - Infrastructure For Rebuilding America (INFRA)Grant (Uncommitted)							Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Contingent on FY 2023-2024 MPDG award
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				25,000				25,000	
TOTAL				25,000				25,000	
Fund #5:		Future Need - Future Funds (Uncommitted)							Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									Contingent on 2024 TCEP application (i.e. future TCEP/SB 1 cycle funds)
PS&E									
R/W SUP (CT)									
CON SUP (CT)				7,000				7,000	
R/W									
CON				7,900				7,900	
TOTAL				14,900				14,900	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/08/2023 11:12:24
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		0622000226	6L03	Kern Council of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Kern County						
				MPO	Element	
				KCOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Raquel Pacheco			661-635-2907	rpacheco@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:	32,34,35	Senate:	16,12
		Congressional:	20,22,23
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)			
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)			

District	County	Route	EA	Project ID	PPNO
06	Kern County			0622000226	6L03

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Kern Council of Governments
R/W									
CON	10,680	591	500	500				12,271	Kern Council of Governments
TOTAL	10,680	591	500	500				12,271	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	10,680	591	500	500	500	500		13,271	
TOTAL	10,680	591	500	500	500	500		13,271	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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	10,680	591	500	500				12,271	\$300 CON voted 10/31/02
TOTAL	10,680	591	500	500				12,271	\$198 CON voted 02/26/04
									\$196 CON voted 03/03/05
									\$163 CON voted 08/18/05
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	10,680	591	500	500	500	500		13,271	
TOTAL	10,680	591	500	500	500	500		13,271	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/30/2023 10:46:38
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
09			2659	Inyo County Local Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Inyo County					
			MPO	Element	
			NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Michael Errante			760-878-0201	merrante@inyocounty.us	

Project Title

Lone Pine Town Rehabilitation

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

In the Town of Lone Pine in Inyo County: East Mountain View Street, North and South Brewery Street, North and South Mt. Whitney Drive, East Post Street, West Post Street, Tim Holt Street, North and South Lone Pine Avenue, North and South Lake View Street, and East Muir Street. The complete width of all streets in the project limits will be pulverized and repaved with 2.5" new hot mix asphalt (HMA) pavement. Bike Lanes are proposed to be striped on existing roadway on Post Street, Lone Pine Avenue, and Lake View Street. Improved Eastern Sierra Transit Authority (ESTA) Bus Loading will be delineated on E. Muir Street. All existing pedestrian facilities will be upgraded to ADA standards. Select streets would also be striped for on-road sidewalks.

Component	Implementing Agency
PA&ED	Inyo County
PS&E	Inyo County
Right of Way	Inyo County
Construction	Inyo County

Legislative Districts

Assembly:	26	Senate:	8	Congressional:	8
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase			05/12/2021	05/12/2021	
Circulate Draft Environmental Document	Document Type		06/01/2022	06/01/2022	
Draft Project Report			06/30/2022	06/30/2022	
End Environmental Phase (PA&ED Milestone)			06/30/2022	06/30/2023	
Begin Design (PS&E) Phase			08/01/2022	06/29/2023	
End Design Phase (Ready to List for Advertisement Milestone)			03/01/2023	06/30/2025	
Begin Right of Way Phase			08/01/2022	06/30/2023	
End Right of Way Phase (Right of Way Certification Milestone)			12/01/2022	06/30/2025	
Begin Construction Phase (Contract Award Milestone)			07/01/2026	07/01/2025	
End Construction Phase (Construction Contract Acceptance Milestone)			01/01/2027	12/31/2025	
Begin Closeout Phase			01/01/2027	01/01/2026	
End Closeout Phase (Closeout Report)			04/01/2027	06/30/2026	

Date 11/30/2023 10:46:38

Purpose and Need

The purpose of this Project is to preserve, extend the life, and improve ride quality of the streets within the project limits in Lone Pine, CA. The project also intends to improve access for public transit, pedestrians, and bicycles. Benefits of this project are complete streets, safety, town integration, alternative transportation, mode split.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Auxiliary lane constructed	Miles	18

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	50	50
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
09	Inyo County				2659

