

# *CITY OF RIDGECREST*

## **INFRASTRUCTURE COMMITTEE**

City Council Conference Room  
100 W. California Avenue.  
Ridgecrest, CA 93555

**Tuesday May 9, 2006 at 4:00 p.m.**

### **Agenda**

Infrastructure Committee Members:                      Chairman Steve Morgan; Members Duke Martin,  
Jim Smith, Lois Beres

1.     CALL TO ORDER
2.     APPROVAL OF AGENDA
3.     APPROVAL OF MINUTES April 11, 2006
4.     COMMENTS: (PUBLIC COMMENT)
5.     DISCUSSION ITEMS:
  - a.    Sewer will serve letters
  - b.    Corporation Yard Master Plan
  - c.    Local Transportation Measure Expenditure Plan Approval
  - d.    Water District request for financial assistance for water flow study
6.     DIRECTOR'S REPORT

Adjournment

# *CITY OF RIDGECREST*

## **INFRASTRUCTURE COMMITTEE**

City Council Conference Room  
100 W. California Avenue.  
Ridgecrest, CA 93555

**Tuesday April 11, 2006 at 4:00 p.m.**

Present: Chairman Steve Morgan; Members Duke Martin, Jim Smith, Lois Beres, CM Harvey Rose, DCM James McRea, CE Joe Pollock.

1. **CALL TO ORDER**

The meeting was called to order at 4:00 p.m.

2. **APPROVAL OF AGENDA**

Item 5(e) – update street projects was added and the agenda approved.

3. **APPROVAL OF MINUTES March 8, 2006**

The minutes were approved.

4. **COMMENTS: (PUBLIC COMMENT)**

Member Smith thanked the City for fixing the bike path.

5. **DISCUSSION ITEMS:**

- e. Impact Fees – Consultant Mathew Alexander presented an overview of the task force meetings since the last Infrastructure meeting. Task force indicated the per unit cost was more appropriate than per sq. ft. for traffic fees. Amendments were made to the map. Part of Ridgecrest Blvd. is a state highway and was removed (3 mi.), reducing the cost to \$1.75 million. The fixed fee is \$1,866 per dwelling. Fee is not static; it can be reviewed every year or as needed. Table 3 has new trip ends and motel/hotels were added. Commercial uses were simplified. Retail commercial was reduced 50%. Cost were brought down, it's a model and methodology. Improvement map not concrete there may be other streets repaired.

Drainage has major issues; City has plans, just not the funding. It's tough to implement, there has been talk about regional and local sumps. Sumps can be developed but once developers connect to city drainage, they have a lot they can build on. Basins are temporary; they release water after the storm. There were no changes with the drainage and reference to BRAC was removed.

The committee voted unanimously to accept the traffic and drainage portion of the WZI Impact Study dated 4/7/06.

- f. Request for Septic – N. Peg St. CE Pollock explained sewer is available but there is concern with the sugar sand and possibly losing the street. Mr. Hislop indicated there are three lots and they want to build two houses. One lot is under construction (3/4 ac.) the adjacent lot is 60'x115' and a lot merger would be needed because it's not large enough for septic. DCM McRea

indicated that there is a general provision that if you are within 300 ft. to sewer you are required to connect. CE Pollock suggested the owner grant a 20 ft. sewer easement for a sewer main on their property. Member Martin agreed with Mr. Pollock's option, indicating this would give the property owner the opportunity to use all 3 lots. CM Rose indicated the City doesn't want to maintain the lateral and that a covenant between the property owners would be needed. Property owner agreed with this option and will provide Engineering with a sewer plan.

- g. County dump – Chair Morgan indicated that the County is proposing closing the local dump and we need to work with the County. If this happens we will have a transfer station. Solid Waste Committee or staff will need to meet with Kern County committee on this issue.
- h. Corporate Yard – City Boundary; Chair Morgan indicated we need to do something on this project and commented that Boydston Construction is on City property. Staff has been working on a building and plans for the corporate yard. DCM McRea indicated we need a master plan that includes putting CNG on Ridgecrest Blvd.
- i. Project update – CE Pollock reviewed the project list with the committee. Item 3 is probably cancelled, Caltrans Sacramento doesn't like it. Items 4 and 5 are a go and item 7 is not feasible. Three bids were opened May 16, 2006. Caltrans states that the low bid did not make a good faith effort in hiring minority subs. The second low bidder is \$30K more.

6. DIRECTOR'S REPORT  
none

Chair Morgan commented that we are going to lose Downs (Inyokern-Ward) pavement

Next agenda sewer will serve letters

Adjournment

The meeting was adjourned at 5:30 p.m.



