

RESOLUTION NO. 88-111

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF RIDGECREST ADOPTING A COUNTY
TRANSPORTATION EXPENDITURE PLAN.

WHEREAS, Section 180206(a) of Division 19 of the Public Utilities Code, states a county transportation expenditure plan shall be prepared for the expenditure of the revenues expected to be derived from a one-half cent sales tax, together with other federal, state and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed; and

WHEREAS, Section 180206(b) of the Public Utilities Code, states that a county transportation expenditure plan shall not be adopted until it has received the approval of the Board of Supervisors and the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county; and

WHEREAS, Local governments have identified a local transportation need of more than \$800 million; and

WHEREAS, The California State Transportation Commission has adopted a policy to provide additional assistance to counties which enact such a sales tax for transportation purposes to ensure that the county, at least, receives its county minimum allocation of transportation funds; and

WHEREAS, A survey of public opinion within the County of Kern has revealed that fifty-seven percent of the population favored a sales tax increase for transportation improvements;

NOW, THEREFORE, BE IT RESOLVED THAT the City of Ridgecrest City Council does hereby approved the Expenditure Plan, which is attached hereto and incorporated herein by this reference.

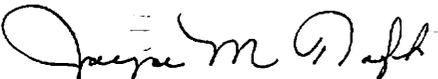
APPROVED AND ADOPTED this 20th day of July, 1988, by the following vote:

AYES: Mayor Mower, Councilmembers Corlett and Lilly.
NOES: None.
ABSTAIN: None.
ABSENT: Councilmembers Bergens and Condos.



Michael R. Mower, Mayor

ATTEST:



Joyce M. Taft, City Clerk

KERN COUNTY TRANSPORTATION
SALES TAX EXPENDITURE PLAN

Summary

In January 1988, Senate Bill 142 (PUC Section 18000 to 180262) became effective. SB 142 allows for local agencies in each county to create an authority. The authority is required to coordinate its actions to secure funding with the local agencies and CALTRANS. The Kern County Board of Supervisors in accordance with PUC Section 180050, on May 31, 1988 appointed Kern COG as the local transportation authority.

The authority is required to prepare an expenditure plan of the expected revenues. The expenditure plan must address all state, federal and local funds anticipated to be collected during the term of the program. The authority shall not expend more than 1 percent of the funds generated in any year for salary and benefits of its staff.

The law states that the authority shall rely, to the extent possible, on existing transportation planning and programming data and expertise, rather than on a large duplicative staff and set of plans. The authority shall not expend more than 1 percent of the funds generated in any year for salary and benefits of its staff.

The expenditure plan must receive approval of the board of supervisors and of the city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county. The plan then is required to be adopted by the Transportation Authority by a two-thirds vote (2/3) prior to the call of the election.

The expenditure plan recommends that a 1/2 cent sales tax be placed on the ballot to last 20 years. At least \$2,000,000 of the tax proceeds are to be available for senior citizens transportation purposes. That at least 30% of the tax proceeds are to be available for local transportation purposes and up to 70% is to be available for state and regional highway purposes. That funds will be used to match state and federal highway fund to construct improvements to existing highways and future state and regional highways alignments. As part of the ballot measure, authorization is being sought to issue bonds to finance the capital improvements.

KERN COUNTY TRANSPORTATION
EXPENDITURE PLAN

1. That a 1/2 cent sales tax be placed on the ballot to last for 20 years to finance needed transportation projects in Kern County. Proceeds of tax will be used to maximize state and federal matching funds.
2. At least \$2 million of the tax proceeds are to be available for senior citizens transportation purposes, including public transit.
3. That all identified projects listed in the expenditure plan shall carry a number 1 priority. Identified projects should address deficiencies of the state and regional highway system.

Project: Route 46

Description: This project will widen Route 46 to four lanes from Route 99 to the San Luis Obispo County line.

Project: Crosstown Freeway

Description: The Crosstown Freeway (Route 178) in downtown Bakersfield, constructed a freeway along the "Southern Alignment."

Project: Bowman Road

Description: Bowman Road would be constructed as a two lane roadway from Route 14 to Richmond Road in Ridgecrest.

Project: Westside Highway

Description: The Westside Highway (future Route 58), to construct a freeway along the northside of the Kern River from Route 99 to Renfro Road. A transition to Stockdale Highway would be constructed and Stockdale Highway would be upgraded to an expressway.

Project: Route 14 and Route 395 Corridor

Description: This project will widen the remaining portions of Route 14 to four lanes. Interchanges at California City Blvd and Inyokern Road are included.

Project: Delano Interchange Modifications (Route 99)

Description: The project is to modify the existing on and off ramps at Route 155 and Cecil Avenue, and 11th Avenue or County Line Road.

Project: Kern River Canyon

Description: This project is to construct a 4 lane expressway from the end of the existing 4 lane road near Democrat Hot Springs to existing Route 178 at Rancheria Road.

Project: Route 202

Description: Widen Route 202 to 4 lane from Curry Street to Woodford road

Project: Route 33

Description: This project will widen to 4 lanes, Route 33 from Cascade Place in the city of Taft to 2.4 miles north of Midway Road. Route 33 from Maricopa to Taft would be widened to a 4 lane expressway.

Project: Route 43

Description: Route 43 from Euclid Avenue in the city of Shafter to Seventh Standard Road would be widened to four lanes.

Project: Route 99

Description: This project would add lane to Route 99 from the Tulare County line to Route 65.

Project: McFarland Interchange Modifications (Route 99)

Description: The project is to add ramp to the existing interchanges at Sherwood Avenue, Perkins Avenue, Elmo Highway and south bound on/off ramps to Kern Avenue.

Project: Route 223

Description: Route 223 would be improved to four lanes. A traffic signal would be installed a Comanche Drive.

Project: Route 119

Description: This project will widen Route 119 to four lanes from Taft to I-5.

Project: Route 155

Description: This project is to widen Route 155 from Route 99 to Browning Road.

Project: Future State and Regional Highway Alignments

Description: Construct improvements and acquire right-of-way for future state and regional highway alignments.

4. That the County Transportation Authority be authorized to bond for the purposes of building transportation projects. The bond shall be for the amount of the project only and will be paid with the tax proceeds.

5. At least 30% of the tax proceeds are to be available for local transportation purposes and up to 70% is to be available for state and regional highway purposes.
6. After the projects that are identified in this expenditure plan are funded, at least 35% of any unanticipated funds must be used for projects in rural areas and up to 65% in the Metropolitan Bakersfield area. In the Metropolitan Bakersfield area, the priority use of unanticipated funds will be used first on the loop freeway system, west of Route 99.

Revenue Projections

The proceeds of tax from this measure and local revenue projections are based on existing revenues (1987 dollars) plus 2 percent real growth. State revenues are based on historic expenditure identified in the State Transportation Improvement Program. This measure is expected to raise approximately \$22.5 million a year beginning in 1989.

Twenty Year Fund Estimates

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| Total Existing Local Revenues | \$ 938.5 million |
| 1/2 cent Sales Tax Revenues | 135.0 million |
| Total Local Revenues | <u>\$1,073.5 million</u> |
| | |
| Total Existing Regional Revenues | \$ 200.0 million |
| 1/2 cent Sales Tax Revenues | 316.0 million |
| Total Regional Revenues | <u>\$ 516.0 million</u> |