Project Title

Lone Pine Town Rehabilitation

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	61							61	Inyo County
PS&E	239							239	Inyo County
R/W SUP (CT)									Inyo County
CON SUP (CT)									Inyo County
R/W	1							1	Inyo County
CON									Inyo County
TOTAL	301							301	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	61							61	
PS&E	239							239	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1							1	
CON				3,400				3,400	
TOTAL	301			3,400				3,701	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	61							61	Inyo County
PS&E									\$61 PAED voted 05/12/21
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	61							61	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	61							61	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	61							61	

Fund #2:		RIP - State Cash (Committed)							Program Code
		Existing Funding (\$1,000s)							20.30.600.620
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation Co
PS&E	239							239	\$1 RW voted 06/28/23
R/W SUP (CT)									\$239 PSE voted 06/28/23
CON SUP (CT)									
R/W	1							1	
CON									
TOTAL	240							240	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	239							239	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1							1	
CON									
TOTAL	240							240	
Fund #3:		RIP - State Cash (Committed)							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									FINANCIAL CONTRIBUTION ONLY
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,400				3,400	
TOTAL				3,400				3,400	

Complete this page for amendments only

Date 11/30/2023 10:46:38

District	County	Route	EA	Project ID	PPNO
09	Inyo County				2659

SECTION 1 - All Projects

Project Background

Lone Pine Town Rehabilitation project's phases PA&ED, and PS&E have been obligated in previous STIP cycles.

Programming Change Requested

Request Kern Cog program CON phase of Lone Pine Town Rehabilitation project in FY25-26 to reimburse Inyo County.

Reason for Proposed Change

In 2016, Inyo County advanced more than its MOU formula share towards the construction of Freeman Gulch Phase 1, a Kern County STIP/MOU project. The MOU outlines the process for repayment via RTIP/STIP.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Section 18

2024 RTIP Kern COG Board Resolution No. 23-24

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

RESOLUTION NO. 23-24

In the matter of: THE 2024 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 2024 RTIP in compliance with CTC adopted 2024 STIP Guidelines and the 2024 STIP Fund Estimate; and

WHEREAS, the projects contained in the 2024 RTIP are consistent with Kern COG's adopted 2022 Regional Transportation Plan (RTP), 2023 Federal Transportation Improvement Program (FTIP), and

WHEREAS, the 2024 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 2024 RTIP proposes \$37,827,000 in new programming of Regional Improvement Program funds into the 2024 STIP cycle for Federal Fiscal Years 2024-25 through 2028-29 in addition to carry-over programming for projects currently programmed in the 2022 STIP that have not yet been allocated; and

WHEREAS, "Attachment A – Kern COG 2024 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 2024 Regional Transportation Improvement Program as outlined in "Attachment A – Kern COG 2024 RTIP Program of Projects" and directs Kern COG staff to forward this regional request to the CTC by the December 15, 2023 deadline.

AUTHORIZED AND SIGNED THIS 16TH DAY OF NOVEMBER 2023.

AYES: Couch, Helton, Blades, Crump, Krier, Creighton, Prout, Reyna, B. Smith, Vasquez, Murillo

NOES: None

ABSTAIN: None

ABSENT: Ayon, Warney, Parra, Flores, P. Smith



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 16th day of November 2023.



Ahron Hakimi, Executive Director
Kern Council of Governments

11-16-23

Date:

Section 19

Fact Sheets

Centennial Corridor Freeway Connector through Bakersfield on State Routes 58 & 99

Lone Pine Town Streets Rehabilitation

(Accessible Word files available at <https://www.kerncog.org/category/docs/rtip/>)

2024 RTIP PROJECT FACT SHEET

Kern County, California - Centennial Corridor Freeway Connector through Bakersfield on State Routes 58 & 99

Goals and Objectives: The Centennial Corridor SB 99 to WB 58 is listed in the Caltrans Interregional Transportation System Plan (ITSP) and is identified as interregional strategic corridor. This corridor has national, state and regional significance. The project improves capacity and safety for passenger vehicles and trucks. The project also reduces negative transportation impacts in disadvantaged communities. The RTIP proposes \$29.02 million for the project. Kern COG, City of Bakersfield, and Caltrans will seek funding opportunities to ensure completion of the project. The total project cost is \$78.3 million.

