Item #15

5/22/2008

INTERCHANGE PROJECT – LEMOORE
SR 198 & 19TH AVENUE
(SAN DIEGO MEETING – TALKING POINTS)

Introduction: John Murray, Mayor of Lemoore.

First, I want to sincerely thank the CTC staff for supporting our request for advanced STIP funding to fund the new interchange planned at SR 198 and 19th Avenue in Lemoore (Kings County).

This project is extremely important to the citizens of Lemoore. It began in 1958 when a small portion of Highway 198 between 18th and 19th Avenues was declared a **freeway** by the California Transportation Commission.

At that time, it was known that an Interchange at 19th Avenue would be necessary. In 1984, the City entered into an agreement with the State of California, whereby the City agreed to certain concessions as part of the Interchange Project.

Since that time, it has remained one of the top priorities for Kings County Association of Governments (KCAG) and in the 1998 STIP, the initial environmental (PA&ED) was included for programming.

At your Public Hearing on March 13, 2008, I presented testimony regarding the importance of receiving advanced STIP funding for this project. In addition, City staff had the opportunity to meet with Mr. John Barna to also address our concerns. Staff touched on subjects such as the economic viability of the area, poor circulation, safety concerns, emergency vehicle response time, and the worst traffic fatality in Kings County's history.

Today I come before you with more sad news – On May 8th, just three weeks ago, another person died in a collision at that same location. This death would have been prevented if the interchange was already in place. In addition, on May 16th, a little over a week ago, a motorcycle with two riders, hit the end of the worm (turn stall). Both people remain in critical condition.

Again, I want to thank the CTC staff for placing our project on the list for advanced STIP funding for FY 2012-2013. We are truly grateful. I also request that the Commission support our project too. The sooner this projects gets constructed, the better…for safety's sake. Thank you.

The following notes are from Terri King, Executive Director, Kings County Association of Governments

The total cost of the project, as proposed in the RTIP, is $36.2 million. This project was first included in the 1998 STIP for programming the initial PA&ED (Environmental) phase and was the 2nd of 2 priority projects (SR 198 Expressway is highest priority). The year we requested programming of construction was FY 10-11, but CTC Staff recommendations moved it out to FY 12-13. If the CTC asks, we will deal with any cost increases due to the later programming at a future STIP cycle. Escalated Construction cost (for FY 10-11) is $29.1 million total.

#15

State Route 12 Improvements
(I-5 to Bouldin Island)

Purpose and Need

State Route 12 is a significant interregional route connecting the Central Valley and San Francisco Bay Area for goods movement, commute traffic, agriculture, and recreational travel. In San Joaquin County, the two-lane portion of SR 12 west of I-5 currently operates at level of service (LOS) D carrying 28,000 vehicles per day with 14% truck traffic, but can be highly congested during peak commute and recreational periods. By 2020 the corridor is projected to experience severe congestion (LOS F) with an average daily traffic volume of 42,000 vehicles. This portion of SR 12 that traverses the San Joaquin Delta has been designated a "safety corridor" because of the high record of accidents occurring through the area. Many of the accidents in this area occur at the intersections of SR 12 and local roadways where motorists must turn across on-coming traffic without designated turn lanes and must enter traffic without designated acceleration lanes.

Project Description and 2008 RTIP Programming

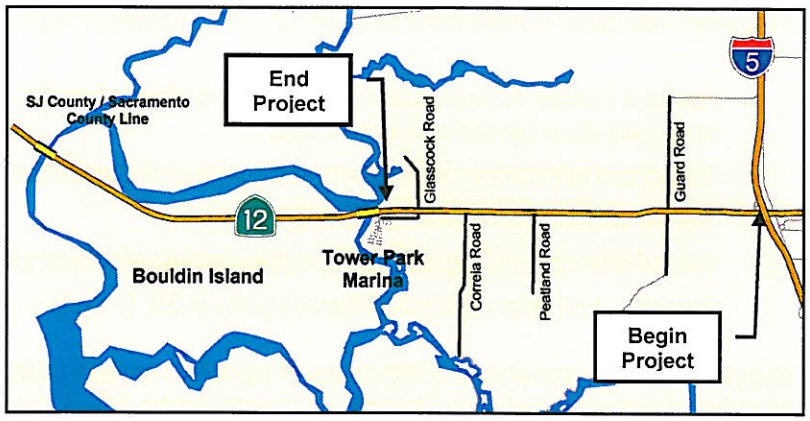
In partnership with Caltrans, SJCOG staff is recommending that as part of the 2008 STIP an additional $6 million in RTIP funds be programmed to the project. This additional $6 million will increase the project scope to fund local intersection improvements at Guard Road, Peatland Road, and Correia Road. These improvements include left-hand turn lanes and acceleration/deceleration lanes on to SR 12. The additional funding for the SR 12 project will also allow for the incorporation of several Intelligent Transportation Systems (ITS) elements and the extension of the westbound merge lane form I-5. The ITS elements include advanced traveler information signs on I-5 prior to the SR 12 interchange to alert motorists of traffic conditions on Highway 12 west of I-5. The scope increases were requested and supported by Caltrans.

Accelerated Project Delivery

The project is currently in the environmental studies and preliminary engineering (PA&ED) phase. SJCOG and Caltrans have recently agreed that one year will be taken off of the original SR 12 delivery schedule with the beginning of construction now set for fiscal year 2009/2010 as recommended in SJCOG's 2008 RTIP. Caltrans Director Kempton has been instrumental in supporting this accelerated delivery. This project has been long anticipated and has strong regional support as well as the support of area legislators and the California Highway Patrol.

The full $27 million project scope now includes:

- Modification of the Tower Park Way/Glasscock intersection to eliminate left-hand turns across SR 12 by routing traffic on a new alignment underneath the Potato Slough Bridge;
- Improvements at the intersections of Guard Road, Peatland Road, and Correia Road;
- Extension of the westbound merge lane (two to one-lane) from I-5; and
- Incorporation of intelligent transportation system (ITS) elements to provide traveler information.



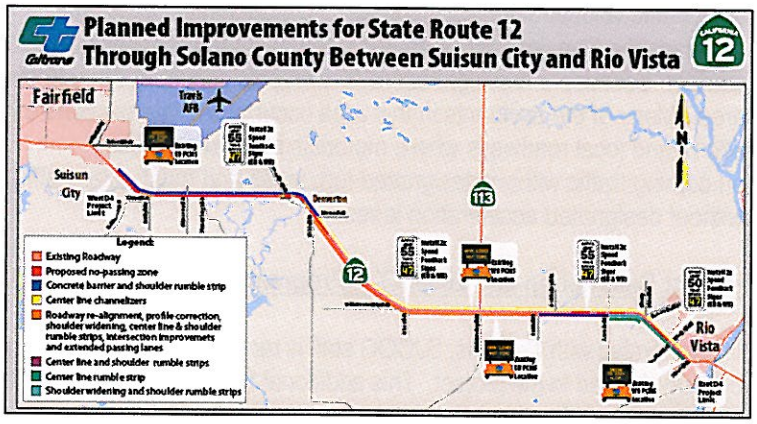
Concurrent State Route 12 Corridor Efforts

1) Caltrans District 10 Operations, Safety and Maintenance Improvements

In March 2008 Caltrans presented and the California Transportation Commission approved the Final 2008 State Highway Operation and Protection Program (SHOPP). This programming includes a total of $57 million in improvements on SR 12 in San Joaquin County with $51 million targeted to the highly needed roadway rehabilitation and construction of shoulders across Bouldin Island. The existing SHOPP is notably funding the intersection signal improvements at Davis Road (co-funded with San Joaquin County) and rumble strips on SR 12 from the Sacramento County line to Lower Sacramento Road. Caltrans is also funding intersection signal improvements at DeVries Road which will begin construction in spring 2008.