**Kern Council  
of Governments**

*Rita,* schedule for:

May 9th Infrastructure  
and  
May 17th Council

RECEIVED  
MAY 02 2006

BY:.....

*AR*

May 1, 2006

To: City Managers  
From: Ronald E. Brummett, Executive Director *R*  
Subject: Local Transportation Measure Expenditure Plan Approval

The Kern Council of Governments has worked with the citizens group, Kern Taxpayers for Safety and Congestion Relief, to develop the expenditure plan. The attached draft final expenditure plan is the culmination of that work. The Safe Roads committee of the Kern COG Board of Directors has completed its negotiation and review of the draft ordinance.

The basis for the allocating a fair share to a given area is the 2007 population of the sub-areas defined in the expenditure plan. Each of the sub- areas is guaranteed to receive their share of funding.

In order to place the expenditure plan on the ballot for the November 7, 2006 election, the approval requires the following:

1. A majority of the cities.
2. A majority of the cities, representing a majority of the population.
3. The Board of Supervisors.
4. The Kern Council of Governments Board of Directors.

Kern COG has scheduled the final approval of the draft final expenditure plan for its meeting of June 15, 2006. Therefore, Kern COG is requesting that the (attached) draft final expenditure plan be approved by your city council by resolution and returned to Kern COG no later than June 8, 2006.

If you have question, please contact me at 661-861-2191.



BEFORE THE CITY COUNCIL

CITY OF \_\_\_\_\_

STATE OF CALIFORNIA, COUNTY OF KERN

Resolution No. \_\_\_\_\_

In the Matter of:

ADOPTION OF A COUNTY TRANSPORTATION EXPENDITURE PLAN

WHEREAS, Section 180206 (a) of the Division 19 of the Public Utilities Code, states a county transportation expenditure plan shall be prepared for the expenditure of the revenue 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 \$1.75 billion in addition to traditional funding sources; and

WHEREAS, a local one-half cent sales tax for Kern County will raise and estimate \$900 million during the 20 years the sale tax is in affect; and

WHEREAS, the California State Transportation has adopted a policy that provides that local funding of at least fifty percent (50%) is required to receive project funding from the Interregional Improvement Program; and

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

ADOPTED, SIGNED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:



**Kern Transportation Authority  
April 2006  
Transportation Expenditure Plan**

**GENERAL PROVISIONS**

**Revenue Estimates and Distribution.** Allocation of revenue authorized by Ordinance No. 06-01 is established within this Expenditure Plan. Funds shall be allocated by a percentage of the actual revenue received as specified in Section VIII of this Ordinance. An estimate of revenues and allocation among categories is reflected in Schedule A — Countywide Measure “\_” Revenue Distribution. The estimated revenue is based upon 2006 value of money and is not binding or controlling.

**Fair Share.** After deduction of required Board of Equalization fees and authorized costs, revenues generated from each specified subarea within Kern County will be expended on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories as shown in Section VIII of this Ordinance. Decisions on how revenues are expended within each subarea will be made by the Kern Transportation Authority Board of Directors, based upon recommendations of local representatives.

**Maintenance of Effort.** Local government agencies shall maintain their existing commitment of transportation funds for street, highway and public transit purposes, and the Authority shall enforce this provision by appropriate actions, including fiscal audits of the local agencies. The level of effort base amount for each local agency shall be determined by averaging the amount of non-transportation funding expended on transportation projects and programs for fiscal years 2001-02 through 2005-06. The Maintenance of Effort base amounts shall annually increase based on the Caltrans construction cost index.

1. If a jurisdiction fails to comply with the Maintenance of Effort requirements in a particular fiscal year, the local jurisdiction may expend during that fiscal year and the following fiscal year, a total amount that is not less than the total amount required to be expended for those two years for purposes of complying with its Maintenance of Effort requirements.
  - a. At the end of the first fiscal year in which the local jurisdiction does not expend the amount required, the local jurisdiction shall have its Local Roads Reconstruction funding reduced by the amount by which the jurisdiction has not met its required Maintenance of Effort.
  - b. Provided the local jurisdiction has met the requirements of this subdivision to expend an amount in the two-year period sufficient to meet its Maintenance of Effort obligation for such two-year period, the amount withheld shall be distributed to the local jurisdiction, without interest, following the end of the next fiscal year. Such distribution shall be referred to as the “make-up payment.”
2. Any local jurisdiction that fails to comply with its Maintenance of Effort requirement, using the two-year period, shall have its Local Roads

Reconstruction funding reduced by the aggregate amount by which the jurisdiction failed to meet its required Maintenance of Effort for such two-year period.