Project Partners: Kern COG, Caltrans, City of Bakersfield

Project Location: City of Bakersfield

- **Project Readiness:** The design phase and rights-of-way (ROW) phases are required. The anticipated completion of the design and ROW phase is at the end of 2026.
- **Timeline:** Construction will be completed by the end of 2029.
- **Project Description and Scope:** This project provides a new freeway to freeway movement by way of a new direct connector from Route 99 southbound traffic to a new westbound segment of Route 58.
- **Project Need and Benefits:** The Project completes the interchange, connecting the busiest north-south truck route on the West Coast (Route 99) with the busiest east-west truck route, and only year-round, all-weather route over the Sierra Nevada (Route 58).
- **Equity Benefits:** The Project reduces impacts of goods movement on the historically disadvantaged communities of Central Bakersfield by improving a nationally significant interchange under construction at Routes 58 and 99, both of which are designated on the National Highway Freight Network as Primary Highway Freight System (PHFS) routes, and the U.S. Department of Defense Strategic Highway Network (STRAHNET), a new Federal Highways Administration planning emphasis area.
- **The interchange provides a local hub to over 50 distribution, processing and manufacturing facilities located in the southern San Joaquin Valley.** When complete, truck drivers may elect to travel 3 miles south to use this ramp to access SR 58, rather than travelling through stop-and-go traffic on Rosedale Highway.
- **GHG Benefits:** The project will separate trucks from local travelers to businesses along Rosedale Highway increasing safety and achieving reductions of 95 tons of carbon monoxide, 20 tons of criteria air pollution emissions and 27,267 tons of greenhouse gas emissions over the 20-year project life.
- **Economic Benefits:** This trade corridor interchange serves Kern County travel and through-traffic. The Kern County Economic Development Corporation reports that Kern County has impressive national rankings: 2021 #1 Ag-Producing County, #3 Economic Diversity, #4 STEM jobs with a gross 2020 GDP of \$48.7 billion.

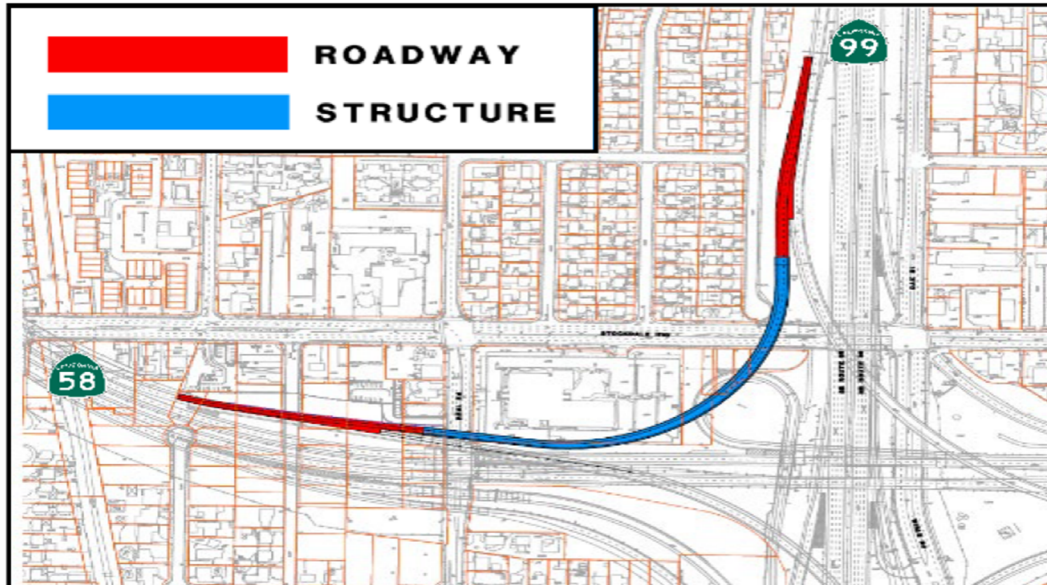
Additionally, Kern County is home to more than 400 manufacturers, and as the Energy Capital of California, 70% of oil production and 60% of solar production is generated here. Kern is home to the largest wind farm in the U.S. and the second largest solar farm in the U.S. The Mojave Air and Space Port is the first commercial space port and the first space shuttle landing occurred in east Kern County.