2) Caltrans District 4 Operations, Safety and Maintenance Improvements

Caltrans is currently scheduled to begin construction in the summer of 2008 on a series of improvements to SR 12 in Solano County. The $46 million program of improvements between Suisun City and Rio Vista includes shoulder widening, median/shoulder rumble strips, vertical/horizontal alignment corrections, and local roadway intersection improvements.



3) SR 12 Double Fine Zone and Traffic Safety Enforcement

On January 1st, the California Highway Patrol (CHP) began enforcing the double fine zone on SR 12 between I-5 and I-80. The double fine zone designation for SR 12 was created through Assembly Bill 112 (sponsored by Wolk, co-sponsored by Nakanishi, Evans, Houston) which was approved by the legislature and signed into law on October 1, 2007. In addition to the double fine zone designation, traffic safety enforcement on SR 12 by the CHP has been bolstered through a grant provided by the California Office of Traffic Safety. The grant funds both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries between I-5 and I-80 for two years.

4) SR 12 Corridor Plan (I-5 to I-80)

On January 11th SJCOG and the Solano Transportation Authority submitted a $300,000 Partnership Planning Grant application to Caltrans for the SR 12 (I-5 to I-80) Corridor Plan. The purpose of the project is to create a multi-agency Corridor Advisory Committee and to establish the information base needed to ultimately develop a corridor-wide, comprehensive plan for the safety and capacity improvements to SR 12. The proposed project would specifically:

- Create a Corridor Advisory Committee of elected officials from Solano, Sacramento, and San Joaquin counties to build political consensus on improvements
- Collect and summarize existing plans and on-going studies for the corridor
- Identify and engage corridor stakeholders
- Consolidate local and regional land use plans and development projections
- Prepare a preliminary analysis of the adequacy of SR 12 to carry projected future traffic

The grant application was endorsed with letters of support by multiple California State Assemblymembers and Senators, as well as local jurisdictions including San Joaquin County and the City of Lodi.

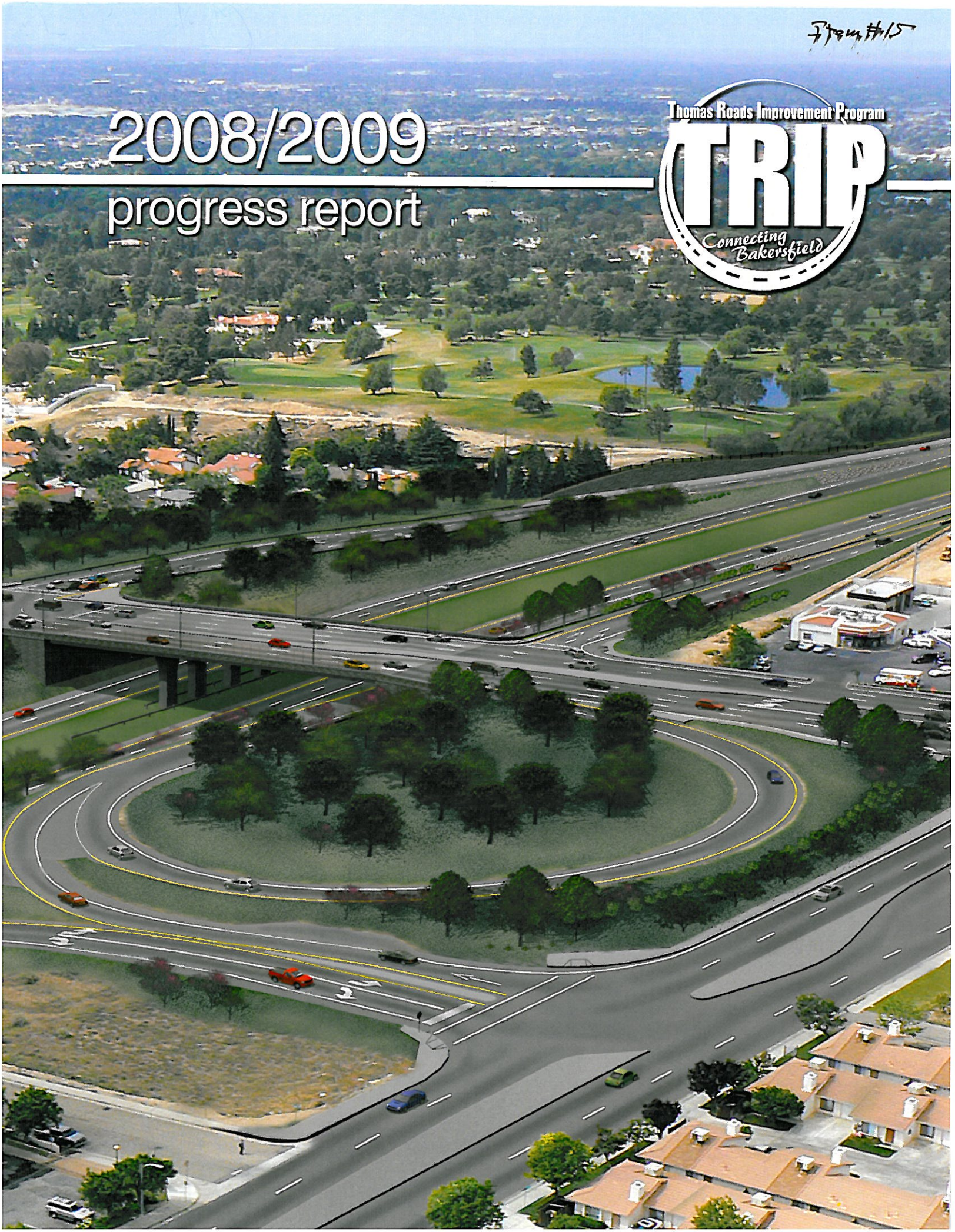
Item #15

2008/2009 progress report

Thomas Roads Improvement Program

TRIP

Connecting Bakersfield



During the federal transportation bill approval process in 2005, former 22nd District ***Congressman William M. Thomas*** *secured $630 million for the following Bakersfield area projects:*

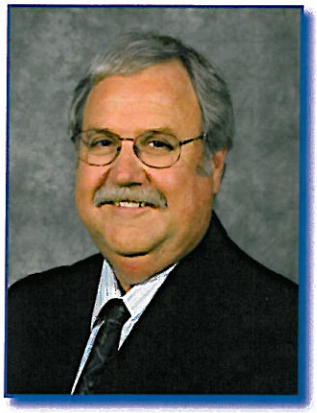
Bakersfield Beltway System	***$140,000,000***
Centennial Corridor	***$330,000,000***
State Route 178 Improvements	***$100,000,000***
Rosedale Highway/24th Street (State Routes 58/178)	***$ 60,000,000***

The federal funding secured by former Congressman Bill Thomas is allowing us to provide transportation improvements that have been needed for many years. As the lead agency for implementing the funding, the City of Bakersfield is committed to working with our TRIP partners to deliver the projects as quickly and economically as possible.