- a. The amount of the second year distribution shall be adjusted as follows: (i) if the local jurisdiction's second year Maintenance of Effort expenditures are less than or equal to its required Maintenance for such year, the second years distribution shall be reduced by the amount, if any, by which the second year Maintenance of Effort requirement exceeds the local jurisdiction actual expenditure; (ii) if the local jurisdiction's second year Maintenance of Effort expenditures are greater than its required Maintenance of Effort for such year, but less than an amount which, together with its actual first year maintenance of Effort expenditure, would be equal to or greater than its two year Maintenance of Effort requirement, the amount of the second year distribution shall be increased by the amount by which the local jurisdiction's actual second year Maintenance of Effort expenditure exceeds its required Maintenance of Effort for such years.
- b. Any remaining undistributed funding shall revert to the Kern Transportation Authority for allocation to projects contained in the Expenditure Plan which are not fully funded and which are of regional significance.

**Subarea Identification.** The Arvin-Lamont subarea will include the City of Arvin, and the unincorporated communities of Lamont and Weedpatch. The Southeast Kern subarea will include the City of California City, and the unincorporated communities of Boron, Mojave, Fremont Valley and Rosamond. The Frazier Park subarea will include the unincorporated communities of Frazier Park, Pine Mountain Club, Lebec and Lake of the Woods. The Indian Wells Valley subarea will include the City of Ridgecrest and the unincorporated communities of Inyokern, Johannesburg and Randsburg. The Lake Isabella subarea will include the unincorporated communities of Onyx, Weldon, Mountain Mesa, Isabella, Wofford Heights, Kernville, Glennville, Woody, and Havilah. The Metropolitan Bakersfield subarea shall include the City of Bakersfield and the unincorporated area defined as the metropolitan planning area. The North Valley subarea shall include the Cities of Delano, McFarland, Wasco, and Shafter and the unincorporated areas of Buttonwillow, and Lost Hills. The Taft-Maricopa subarea will include the Cities of Taft and Maricopa and the unincorporated communities of Ford City, South Taft, Dustin Acres, Valley Acres and McKittrick. The Tehachapi subarea will include the City of Tehachapi and the unincorporated communities of Bear Valley Springs, Stallion Springs, Alpine Forest, Golden Hills and Paris-Lorraine.

**Requirement for Annual Financial and Compliance Audits of Measure “\_” Funds.** The Kern Transportation Authority and each agency receiving an allocation of Measure “\_” revenue authorized in this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Compliance audits also shall be conducted to ensure that each agency is expending funds in accordance with the provisions and guidelines established for Measure “\_” revenue.

**Definitions.** The following definitions shall apply in the Kern Transportation Authority Expenditure Plan listed below:

Major Local Road Program: Major Local Road Program funds are to be used for construction of state highway or major local roads. Projects include construction of new roads, widening of existing roads, new or modified interchanges, railroad grade separations, and new bridges.

Local Road Reconstruction: Funds shall be allocated to each city and the county for the reconstruction, maintenance and rehabilitation of local public streets and roads. Reconstruction, maintenance and rehabilitation are defined as fixing potholes and the regular maintenance and reconstruction of existing streets and roads, including the addition of shoulders to streets and roads that are receiving regular maintenance and rehabilitation. The State Gas Tax Expenditure guidelines shall be used as the guide for determining the proper expenditure of funds. Measure “\_” funds may not be used for the purchase of road reconstruction, maintenance and rehabilitation equipment.

Air Quality: Air quality program funds are to be used for transportation related capital improvement projects. Eligible projects include, but are not limited to: traffic management systems; traffic flow improvement projects (including intelligent transportation infrastructure), bus pullouts; purchasing alternative fuel public fleet vehicles; and installing alternative fuel fueling stations.

Air quality program funds are also eligible for PM 10 strategies that include but not limited to; paving of unstable unpaved public roads and alleys, public unpaved access points onto public paved roads, curbing, paving or stabilizing shoulders on public paved roads.

Transportation Enhancements Program Transportation enhancement funds are to be used for transportation related capital improvement projects that enhance quality-of-life in and around transportation projects. Projects must be over and above required mitigation and normal transportation projects.

Eligible projects include, but are not limited to: pedestrian and bicycle facilities; landscaping and other scenic beautification, rehabilitation of historic transportation facilities; preservation of abandoned railway corridors (including conversion to other transportation uses); and control and removal of outdoor advertising.