2024 RTIP PROJECT FACT SHEET

Project Location Maps:

Draft 2022 Caltrans Interregional Transportation System Plan (ITSP) Addendum *Strategic Interregional Corridors*

1. United States/Mexico Border Region - Inland Empire Connections Corridor
2. South Coast - Central Coast Corridor
3. Central Coast - San Jose/San Francisco Bay Area Corridor
4. San Jose/San Francisco Bay Area - North Coast Corridor
5. San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor
6. Sacramento Valley - Oregon Border Corridor
7. High Desert - Eastern Sierra - Northern Nevada Corridor
8. Southern California - Southern Nevada/Arizona Corridor
9. Central Coast - San Joaquin Valley East-West Connections Corridor
10. San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Corridor
11. North Coast - Northern Nevada Connections Corridor





2024 Regional Transportation Improvement Program (RTIP) Fact Sheet

Lone Pine Town Streets Rehabilitation

Executive Summary

Inyo County, Kern COG along with Mono County have been engaged in an MOU for two decades to jointly leverage ITIP funding for much needed improvements along the SR 14 and US 395 corridor. In 2016, Inyo County advanced a significant portion of its STIP shares to the Kern COG Freeman Gulch Phase I construction project. The Tri-County MOU outlines a process by which an MOU partner can be reimbursed via the RTIP/STIP should the MOU expire or be terminated. The Tri-County MOU expired in the 2022 STIP cycle. Inyo is requesting Kern Cog program the construction phase of Inyo County's Lone Pine Town Streets Rehabilitation Project as a repayment option.

Benefits

The Lone Pine Town Streets Rehabilitation Project improves access for public transit, pedestrians, and bicycles. Benefits of this project are complete streets, safety, town integration, alternative transportation, and mode split. All existing pedestrian facilities will be upgraded to ADA standards.

Goals and Objectives

The Inyo County Regional Transportation Plan (RTP) prioritizes safety, equity, accessibility & mobility and the environment among its primary goals for the planning period. The Lone Pine Town Streets RTIP project encourages multi modal use by improving walking and bicycling infrastructure to meet ADA standards, increasing mobility, and improving equity within the community. The RTP and the Lone Pine project are consistent with regional plans, including the 2023 Inyo County Active Transportation Plan, the 2023 Inyo County Regional Transportation Plan, and the Inyo County General Plan. The Lone Pine Town Street project will make walking and bicycling safer and more accessible, will increase the walk/bike mode split and decrease vehicle emissions.

The State of California continues to set ambitious targets for the reduction of GHG emissions through AB 32 (2006) and SB 32 (2016). Even though Inyo County is not required by SB 375 (2008) to address regional GHG targets in the RTP and prepare sustainable community strategies, the Lone Pine Town Streets RTIP project aligns with CAPTI in that it will address much needed improvements to bicycle and pedestrian facilities that will encourage residents and visitors to use alternatives to private vehicles for transportation, thereby helping to reduce GHG emissions.

Section 20
Caltrans Benefit – Cost Analysis

Caltrans Benefit – Cost Analysis

The Project will improve system operations to increase travel time reliability and manage travel demand for goods movement, especially for supply chain bottle necks, thereby reducing the cost of doing business and improving local and regional freight connectivity to the national and global economy. The project will decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities. The Benefit – Cost Analysis (BCA) provides several indicators for reliability and cost savings. Over the 20-year life of the Project, \$58.5 million will be saved in the categories of Travel Time, Accident Costs, Vehicle Operations, and Emissions Benefits. Additionally, the BCA reports that 3,941,980 person-hours of time will be saved over the 20-year life.