—Alan Tandy
City Manager, City of Bakersfield

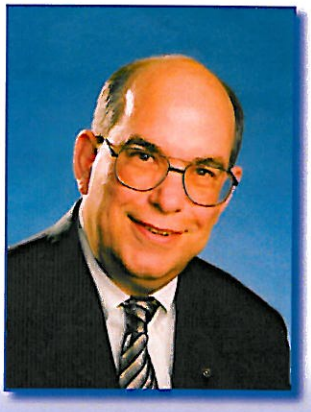
As TRIP begins to deliver the first of many transportation improvements that will improve mobility and goods movement throughout the region, Caltrans continues to be committed to working with the City of Bakersfield, the County of Kern, and the Kern Council of Governments. Caltrans has made a unique commitment to TRIP by co-locating project management, design, and environmental staff in the same Bakersfield office as the other TRIP agencies.

—Malcolm Dougherty
District 6 Director, Caltrans



As the steward of the county-wide transportation planning and funding effort, Kern Council of Governments is pleased to be a part of the TRIP team that is delivering interregional solutions to our critical transportation needs. When completed, the TRIP projects will improve mobility, safety and air quality throughout Kern County and the southern San Joaquin Valley.

—Ron Brummett
Executive Director, Kern COG



The County of Kern is working as a partner along with the City, Caltrans, and Kern COG in the delivery of highway projects that will improve regional mobility throughout the county and metropolitan Bakersfield. As part of TRIP, the County Roads Department is leading the effort to construct the SR 99/7th Standard Road interchange and the widening of 7th Standard Road between SR 99 and SR 43.

—David Price III
Kern County Resource Management Agency Director

Cover: Artist rendering of the SR 178/Fairfax Road interchange

What is **TRIP**?

Metropolitan Bakersfield has experienced significant population growth over the past 15 years. In addition, Bakersfield continues to develop as a transportation hub for interregional travel and freight movement. These factors have put a significant strain on the transportation infrastructure in Bakersfield and Kern County, causing increased travel times and traveler frustration.

To address the concerns of increasing traffic congestion and future population growth, the City of Bakersfield, County of Kern, and the Kern Council of Governments (Kern COG) have identified regional roadway improvement projects needed to keep pace with current and future planned growth.

The Thomas Roads Improvement Program (TRIP) projects are intended to increase interregional connectivity, promote economic development, reduce travel times and improve traffic safety. The City of Bakersfield established the TRIP office, where the City, the County, and the California Department of Transportation (Caltrans) are working together. Based on a commitment to expedite these projects, the City hired Parsons Corporation, an international engineering, construction, and management services firm, to provide program management assistance.