Public Transit, Senior and Disabled Transit: Public transit, senior and disabled transit funds are to be used for transportation related operational and capital improvement projects for public, senior and disabled transportation.

Eligible projects eligibility includes, but are not limited to: rural and urban public transit improvements, improvement to senior citizens and disabled transportation services, including the purchase of alternative fuel buses; installation of alternative fuel fueling stations; operating assistance; and intelligent transportation infrastructure projects to improve system operations.

The Kern Transportation Authority shall develop an annual claims process for the distribution of funds in accordance with the provisions of Section VIII of this Ordinance.

**Arvin-Lamont Subarea Expenditure Plan.** In the area described as the Arvin-Lamont Subarea, the following Expenditure Plan shall apply. Schedule D illustrates the estimated cost and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the Arvin-Lamont Subarea over a twenty-year period are estimated to be \$48.4 million.

**B. Major Local Road Projects.** 54% of the revenue for the Arvin-Lamont Subarea shall be used to widen existing state and local roads. As determined by the Kern Council of Governments, each of the projects listed herein will require additional funding from state and federal sources to complete. Portions of Route 223 from Comanche Drive to Route 99 shall be widened to four lanes. In addition portions of Wheeler Ridge Road between Route 223 and Interstate 5 shall be widened to four lanes.

**C. Local Road Reconstruction.** 33% of the revenues for the Arvin-Lamont Subarea shall be distributed to the City of Arvin and the County of Kern to be used for the reconstruction, maintenance and rehabilitation of the city and county local roads.

**D. Air Quality, Public Transportation, Transportation Enhancements.** 13% of the revenues for the Arvin-Lamont Subarea shall be used for projects that improve the air quality, public transit, senior disabled transit or the construction of pedestrian and bicycle facilities as defined in the General Provisions section above. For each five-year period, the City of Arvin and County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**Frazier Park Subarea Expenditure Plan.** In the area described as the Frazier Park Subarea, the following Expenditure Plan shall apply. Schedule E illustrates the estimated and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the Frazier Park Subarea over a twenty-year period are estimated to be \$10.5 million.

**B. Major Local Road Construction.** 53% of the revenue for the Frazier Park Subarea shall be used for development of a winter roadway safety and congestion relief projects.

**C. Local Road Reconstruction.** 34% of the revenues for the Frazier Park Subarea shall be distributed to the County of Kern to be used for the reconstruction, maintenance and rehabilitation of county local roads.

**D. Air Quality, Public Transportation, Transportation Enhancements.** 13% of the revenues for the Frazier Park Subarea shall be used for projects that improve the air quality, public transit, senior disabled transit or the construction of pedestrian and bicycle facilities as defined in the General Provisions section above. For each five-year period, the County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**Indian Wells Valley Subarea Expenditure Plan.** In the area described as the Indian Wells Valley Subarea, the following Expenditure Plan shall apply. Schedule F illustrates the estimated cost and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the Indian Wells Valley Subarea over a twenty-year period are estimated to be \$44.1 million.

**B. Major Local Road Construction.** 60% of revenue for the Indian Wells Valley Subarea shall be used to begin the environmental process to widen State Route 14 from Red Rock Canyon to north of Route 178. Revenue shall also be used to begin the environmental process to construct a new interchange at the intersection of South China Lake Blvd. and State Route 395. The eastern half of College Heights Blvd. shall be constructed from South China Lake Blvd. to Jarvis Street. As determined by the Kern Council of Governments, each of the projects listed herein will require additional funding from state and federal sources to complete.

The City of Ridgecrest shall reconstruct Upjohn Ave. from Brady to South China Lake Blvd., Downs St. from Upjohn Ave. to Ridgecrest Blvd., Norma St. from Las Flores Ave. to Ridgecrest Blvd., Norma St. from Bowman Rd. to South China Lake Blvd., Drummond Ave. from Norma St. to North China Lake Blvd., Richmond Rd. from Ridgecrest Blvd. to Bowman Rd. The County of Kern shall utilize \$10 million to pave, unpaved county roads in the Indian Wells Valley.

**C. Local Road Reconstruction.** 26% of the revenues for the Indian Wells Valley Subarea shall be distributed to the City of Ridgecrest and the County of Kern to be used for the reconstruction, maintenance and rehabilitation of city and county local roads.