The Project goals are to greatly smooth traffic flow and keep trucks out of underserved neighborhoods, helping to mitigate associated negative impacts. The smoother traffic flows will help reduce both health-based criteria pollutant and climate change emissions while improving travel safety.

District: 6

PROJECT: Centennial Freeway_SB 99 to WB 58

1A

PROJECT DATA

Type of Project

Check percent traffic in weave in section 1B

Select project type from list

Freeway Connector

Project Location

(enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

1

Length of Construction Period

3

years

One- or Two-Way Data

1

enter 1 or 2

Current

Length of Peak Period(s)

(up to 24 hrs)

2

hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design

No Build

Build

Roadway Type (Fwy, Exp, Conv Hwy)

C

F

Number of General Traffic Lanes

3

1

Number of HOV/HOT Lanes

0

0

HOV Restriction (2 or 3)

0

Exclusive ROW for Buses (y/n)

N

Highway Free-Flow Speed

15

45

Ramp Design Speed (if aux. lane/off-ramp proj.)

0

Length (in miles)

Highway Segment

2.5

4.9

Impacted Length

2.5

0.2

Average Daily Traffic

Current

3,645

No Build

Build

Base (Year 1)

3,747

0

Forecast (Year 20)

4,394

4,394

Average Hourly HOV/HOT Lane Traffic

0

Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)

100%

Percent Traffic in Weave

0.0%

0.0%

Percent Trucks

(include RVs, if applicable)

9%

9%

Truck Speed

On-Ramp Volume

Peak

Non-Peak

Hourly Ramp Volume (if aux. lane/on-ramp proj.)

0

0

Metering Strategy (1, 2, 3, or D, if on-ramp proj.)

Queue Formation

(if queuing or grade crossing project)

Year 1

Year 20

Arrival Rate (in vehicles per hour)

0

0

Departure Rate (in vehicles per hour)

0

0

Pavement Condition

(if pavement project)

No Build

Build

IRI (inches/mile)

Base (Year 1)

Forecast (Year 20)

Average Vehicle Occupancy (AVO)

No Build

Build

General Traffic

Non-Peak

1.58

1.58

Peak

1.48

1.48

High Occupancy Vehicle

(if HOV/HOT lanes)

0.00

0.00

1C

HIGHWAY CRASH DATA

Actual 3-Year Crash Data (from Table B)

	Count (No.)	Rate
Total Crashes (Tot)	52	13.03
Fatal Crashes (Fat)	0	0.000
Injury Crashes (Inj)	20	5.01
Property Damage Only (PDO) Crashes	32	8.02

Statewide Basic Average Crash Rate

	No Build	Build
Rate Group	H44	R60
Crash Rate (per million vehicle-miles)	1.06	0.17
Percent Fatal Crashes (Pct Fat)	0.8%	0.4%
Percent Injury Crashes (Pct Inj)	47.3%	32.1%

1D

RAIL AND TRANSIT DATA

Annual Person-Trips

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

Percent Trips during Peak Period

	17%	
--	-----	--

Percent New Trips from Parallel Highway

		100%
--	--	------

Annual Vehicle-Miles

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

Average Vehicles/Train (if rail project)

--	--	--

Reduction in Transit Accidents

Percent Reduction (if safety project)	
---------------------------------------	--

Average Transit Travel Time

	No Build	Build
In-Vehicle		
Non-Peak (in minutes)		0.0
Peak (in minutes)		0.0
Out-of-Vehicle		
Non-Peak (in minutes)	0.0	0.0
Peak (in minutes)	0.0	0.0

Highway Grade Crossing

	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

Transit Agency Costs (if TMS project)

	No Build	Build
Annual Capital Expenditure		\$0
Annual Ops. and Maintenance Expenditure		\$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows. Project costs (including maintenance and operating costs) should be net of costs without project.