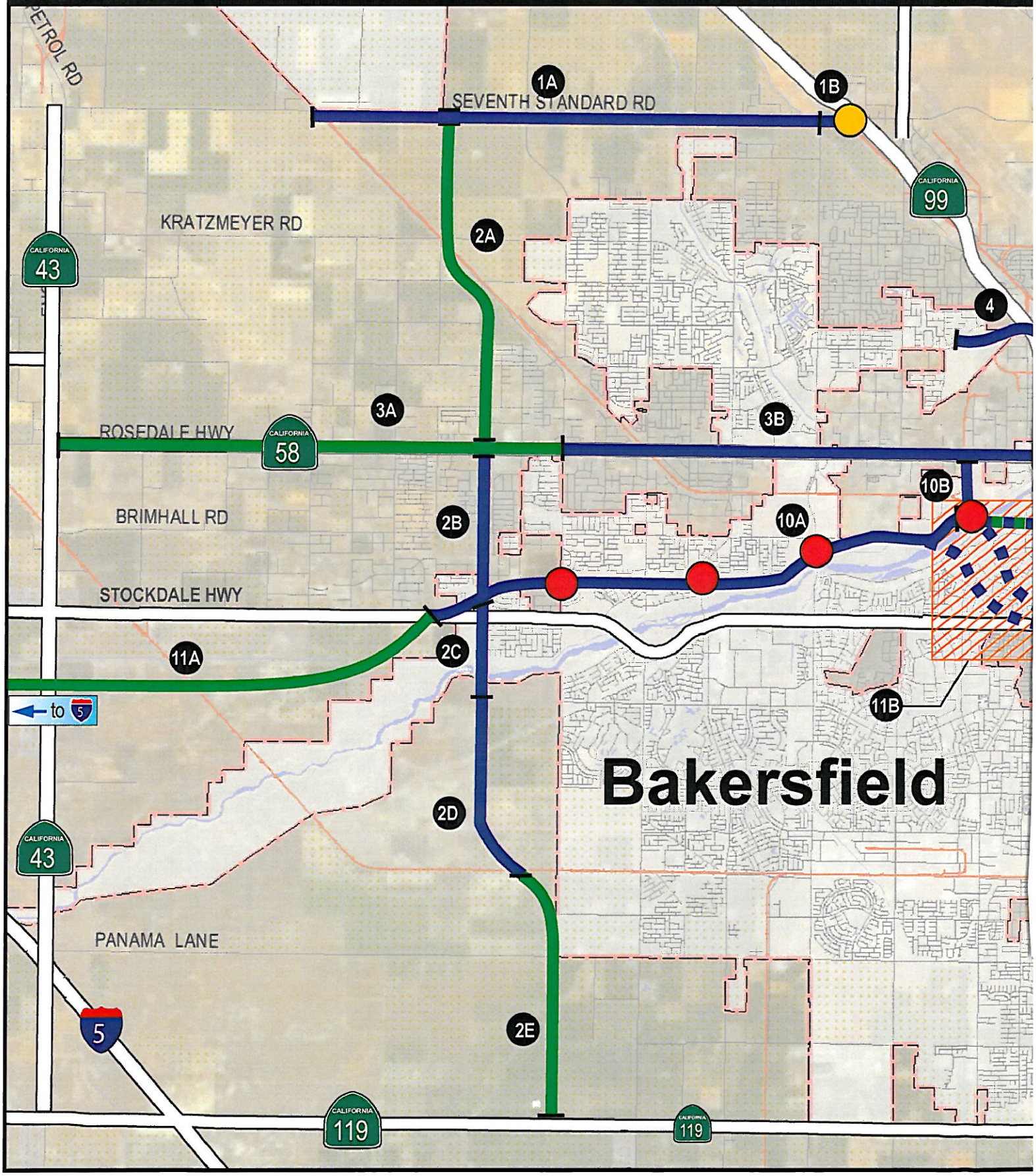
Accomplishments

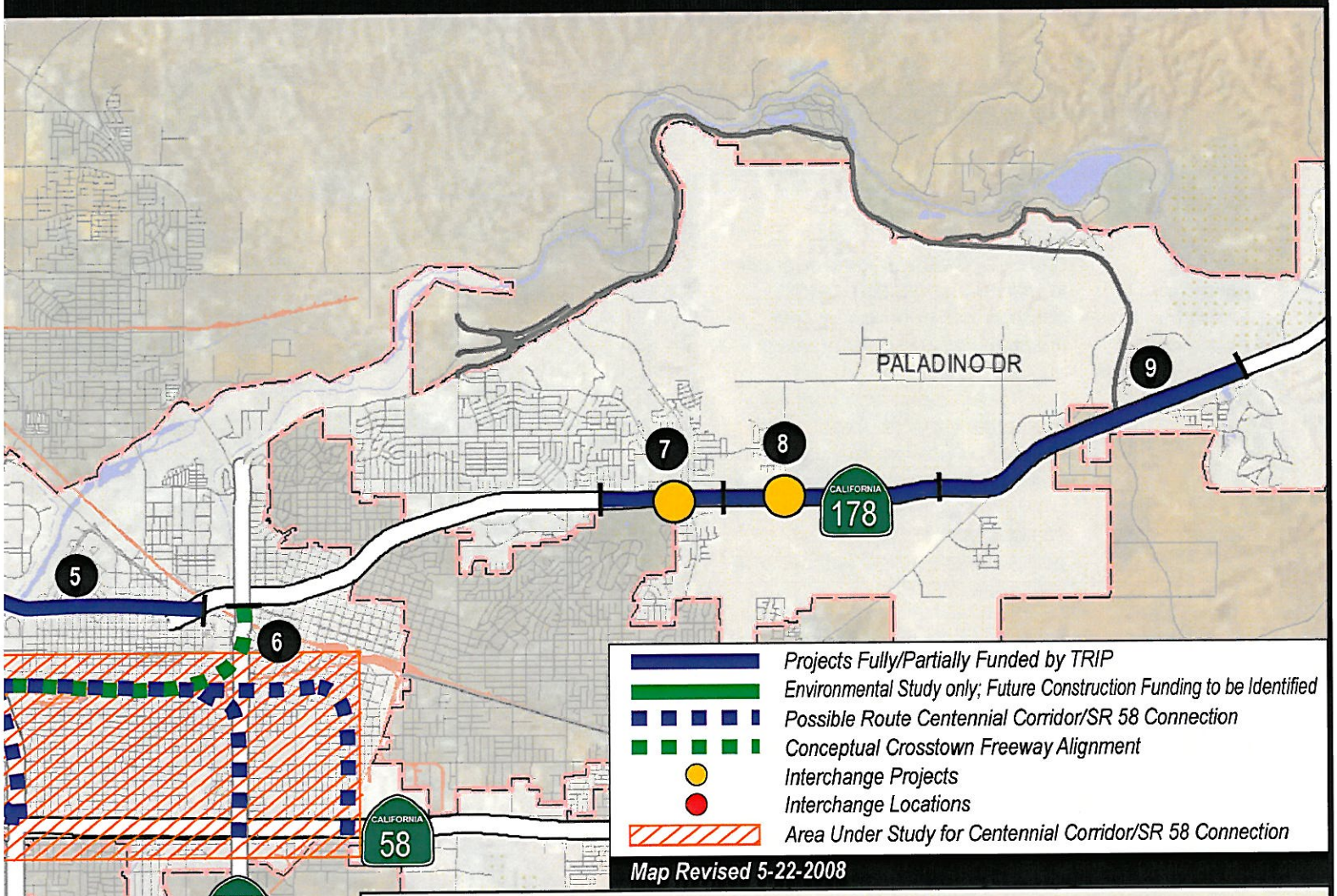
- ***SR 178/Fairfax Road interchange under construction***
- ***SR 99/7th Standard Road interchange improvements under construction***
- ***Design completed on North Beltway, Mohawk Street and Westside Parkway projects in 2008***
- ***Six environmental documents advanced; technical studies underway***
- ***Two Project Initiation Documents completed in 2008***

TRIP partners break ground on their first project—the SR 178/Fairfax Road interchange

The TRIP Projects Map on the following pages illustrates the projects planned for construction with the available funding. The solid blue lines indicate sections where the roadway is planned for improvements using TRIP funds. The dashed blue lines indicate possible routes for the Centennial Corridor/SR 58 Connector freeway. Yellow dots indicate interchange projects; red dots are interchange locations. The green lines indicate roadway sections under environmental study that may be constructed in the future using other regional transportation funds.