**D. Air Quality, Public Transportation, Transportation Enhancements.** 14% of the revenues for the Indian Wells Valley Subarea shall be used for projects that improve the air quality, public transit, senior disabled transit or the construction of pedestrian and bicycle facilities as defined in the General Provisions section above. For each five-year period, the City of Ridgecrest and the County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**Lake Isabella Subarea Expenditure Plan.** In the area described as the Lake Isabella Subarea, the following Expenditure Plan shall apply. Schedule G illustrates the estimated cost and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the Lake Isabella Subarea over a twenty-year period are estimated to be \$27.6 million.

**B. Major Local Road Construction.** 44% percent of the revenue for the Lake Isabella Subarea shall be used to replace the South Fork Bridge on Sierra Way and to raise the roadway, guard-rails on Caliente-Bodfish Road, and construction of a new roadway on Isabella to provide a second access to Erskin Creek Road. As determined by the Kern Council of Governments, each of the projects listed herein will require additional funding from state and federal sources to complete.

**C. Local Road Reconstruction.** 45% of the revenues for the Lake Isabella Subarea shall be distributed to the County of Kern to be used for the reconstruction, maintenance and rehabilitation of county local roads.

**D. Air Quality, Public Transportation, Transportation Enhancements.** 11% of the revenues for the Lake Isabella Subarea shall be used for projects that improve the air quality, public transit, senior disabled transit or the construction of pedestrian and bicycle

facilities as defined in the General Provisions section above. For each five-year period, the County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**Metropolitan Bakersfield Subarea Expenditure Plan.** In the area described as the Metropolitan Bakersfield Subarea, the following Expenditure Plan shall apply. Schedule H illustrates the estimated cost and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the Metropolitan Bakersfield Subarea over a twenty-year period are estimated to be \$484.4 million.

**B. Major Local Road Construction.** 48% of the revenue for the Metropolitan Bakersfield Subarea shall be used to construct major local road projects. As determined by the Kern Council of Governments, each of the projects listed herein will require additional funding from state and federal sources to complete. Projects in the Metropolitan Bakersfield Subarea to be constructed include the Bakersfield Beltway System, Centennial Corridor Loop, State Route 178 east of Fairfax Dr. and widening of existing State Route 178 to four lanes, Rosedale/24<sup>th</sup> Street Corridor.

**C. Local Road Reconstruction.** 39% of the revenues for the Metropolitan Bakersfield Subarea shall be distributed to the City of Bakersfield and the County of Kern. The funds are to be used for the reconstruction, maintenance and rehabilitation of city and county local roads.

**D. Public Transportation.** 9% of the revenues for the Metropolitan Bakersfield Subarea shall be used for projects that improve public transit as defined in the General Provisions section above. 1% of the revenue of the Metropolitan Bakersfield Subarea shall be used for projects that improve projects for senior disabled transit as defined in the General Provisions section above.

**E. Transportation Enhancements.** 1% of the revenues for the Metropolitan Bakersfield Subarea shall be used for construction of pedestrian and bicycle facilities as defined in the General Provisions section above. For each five-year period, the City of Bakersfield and County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**F. Air Quality.** 3% of the revenues for the Metropolitan Bakersfield Subarea shall be used for projects that improve the air quality as defined in the General Provisions section above. For each five-year period the City of Bakersfield, County of Kern and Golden Empire Transit District shall develop a program of eligible projects to be approved and funded by the Authority.

**North Valley Subarea Expenditure Plan.** In the area described as the North Valley Subarea, the following Expenditure Plan shall apply. Schedule I illustrates the estimated cost and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the North Valley Subarea over a twenty-year period are estimated to be \$157.4 million.

**B. Major Local Road Construction.** 57% of the revenue for the North Valley Subarea shall be used to construct major local road projects. As determined by the Kern Council of Governments, each of the projects listed herein will require additional funding from state and federal sources to complete. State Route 46 from Interstate 5 to the San Luis Obispo County line shall be widened to four lanes. State Route 46 from State Route 99 to Wasco will be widened to four lanes. The interchange at Woollomes Road and State Route 99 will be improved to handle the increased traffic. Santa Fe Way from Hageman Ave. to Los Angeles St. will be widened to four lanes.

**C. Local Road Reconstruction.** 31% of the revenues for the North Valley Subarea shall be distributed to the cities of Delano, McFarland, Wasco, Shafter and the County of Kern to be used for the reconstruction, maintenance and rehabilitation of city and county local roads.

**D. Air Quality, Public Transportation, Transportation Enhancements.** 12% of the revenues for the North Valley Subarea shall be used for projects that improve the air quality, public transit, senior disabled transit or the construction of pedestrian and bicycle facilities as defined in the General Provisions section above. For each five-year period, the cities of Delano, McFarland, Wasco, Shafter and County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**Southeast Kern Subarea Expenditure Plan.** In the area described as the Southeast Kern Subarea, the following Expenditure Plan shall apply. Schedule J illustrates the estimated cost and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the Southeast Kern Subarea over a twenty-year period are estimated to be \$53.2 million.