1E									
PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS				Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
Construction Period									
1	\$6,266	\$9,400	\$13,666				\$29,332,000	\$29,332,000	
2	\$1,667		\$13,667				15,334,000	14,330,841	
3	\$1,667		\$13,667				15,334,000	13,393,309	
4							0	0	
5							0	0	
6							0	0	
7							0	0	
8							0	0	
Project Open									
1				\$10				\$10,000	\$8,163
2				\$10				10,000	7,629
3				\$10				10,000	7,130
4				\$10				10,000	6,663
5				\$10				10,000	6,227
6				\$10				10,000	5,820
7				\$10				10,000	5,439
8				\$10				10,000	5,083
9				\$10				10,000	4,751
10				\$10				10,000	4,440
11				\$10				10,000	4,150
12				\$10				10,000	3,878
13				\$10				10,000	3,624
14				\$10				10,000	3,387
15				\$10				10,000	3,166
16				\$10				10,000	2,959
17				\$10				10,000	2,765
18				\$10				10,000	2,584
19				\$10				10,000	2,415
20				\$10				10,000	2,257
Total	\$9,600	\$9,400	\$41,000	\$200	\$0	\$0	\$0	\$60,200,000	\$57,148,683

Present Value = $\frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$

HIGHWAY SPEED AND VOLUME INPUTS

Calculated by Model Changed by User Used for Proj. Eval. Reason for Change

No Build**Year 1**Peak Period

HC	0		0	
No	573		573	
We	0		0	
Tru	57		57	
HC	55.0		55.0	
No	15.0		15.0	
We	55.0		55.0	
Tru	15.0		15.0	

Non-Peak Period

No	2,837		2,837	
We	0		0	
Tru	281		281	
No	15.0		15.0	
We	55.0		55.0	
Tru	15.0		15.0	

Year 20Peak Period

HC	0		0	
No	672		672	
We	0		0	
Tru	66		66	
HC	55.0		55.0	
No	15.0		15.0	
We	55.0		55.0	
Tru	15.0		15.0	

Non-Peak Period

No	3,327		3,327	
We	0		0	
Tru	329		329	
No	15.0		15.0	
We	55.0		55.0	
Tru	15.0		15.0	

Build**Year 1**Peak Period

HC	0		0	
No	0		0	
We	0		0	
Tru	0		0	
HC	55.0		55.0	
No	55.0		55.0	
We	55.0		55.0	
Tru	55.0		55.0	

Non-Peak Period

No	0		0	
We	0		0	
Tru	0		0	
No	55.0		55.0	
We	55.0		55.0	
Tru	55.0		55.0	

Year 20Peak Period

HC	0		0	
No	672		672	
We	0		0	
Tru	66		66	
HC	55.0		55.0	
No	45.0		45.0	
We	55.0		55.0	
Tru	45.0		45.0	

Non-Peak Period

No	3,327		3,327	
We	0		0	
Tru	329		329	
No	45.0		45.0	
We	55.0		55.0	
Tru	45.0		45.0	

Model speed estimates based on Highway Capacity Manual, pavement research, and research on weaving impacts

2B

HIGHWAY CRASH RATES

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Fatal C	0.000		0.000	
Injury	5.01		5.01	
PDO C	8.02		8.02	
Total Cras	13.030			
Hwy Safety or Weaving Improvement 0% collision reduction factor (per HSIP Guidelines)				
Adjustment Factor (Actual/Statewide Avg. Existing)				
Fatal C	0.0000		0.0000	
Injury	9.9924		9.9924	
PDO C	14.5781		14.5781	
Build				
Fatal C	0.000		0.000	
Injury	0.55		0.55	
PDO C	1.67		1.67	
Total Cras	2.218			

2C

RAMP AND ARTERIAL INPUTS

(if detailed information is available for a TMS or an arterial signal management project)

Detailed Information Available? (y/n) N				
Aggregate Segment Length (estimate as VMT/total volume)				
All Ramps		miles		
Arterials		miles		
	Entered by User	Used for Proj. Eval.	Source/Notes	
No Build (Peak Period Only)				
Year 1				
Aggregate Ramp Volume		0		
Aggregate Arterial Volume		0		
Average Ramp Speed		5.0		
Average Arterial Speed		5.0		
Year 20				
Aggregate Ramp Volume		0		
Aggregate Arterial Volume		0		
Average Ramp Speed		5.0		
Average Arterial Speed		5.0		
Build (Peak Period Only)				
Year 1				
Aggregate Ramp Volume		0		
Aggregate Arterial Volume		0		
Average Ramp Speed		5.0		
Average Arterial Speed		5.0		
Year 20				
Aggregate Ramp Volume		0		
Aggregate Arterial Volume		0		
Average Ramp Speed		5.0		
Average Arterial Speed		5.0		