THOMAS ROADS IMPROVEMENT PROGRAM PROJECT MAP





Map Revised 5-22-2008

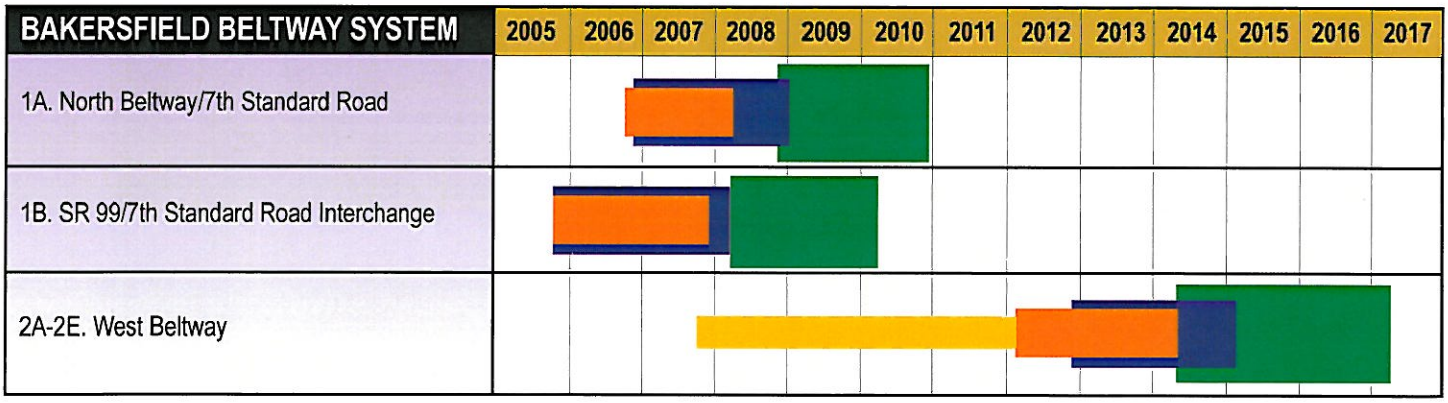
LEGEND

1A 7th Standard Road (Santa Fe Way to Coffee Road): Widen to 4 lanes
1B 7th Standard Road (Coffee Road to SR 99): Construct interchange improvements
2A West Beltway (7th Standard Road to Rosedale Highway [SR 58]): Environmental clearance
2B West Beltway (Rosedale Highway to Westside Parkway): Environmental clearance; construct 4/6 lanes
2C West Beltway (Westside Parkway to Ming Avenue): Environmental clearance; construct 4/6 lanes
2D West Beltway (Ming Avenue to Pacheco Road): Environmental clearance; construct 4/6 lanes
2E West Beltway (Pacheco Road to Taft Highway [SR 119]): Environmental clearance
3A SR 58/Rosedale Highway (SR 43 to Allen Road): Environmental clearance
3B SR 58/Rosedale Highway (Allen Road to SR 99): Environmental clearance; widen to 6 lanes
4 Hageman Road Flyover (Knudsen Drive to Golden State Avenue/SR 204): Environmental clearance; construct 6-lane extension
5 24th Street Improvements (SR 99 to M Street): Environmental clearance; widen to 6/8 lanes
6 Crosstown Freeway (SR 99 to SR 178): Right-of-way protection
7 SR 178 (Fairfax Road): Construct interchange and widen SR 178 to 4 lanes
8 SR 178 (Morning Drive): Environmental clearance; construct interchange and widen SR 178 to 4 lanes
9 SR 178 (Vineland Road to Miramonte Drive): Environmental clearance; widen to 4/6 lanes
10A Westside Parkway (Heath Road to Mohawk Street): Construct 6/8 lane freeway
10B Mohawk Street (Rosedale Highway [SR 58] to Truxtun Avenue): Widen to 6 lanes
11A Centennial Corridor/SR 58 (I-5 to Westside Parkway): Environmental clearance
11B Centennial Corridor/SR 58 Connection (Westside Parkway to SR 58): Environmental clearance; construct 6/8 lane freeway

Transportation Project Stages

Each transportation project goes through four stages from start to finish. The timelines in this report indicate when these stages are scheduled to occur.

Stage	*Activity*
Project Initiation/ Project Approval/ Environmental Document	*State, regional and local agencies identify transportation needs and projects to be built within financial limitations. Alternative alignments and designs are considered along with their environmental impacts. After public review and comment, a preferred alternative is selected.*
Design	*The design team develops detailed plans, specifications and estimates (PS&E).*
Right-of-Way	*Land required for the project is purchased.*
Construction	*The agency awards a contract and the project is built.*



Legend:
- Project Approval/Environmental Document (PA/ED)
- Project Design (PS&E)
- Project Right-of-Way
- Construction

North Beltway/7th Standard Road Widening
Widen 7th Standard Road to four lanes from Santa Fe Way to Coffee Road, construct grade separation at Burlington Northern Santa Fe Railway and new bridges over three canals. Projected construction start: late 2008.

SR 99/7th Standard Road Interchange
Improve current interchange, widen 7th Standard Road, construct a parallel bridge, modify on- and off-ramps, construct grade separation at Union Pacific Railroad. Projected construction start: early 2008.

West Beltway
New six-lane facility from 7th Standard Road to SR 119; ten potential intersections/interchanges. Initial phase would construct expressway from Rosedale Highway to Pacheco Road. Projected construction start: mid 2014.

Bakersfield Transportation Challenges

The metropolitan Bakersfield transportation network is challenged in three specific ways:

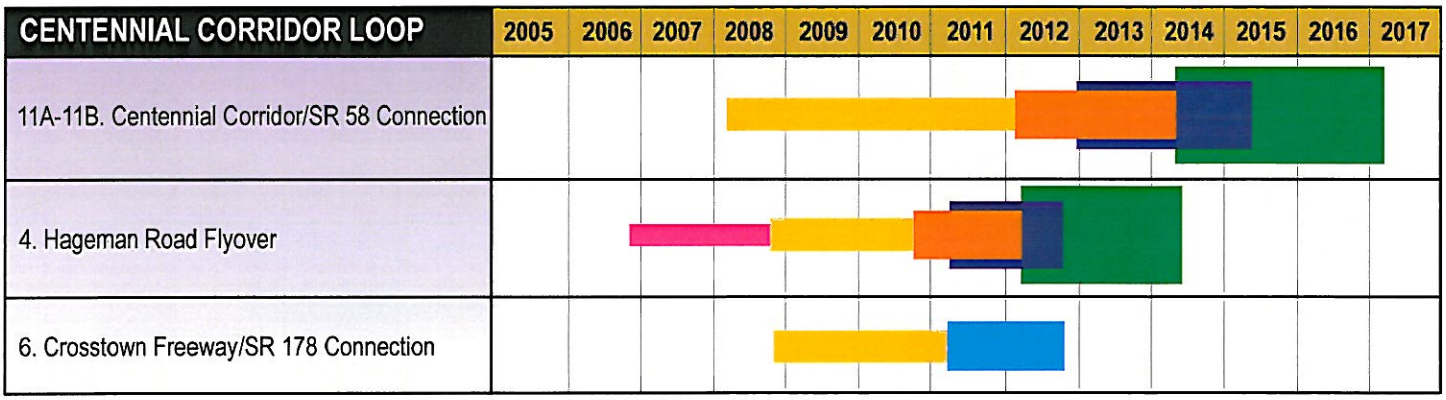
- The lack of interregional connectivity due to a limited and disjointed freeway system;
- The lack of Kern River bridge crossings causing increased congestion as traffic funnels onto existing bridges; and
- The lack of an east-west freeway forcing traffic onto a small number of arterial streets.

Transportation Planning in Kern County

Local: Incorporated cities and County of Kern identify and prioritize local projects.

Regional: Kern COG, the region's metropolitan planning organization, prepares short- and long-range plans.

State: Caltrans prepares the Statewide Transportation Improvement Program, which incorporates projects from the local short-range plan.



Centennial Corridor/SR 58 Connection
Connection from Interstate 5 to SR 58, via the Westside Parkway; several alternatives are under consideration. First phase would connect the Westside Parkway to SR 58. Projected construction start: mid 2014.

Hageman Road Flyover
Cross over SR 99 to connect Hageman Road and Golden State Avenue (SR 204). Projected construction start: early 2012.

Crosstown Freeway
Right-of-way protection for four-/six-lane facility, SR 99 to SR 178. No construction date.