**B. Major Local Road Construction.** 56% of the revenue for the Southeast Kern Subarea shall be used to construct major local road projects. As determined by the Kern Council of Governments, each of the projects listed herein will require additional funding from state and federal sources to complete. Construct Twenty Mule Team Road from the City of California City to State Route 58. Construct a new road from the North Gate of Edwards Air Force Base to the City of California. Construct a grade separation on Rosamond Blvd. over the Union Pacific Railroad. In Mojave, construct a grade separation of the Trona Branch Railroad connecting "K" Street to State Route 14.

**C. Local Road Reconstruction.** 30% of the revenues for the Southeast Kern Subarea shall be distributed to the City of California City and the County of Kern to be used for the reconstruction, maintenance and rehabilitation of city and county local roads.

**D. Air Quality, Public Transportation, Transportation Enhancements.** 14% of the revenues for the Southeast Kern Subarea shall be used for projects that improve the air quality, public transit, senior disabled transit or the construction of pedestrian and bicycle facilities as defined in the General Provisions section above. For each five-year period, the City of California City and County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**Taft-Maricopa Subarea Expenditure Plan.** In the area described as the Taft-Maricopa Subarea, the following Expenditure Plan shall apply. Schedule K illustrates the estimated cost and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the Taft-Maricopa Subarea over a twenty-year period are estimated to be \$35.3 million.

**B. Major Local Road Construction.** 28% of the revenue for the Taft-Maricopa Subarea shall be used to construct major local road projects. As determined by the Kern Council of Governments, each of the projects listed herein will require additional funding from state and federal sources to complete. State Route 119 will be widened to four lanes from Interstate 5 to Tupman Road.

**C. Local Road Reconstruction.** 59% of the revenues for the Taft-Maricopa Subarea shall be distributed to the cities of Taft, Maricopa and County of Kern to be used for the reconstruction, maintenance and rehabilitation of city and county local roads.

**D. Air Quality, Public Transportation, Transportation Enhancements.** 13% of the revenues for the Taft-Maricopa Subarea shall be used for projects that improve the air quality, public transit, senior disabled transit or the construction of pedestrian and bicycle facilities as defined in the General Provisions section above. For each five-year period, the cities of Taft, Maricopa and County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**Tehachapi Subarea Expenditure Plan.** In the area described as the Tehachapi Subarea, the following Expenditure Plan shall apply. Schedule L illustrates the estimated cost and projects to be constructed in the area.

**A. Revenue Estimates.** Tax revenues generated by Ordinance 06-01 for the Tehachapi Subarea over a twenty-year period are estimated to be \$38.6 million.

**B. Major Road Construction.** 58% of the revenue for the Tehachapi Subarea shall be used to construct major local road projects. As determined by the Kern Council of Governments, each of the projects listed herein will require additional funding from state and federal sources to complete. State Route 202 will be widened to four lanes from Tehachapi-Woodford Rd. to Cummings Valley Rd. The Dennison Rd. Interchange at State Route 58 will be improved and on and off ramps added. Valley Blvd. will be widened to four lanes from Tucker Road to Curry Ave.

**C. Local Road Reconstruction.** 28% of the revenues for the Tehachapi Subarea shall be distributed to the City of Tehachapi and County of Kern to be used for the reconstruction, maintenance and rehabilitation of city and county local roads.

**D. Air Quality, Public Transportation, Transportation Enhancements.** 14% of the revenues for the Tehachapi Subarea shall be used for projects that improve the air quality, public transit, senior disabled transit or the construction of pedestrian and bicycle facilities as defined in the General Provisions section above. For each five-year period, the City of Tehachapi and County of Kern shall develop a program of eligible projects to be approved and funded by the Authority.