ANNUAL PERSON-TRIPS

(for HOV and HOT lane projects that affect average vehicle occupancy)

	No Build	Build	Induced
Year 1			
Peak Period			
HOV	0	0	
No	309,460	0	(309,460)
Tru	20,680	0	(20,680)
Non-Peak Period			
No	1,636,116	0	(1,636,116)
Tru	102,414	0	(102,414)
Total	2,068,670	0	(2,068,670)
Year 20			
Peak Period			
HOV	0	0	
No	362,882	362,882	0
Tru	24,250	24,250	0
Non-Peak Period			
No	1,918,557	1,918,557	0
Tru	120,093	120,093	0
Total	2,425,782	2,425,782	0

TRAVEL TIME RELIABILITY

(for adjustments to Reliability Calculations, standard deviation of travel time in seconds/vehicle)

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Peak Period				
HC	56.83		56.83	
NC	56.83		56.83	
W4	56.83		56.83	
Tru	56.83		56.83	
Non-Peak Period				
NC	56.83		56.83	
W4	56.83		56.83	
Tru	56.83		56.83	
Adjustment Factor				
Peak Period				
HC	1.00		1.00	
NC	1.00		1.00	
W4	1.00		1.00	
Tru	1.00		1.00	
Non-Peak Period				
NC	1.00		1.00	
W4	1.00		1.00	
Tru	1.00		1.00	

District: 6

PROJECT: Centennial Freeway_SB 99 to WB 58

EA: 06-48460

PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$57.1
Life-Cycle Benefits (mil. \$)	\$58.5
Net Present Value (mil. \$)	\$1.3
Benefit / Cost Ratio:	1.0
Rate of Return on Investment:	7.2%
Payback Period:	12 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$23.5	\$2.7	\$26.2	\$1.3
Travel Time Reliability Benefits	\$1.8	\$0.3	\$2.1	\$0.1
Veh. Op. Cost Savings	\$13.7	\$2.2	\$15.8	\$0.8
Accident Cost Savings	\$12.2	\$1.2	\$13.4	\$0.7
Emission Cost Savings	\$0.7	\$0.3	\$1.0	\$0.1
TOTAL BENEFITS	\$51.9	\$6.6	\$58.5	\$2.9
Person-Hours of Time Saved			3,941,980	197,099

Should benefit-cost results include:

1) Induced Travel? (y/n)

Y

Default = Y

2) Travel Time Reliability? (y/n)

Y

Default = Y

3) Vehicle Operating Costs? (y/n)

Y

Default = Y

4) Accident Costs? (y/n)

Y

Default = Y

5) Vehicle Emissions? (y/n)

Y

Default = Y

includes value for CO₂e

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	95	5	\$0.0	\$0.0
CO ₂ Emissions Saved	27,267	1,363	\$0.8	\$0.0
NO _x Emissions Saved	14	1	\$0.1	\$0.0
PM _{2.5} Emissions Saved	0	0	\$0.1	\$0.0
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	6	0	\$0.0	\$0.0

SUMMARY OF TRAVEL TIME BENEFITS

SUMMARY OF TRAVEL TIME BENEFITS (continued)