Legend:
- Project Initiation Document
- Project Approval/Environmental Document (PA/ED)
- Route Adoption
- Project Design (PS&E)
- Project Right-of-Way
- Construction

Items Accomplished and Actions Planned for 2008-2009

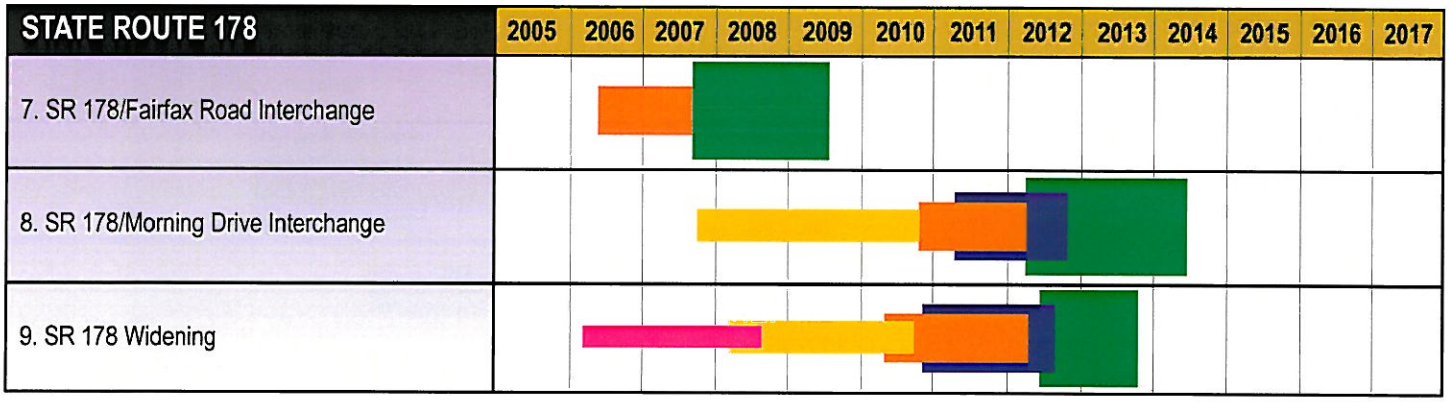
The TRIP office has been a flurry of activity since 2005, when former Congressman William Thomas announced that dedicated federal earmarks have been secured to help build transportation projects in the greater Bakersfield area. Though the majority of these activities are not readily visible to the general public, they are as much a part of the road-building process as heavy equipment and asphalt.

The first order of business was to organize the uniquely-structured office where the City, County and Caltrans would co-locate to facilitate project development. The three agencies, plus Kern COG have come together as partners to solve local and regional transportation needs. The City, County and Caltrans serve as operational leads on various projects, but participate in the overall program-wide effort to keep all of the projects moving forward.

Conceptual alignments for the 24th Street Improvement Project were presented at a Public Scoping Meeting in Spring 2008.

SR 99/7th Standard Road Groundbreaking

In the past two years, TRIP has developed and gained Federal Highway Administration approval of the TRIP Financial Plan; identified additional potential funding sources; staffed internal program management positions; hired qualified consultants to guide each project through its current phase of development; and evaluated the



SR 178/Fairfax Road Interchange
Replace current at grade intersection with new interchange; add eastbound and westbound lanes on SR 178 for approximately 1.5 miles, widen Fairfax Road through State right-of-way, construct sound and retaining walls, and landscape. Construction start: September 2007.

SR 178/Morning Drive Interchange
New interchange at SR 178/Morning Drive; widen SR 178 to four lanes for approximately 1.5 miles. Projected construction start: early 2012.

Legend:
- Project Initiation Document
- Project Approval/Environmental Document (PA/ED)
- Project Design (PS&E)
- Project Right-of-Way
- Construction

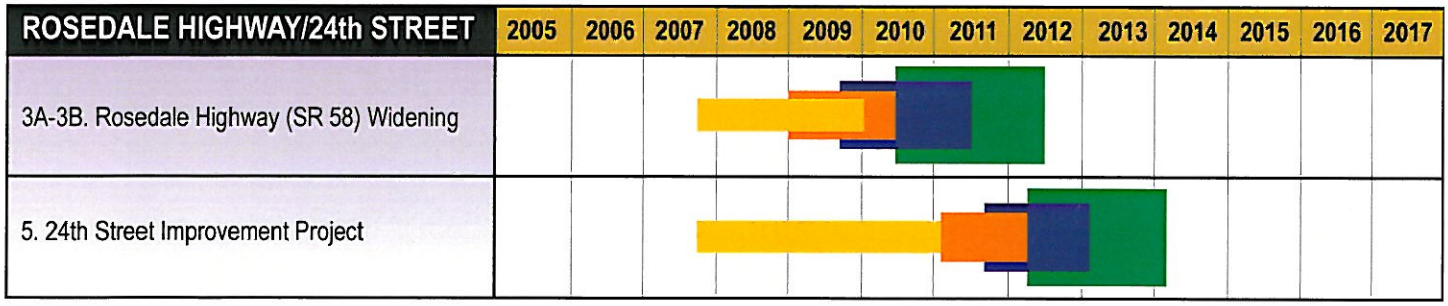
SR 178 Widening Project
Widen approximately 3.2 miles of SR 178 to four/six lanes from Vineland Road to Miramonte Drive. Projected construction start: early 2012.

Improvements to the SR 99/7th Standard Road Interchange are designed to improve traffic operations and safety.

relinquishment of specific sections of State Routes 58, 178 and 204. In addition, two projects have entered construction and three have been designed. All of the remaining projects have begun the environmental process, and technical, biological, and cultural studies are underway.

Looking forward to 2008-2009, the TRIP team anticipates completing the SR 178/Fairfax Road interchange and breaking ground on three new projects: Mohawk Street Extension, Westside Parkway, and 7th Standard Road Widening. Environmental studies will continue with technical, cultural and biological work progressing on eight projects.

Construction crews pump concrete for the SR 178/Fairfax Road interchange bridge abutment.



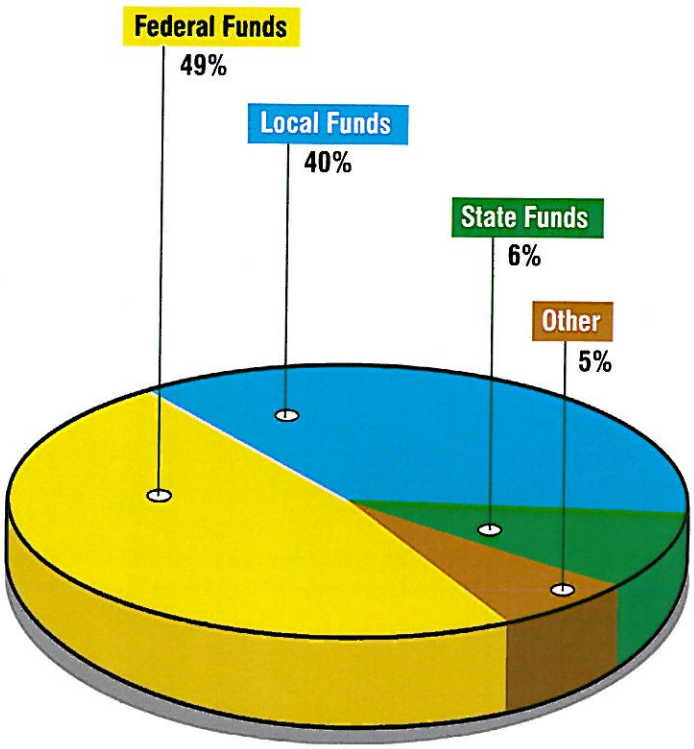
Rosedale Highway Widening Project
Widen Rosedale Highway (SR 58) to a four-/six-lane facility from SR 43 to SR 99. Initial phase would widen Rosedale Highway from four to six lanes from Allen Road to SR 99. Projected construction start: mid 2010.