**Measure “\_” Transportation Expenditure Schedules**

**SCHEDULE A**

**Countywide Measure “\_” Revenue Distribution**

<b>Estimated Countywide Expenditure Measure “_” Distribution</b>	<b>Amount</b>
Arvin Lamont Sub-Region	\$48.5 million
Frazier Park Sub-Region	\$10.6 million
Indian Wells Valley Sub-Region	\$44.1 million
Lake Isabella Sub-Region	\$27.6 million
Metro Bakersfield Sub-Region	\$484.5 million
North Valley Sub-Region	\$157.5 million
Southeast Kern Sub-Region	\$53.3 million
Taft-Maricopa Sub-Region	\$35.3 million
Tehachapi Sub-Region	\$38.7 million
<b>Total Countywide Estimated Expenditures</b>	<b>\$900 million</b>

**SCHEDULE B**

**Transportation Improvement Revenue**

<b>Total Countywide Transportation Measure “_” Revenues</b>	<b>Amount</b>
Estimate Countywide Measure “_” Revenue	\$947 million
(Less 1% Administrative Fee, 2% Board of Equalization Collection Charge)	\$27 million
<b>Countywide Measure “_” Revenue Available for Transportation Projects</b>	<b>\$920 million</b>
Estimated State and Federal Revenues	\$926 million
Estimated Contributions from New Development	\$500 million
Federal Demonstration Funds	\$740 million
<b>Total Estimated Revenue Available for Transportation Projects</b>	<b>\$3.09 billion</b>

### SCHEDULE C

#### Distribution of Measure “\_” Funds by Major Category

Funding Category	Amount	Percentage
Major Road Projects	\$453.6 million	49.3%
Local Road Reconstruction	\$346.8 million	37.7%
Air Quality, Transit, Bicycle and Enhancement Program	\$119.6 million	13.0%
<b>Total Measure “_” Project Funding</b>	<b>\$920.0 million</b>	<b>100%</b>

### SCHEDULE D

#### Arvin –Lamont Subarea Expenditure Plan

Project Description	Amount
Route 223 (Comanche to Route 99) widen to four lanes	\$11.1 million
Wheeler Ridge Road (Route 223 to interstate 5) widen portions to four lanes	\$15.1 million
City of Arvin Local Roads Reconstruction	\$4.9 million
County of Kern Local Roads Reconstruction	\$11 million
Air Quality, Transit, Bicycle and Enhancement Program	\$6.3 million
<b>Total Arvin-Lamont Sub-Region Measure “_” Revenue</b>	<b>\$48.4 million</b>

## SCHEDULE E

### Frazier Park Subarea Expenditure Plan

Project Description	Amount
Winter Safety and Congestion Relief Project	\$5.6 million
County of Kern Local Roads Reconstruction	\$3.6 million
Air Quality, Transit, Bicycle and Enhancement Program	\$1.3 million
<b>Total Frazier Park Sub-Region Measure “_” Revenue</b>	<b>\$10.5 million</b>

## SCHEDULE F

### Indian Wells Valley Subarea Expenditure Plan

Project Description	Amount
Route 14 (Route 178 to Red Rock Canyon) widening - begin environmental	\$3.3 million
Route 395 at South China Lake - new interchange - begin environmental	\$3.0 million
College Heights Blvd. (South China Lake Blvd. to Jarvis) widen to four lanes	\$5.8 million
Upjohn Ave. (Brady to South China Lake Blvd.) reconstruct existing road	\$1.8 million
Downs St. (Upjohn Ave to Ridgecrest Blvd.) reconstruct existing road	\$775,000
Norma St. (Las Flores Ave. to Ridgecrest Blvd.) reconstruct existing road	\$375,000
Norma St. (Bowman Road to South China Lake Blvd.) reconstruct existing road	\$375,000
Drummond Ave. (Norma St. to N. China Lake Blvd.) reconstruct existing road	\$245,500
Richmond Rd. (Ridgecrest Blvd. to Bowman Rd.) reconstruct existing road	\$1.0 million
Pave various County unpaved roads	\$10.0 million
City of Ridgecrest Local Roads Reconstruction	\$7.7 million
County of Kern Local Roads Reconstruction	\$3.7 million
Air Quality, Transit, Bicycle and Enhancement Program	\$6.0 million
<b>Total Indian Wells Valley Sub-Region Measure “_” Revenue</b>	<b>\$44.1 million</b>

## SCHEDULE G

### Lake Isabella Subarea Expenditure Plan

Project Description	Amount
Sierra Way at South Fork Bridge (replace bridge and raise road)	\$ 9.0 million
Caliente-Bodfish Road (install guard -rails)	\$ 1.0 million
Construction of a new roadway (second access to Erskin Creek Road)	\$ 2.3 million
County of Kern Local Road Reconstruction	\$12.4 million
Air Quality, Transit, Bicycle and Enhancement Program	\$2.9 million
<b>Total Lake Isabella Sub-Region Measure “_” Revenue</b>	<b>\$27.6 million</b>