Year	HIGHWAY									TRANSIT				Present Value of Travel Time Benefits	Constant Dollars	Total Per-Hrs of Time Saved
	Peak HOV	Peak Non-HOV	Peak Weaving	Peak Truck	Peak Ramp	Peak Arterial	Non-Peak Non-HOV	Non-Peak Weaving	Non-Peak Truck	Peak In-Vehicle	Peak Out-of-Veh	Non-Peak In-Vehicle	Non-Peak Out-of-Veh			
1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0
20	\$0	\$236,512	\$0	\$28,413	\$0	\$0	\$1,250,437	\$0	\$140,714	\$0	\$0	\$0	\$0	\$1,656,076	\$7,337,082	393,516
2	\$0	\$42,274	\$0	\$5,079	\$0	\$0	\$223,502	\$0	\$25,151	\$0	\$0	\$0	\$0	\$296,005	\$388,002	20,810
3	\$0	\$78,999	\$0	\$9,491	\$0	\$0	\$417,668	\$0	\$47,001	\$0	\$0	\$0	\$0	\$553,159	\$775,834	41,611
4	\$0	\$110,722	\$0	\$13,302	\$0	\$0	\$585,385	\$0	\$65,874	\$0	\$0	\$0	\$0	\$775,282	\$1,163,490	62,402
5	\$0	\$137,939	\$0	\$16,571	\$0	\$0	\$729,285	\$0	\$82,068	\$0	\$0	\$0	\$0	\$965,863	\$1,550,965	83,184
6	\$0	\$161,106	\$0	\$19,355	\$0	\$0	\$851,770	\$0	\$95,851	\$0	\$0	\$0	\$0	\$1,128,082	\$1,938,254	103,956
7	\$0	\$180,637	\$0	\$21,701	\$0	\$0	\$955,028	\$0	\$107,471	\$0	\$0	\$0	\$0	\$1,264,837	\$2,325,351	124,717
8	\$0	\$196,908	\$0	\$23,656	\$0	\$0	\$1,041,055	\$0	\$117,151	\$0	\$0	\$0	\$0	\$1,378,771	\$2,712,250	145,468
9	\$0	\$210,264	\$0	\$25,260	\$0	\$0	\$1,111,665	\$0	\$125,097	\$0	\$0	\$0	\$0	\$1,472,287	\$3,098,945	166,208
10	\$0	\$221,016	\$0	\$26,552	\$0	\$0	\$1,168,511	\$0	\$131,494	\$0	\$0	\$0	\$0	\$1,547,573	\$3,485,430	186,937
11	\$0	\$229,448	\$0	\$27,565	\$0	\$0	\$1,213,093	\$0	\$136,511	\$0	\$0	\$0	\$0	\$1,606,617	\$3,871,698	207,654
12	\$0	\$235,819	\$0	\$28,330	\$0	\$0	\$1,246,775	\$0	\$140,301	\$0	\$0	\$0	\$0	\$1,651,226	\$4,257,742	228,359
13	\$0	\$240,362	\$0	\$28,876	\$0	\$0	\$1,270,795	\$0	\$143,004	\$0	\$0	\$0	\$0	\$1,683,038	\$4,643,554	249,052
14	\$0	\$243,290	\$0	\$29,228	\$0	\$0	\$1,286,275	\$0	\$144,746	\$0	\$0	\$0	\$0	\$1,703,539	\$5,029,127	269,731
15	\$0	\$244,795	\$0	\$29,408	\$0	\$0	\$1,294,232	\$0	\$145,642	\$0	\$0	\$0	\$0	\$1,714,077	\$5,414,454	290,398
16	\$0	\$245,051	\$0	\$29,439	\$0	\$0	\$1,295,586	\$0	\$145,794	\$0	\$0	\$0	\$0	\$1,715,870	\$5,799,526	311,051
17	\$0	\$244,216	\$0	\$29,339	\$0	\$0	\$1,291,168	\$0	\$145,297	\$0	\$0	\$0	\$0	\$1,710,020	\$6,184,333	331,689
18	\$0	\$242,431	\$0	\$29,124	\$0	\$0	\$1,281,730	\$0	\$144,235	\$0	\$0	\$0	\$0	\$1,697,520	\$6,568,868	352,314
19	\$0	\$239,824	\$0	\$28,811	\$0	\$0	\$1,267,950	\$0	\$142,684	\$0	\$0	\$0	\$0	\$1,679,270	\$6,953,121	372,922
Total	\$0	\$3,741,613	\$0	\$449,498	\$0	\$0	\$19,781,912	\$0	\$2,226,088	\$0	\$0	\$0	\$0	\$26,199,111	\$73,498,028	3,941,980