24th Street Improvement Project
Improvements to the Oak Street/24th Street intersection, widen 24th and 23rd Streets from SR 99 to east of M Street. Projected construction start: early 2012.

Legend:
- Project Approval/Environmental Document (PA/ED)
- Project Design (PS&E)
- Project Right-of-Way
- Construction

TRIP Project Funding

TRIP uses a combination of funding sources totaling approximately $1.125 billion to complete the proposed program. Federal funding provides 49 percent of the total cost, County of Kern and City of Bakersfield local funding 40 percent, State funding 6 percent, and other sources 5 percent.

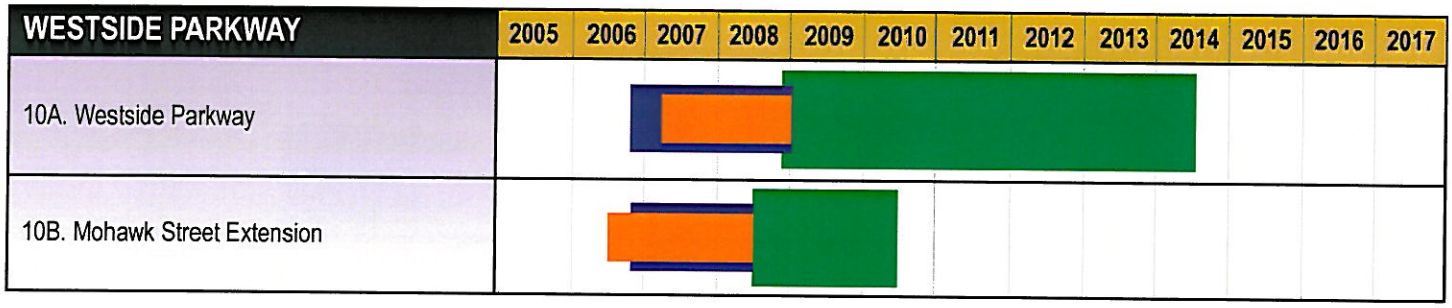


Right-of-way has been preserved for the future Westside Parkway. Construction of the first segment will begin in 2009.

SUMMARY OF REVENUES FOR BAKERSFIELD TRIP PROJECTS

All amounts in millions

LOCAL	STATE	FEDERAL	TOTAL
$505	$69	$551	$1,125



Legend:
- Project Design (PS&E)
- Project Right-of-Way
- Construction

Westside Parkway
New east-west freeway from Mohawk Street to Heath Road; initial phases terminate at Allen Road with interchanges at Mohawk Street, Coffee Road and Calloway Drive. Projected construction start: late 2008.

Mohawk Street Extension
1.2-mile north-south connection from Rosedale Highway to Truxtun Avenue; three lanes in each direction; new railroad grade separation; Kern River Bridge and future Westside Parkway interchange. Projected construction start: mid 2008.

Kern Regional Funding and Projects

The TRIP projects are part of a larger county-wide transportation planning effort conducted by the County of Kern, incorporated cities within the county, and Kern COG. Approximately $2.4 billion in transportation projects are planned for construction in Kern County by the year 2030.

Many of these projects are built with local, state and federal dollars derived from gas tax funds, which together total 36.4 cents per gallon. These gas taxes have remained at the same level since 1994. Even though gas consumption in California has continually risen over the past 14 years, the rising cost of roadway construction and rehabilitation has severely reduced the real value of these funds. Increased travel has also resulted in the need for additional roadway maintenance.

Transportation impact fees generated by new development to mitigate congestion provide funding for many regionally significant projects.

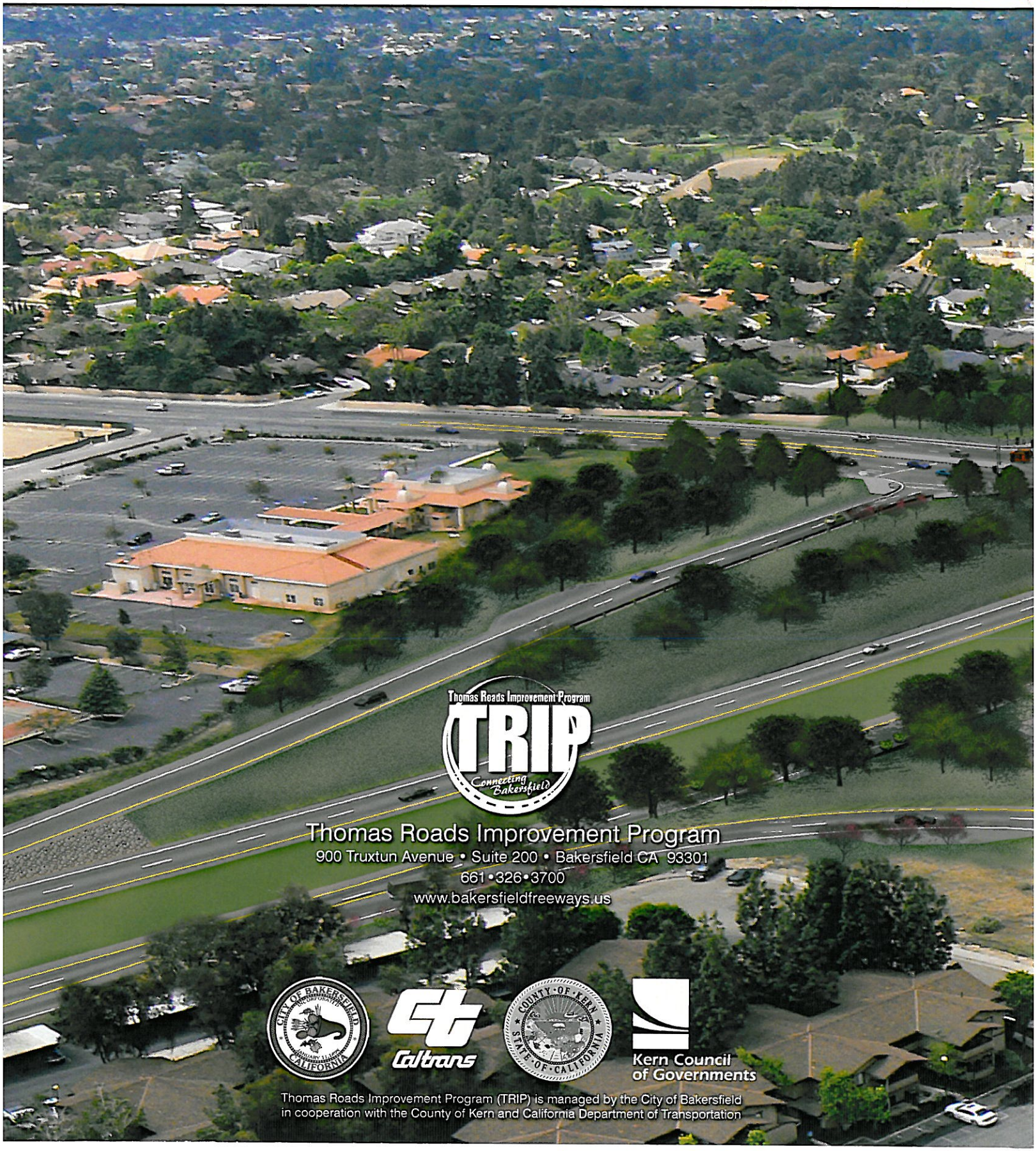
Over the last 20 years, citizens of 19 California counties have voted to raise sales taxes to pay for local transportation improvements. Statewide, these "local transportation sales taxes" generate about $2 billion per year for capital investments in new highways and transit systems and the maintenance and operation of existing facilities.