## SCHEDULE H

### Metropolitan Bakersfield Subarea Expenditure Plan

Project Description	Amount
Bakersfield Beltway System	
North Beltway	\$7.5 million
West Beltway	\$50.0 million
Extend Route 58 to I-5 (South Beltway environmental only)	\$2.5 million
Centennial Corridor Loop	
Crosstown Freeway Corridor	\$45.8 million
State Route 178 Extend West to Route 99	\$34.5 million
Hageman Flyover at Route 99	\$11.4 million
State Route 178 East	
Morning Drive interchange (construct interchange)	\$11.6 million
State Route 178 Freeway (extend freeway)	\$34.8 million
Existing State Route 178 (widen to 6 lanes)	\$1.6 million
Rosedale Highway and 24 <sup>th</sup> Street	
Rosedale Highway (widen to 6 lanes)	\$13.9 million
Oak Street and 24 <sup>th</sup> Street (construct interchange)	\$12.6 million
24 <sup>th</sup> Street east of Oak Street (widen to 6 lanes)	\$6.3 million
City of Bakersfield Local Road Reconstruction	\$158.9 million
County of Kern Local Road Reconstruction	\$28.0 million
Golden Empire Transit	\$45.0 million
Senior Disabled Transit	\$5.0 million
Air Quality, Bicycle and Enhancement Program	\$15.0 million
<b>Total Metropolitan Bakersfield Sub-Region Measure “_” Revenue</b>	<b>\$484.4 million</b>

## SCHEDULE I

### North Valley Subarea Expenditure Plan

<b>Project Description</b>	<b>Amount</b>
State Route 46 (I-5 to SLO County Line) widen to four lanes	\$20.8 million
State Route 46 (Route 99 to Wasco) widen to four lanes	\$30.8 million
State Route 99 at Woollomes Road (improve interchange)	\$10.8 million
Santa Fe Way from Hageman Rd. to Los Angeles St. (widen to 4 lanes)	\$12.8 million
City of Delano Local Road Reconstruction	\$14.8 million
City of McFarland Local Road Reconstruction	\$3.7 million
City of Wasco Local Road Reconstruction	\$8.1 million
City of Shafter Local Road Reconstruction	\$4.9 million
County of Kern Local Road Reconstruction	\$32.5 million
Air Quality, Transit, Bicycle and Enhancement Program	\$18.2 million
<b>Total North Valley Sub-Region Measure “_” Revenue</b>	<b>\$157.4 million</b>

## SCHEDULE J

### Southeast Kern Subarea Expenditure Plan

<b>Project Description</b>	<b>Amount</b>
Twenty Mule Team Road (California City to Route 58) construct new road	\$9.5 million
North Gate Road (California City to Edwards AFB) construct new road	\$9.5 million
Rosamond Blvd. at UP Railroad (construct grade separation)	\$5.5 million
Extend K Street to Route 14 (construct grade separation)	\$5.5 million
City of California City Local Road Reconstruction	\$3.2 million
County of Kern Local Road Reconstruction	\$12.8 million
Air Quality, Transit, Bicycle and Enhancement Program	\$7.2 million
<b>Total Southeast Kern Sub-region Measure “_” Revenue</b>	<b>\$53.2 million</b>

## SCHEDULE K

### Taft-Maricopa Subarea Expenditure Plan

<b>Project Description</b>	<b>Amount</b>
Route 119 (I-5 to Tupman Road) widen to four lanes	\$17.4 million
City of Maricopa Local Road Reconstruction	\$1.4 million
City of Taft Local Road Reconstruction	\$2.4 million
County of Kern Local Road Reconstruction	\$9.7 million
Air Quality, Transit, Bicycle and Enhancement Program	\$4.4 million
<b>Total Taft-Maricopa Sub-Region Measure “_” Revenue</b>	<b>\$35.3 million</b>

## SCHEDULE L

### Tehachapi Subarea Expenditure Plan

<b>Project Description</b>	<b>Amount</b>
Route 202-Tehachapi-Woodford Road to Cummings Valley Road (widen to four lanes)	\$6.3 million
Route 202-Tucker Road to Tehachapi-Woodford Road (widen to four lanes)	\$2.2 million
Route 58 at Dennison Road (improve interchange)	\$6.1 million
Valley Blvd. (Tucker Road to Curry Ave.) widen to four lanes	\$7.8 million
City of Tehachapi Local Road Reconstruction	\$3.3 million
County of Kern Local Road Reconstruction	\$7.5 million
Air Quality, Transit, Bicycle and Enhancement Program	\$5.4 million
<b>Total Tehachapi Sub-Region Measure “_” Revenue</b>	<b>\$38.6 million</b>