"Self-help counties" have the ability to leverage additional state and federal funds as a result of having received monies from a local transportation sales tax measure. Local agencies are also able to deliver projects more quickly because they are not solely dependent on state and federal funding programs. Efforts to consider the initiation of a one-half of one percent sales tax dedicated to local transportation funding continue. Funds raised by a transportation sales tax would remain in the county and would be dedicated to local transportation projects.

The TRIP staff continues to search for additional funding from federal, state and local sources; including bond measures, new federal funding approvals and future updates to traffic impact fees. These new revenues would assist in completing the TRIP program as well as allow construction of additional transportation projects.

For additional information:

Thomas Roads Improvement Program
900 Truxtun Avenue, Suite 200
Bakersfield, CA 93301
661 • 326 • 3700
www.bakersfieldfreeways.us



Thomas Roads Improvement Program

TRIP

Connecting Bakersfield

Thomas Roads Improvement Program

900 Truxtun Avenue • Suite 200 • Bakersfield CA 93301

661•326•3700

www.bakersfieldfreeways.us

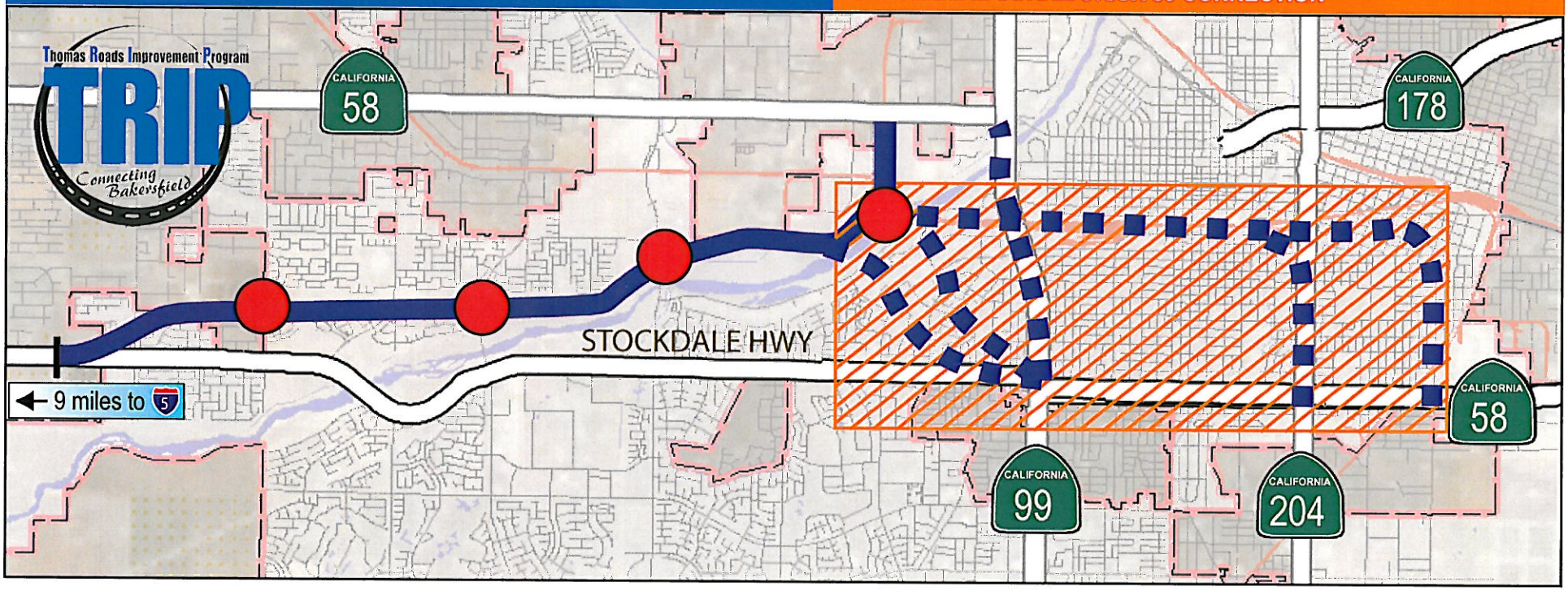
Caltrans

Kern Council of Governments

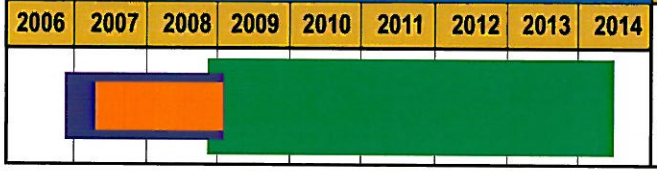
Thomas Roads Improvement Program (TRIP) is managed by the City of Bakersfield in cooperation with the County of Kern and California Department of Transportation

WESTSIDE PARKWAY

CENTENNIAL CORRIDOR/SR 58 CONNECTION



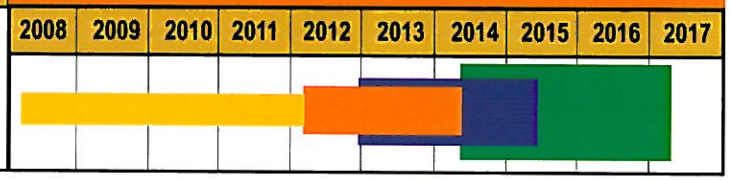
Project Schedule



LEGEND

- Project Approval/Environmental Document (PA/ED)
- Project Design (PS&E)
- Project Right-of-Way
- Construction

Project Schedule



Project Description

The City of Bakersfield proposes to construct a new east-west 8-mile freeway that begins at the intersection of Stockdale Highway and Heath Road and extends eastward parallel to the Cross Valley Canal and Kern River, crossing the Kern River near the existing BNSF Railway bridge and terminating at Truxtun Avenue west of SR 99. The project will construct four lanes from Stockdale Highway/Heath Road to Allen Road, six lanes from Allen Road to Coffee Road, eight lanes from Coffee Road to Mohawk Street and six lanes from Mohawk Street to the eastern terminus of the parkway. The Federal Highway Administration approved the Environmental Assessment/Environmental Impact Report in January 2007. Currently, the project is in final design with construction of the first two segments scheduled to begin in late 2008.

Project Description

The proposed project would connect SR 58 to I-5, via the Westside Parkway. Various alternatives to connect SR 58 to the Westside Parkway are under consideration, including those to the west of SR 99, the east of SR 99, and parallel to SR 99 as well as a no build alternative. The environmental document is scheduled for completion in early 2012.