

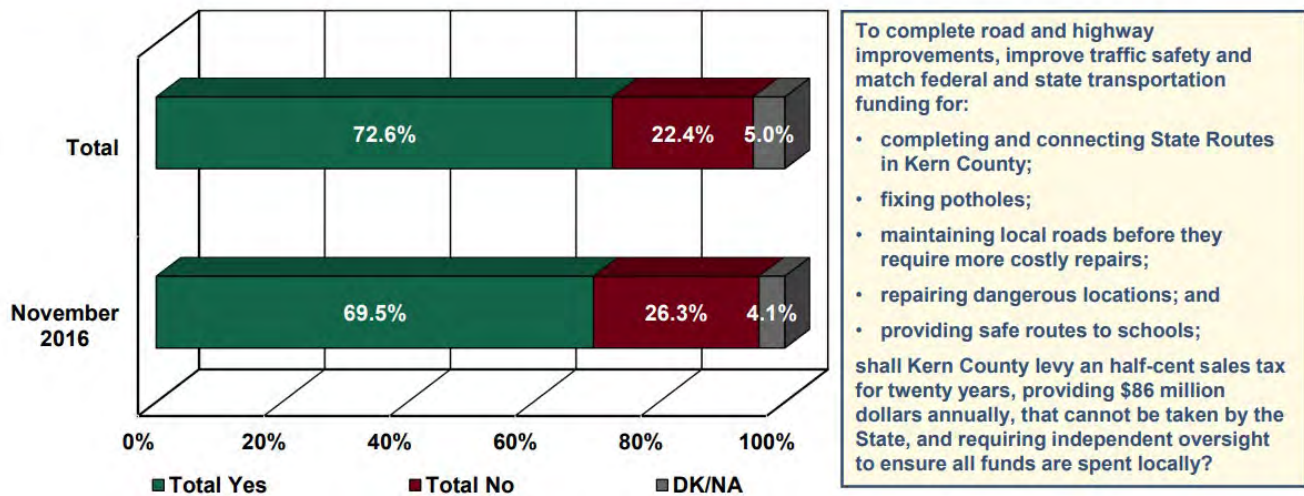
Attachment 1) – 2016 Quality of Life 1-Question Survey Results

The survey is available online at: https://www.kerncog.org/wp-content/uploads/2009/11/community_survey_2016.pdf

Q12. Support for Sales Tax (n=1,208)

GODBE RESEARCH
Gain Insight

As a test of uninformed support for a ballot measure to fund transportation projects, residents were read only a ballot question summarizing the features of a 1/2¢ sales tax. In response total support for the sample of all residents registered at 72.6% ("Definitely yes" 42.9%, "Probably yes" 29.7%), with total opposition at 22.4% ("Definitely no" 14.8%, "Probably no" 7.5%), and 5.0% undecided (DK/NA). Total support for the sample of likely November 2016 voters was ("Definitely yes" 43.0%, "Probably yes" 26.5%), and total opposition was at 26.3% ("Definitely no" 18.0%, "Probably no" 8.2%), with the remaining 4.1% undecided (DK/NA). There is a solid base of support, slightly above the two-thirds majority requirement. However, when the 2.82% margin of error is accounted for, support for the November 2016 election cycle could drop to this threshold.



12. To complete road and highway improvements, improve traffic safety and match federal and state transportation funding for: • completing and connecting State Routes in Kern County; • fixing potholes; • maintaining local roads before they require more costly repairs; • repairing dangerous locations; and • providing safe routes to schools; shall Kern County levy an half-cent sales tax for twenty years, providing \$86 million dollars annually, that cannot be taken by the State, and requiring independent oversight to ensure all funds are spent locally? If the election were held today, would you vote yes or no on this measure?	Definitely yes	42.9%	518
	Probably yes	29.7%	359
	Probably no	7.5%	91
	Definitely no	14.8%	179
	DK/NA	5.0%	61
	Total Yes	72.6%	
	Total No	22.4%	

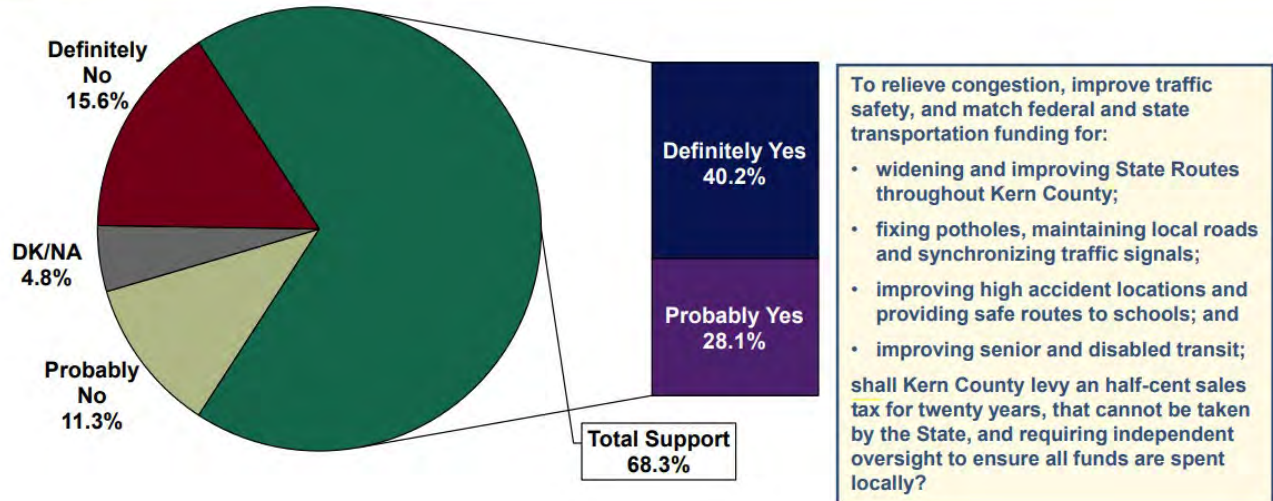
Attachment 2) – 2015 Quality of Life 1-Question Survey Results

The survey is available online at: https://www.kerncog.org/wp-content/uploads/2009/11/community_survey_2015.pdf.

Q13. Uninformed Support for Sales Tax (n=1,116)

GODBE RESEARCH
Gain Insight

As a test of uninformed support for a ballot measure to fund transportation projects, voters in the County were read only a ballot question that summarized the main features of a 1/2¢ sales tax. In response total support registered at 68.3% (“Definitely yes” 40.2%, “Probably yes” 28.1%). In comparison, total opposition was at 26.9% (“Definitely no” 15.6%, “Probably no” 11.3%), with the remaining 4.8% undecided (DK/NA). These results indicate that there is a solid base of support, slightly above the two-thirds majority requirement. However, when the 2.93% margin of error is accounted for, support could be as low as 65.4%, or as high as 71.2%.



Q13. Uninformed Support for Sales Tax Individual Party Comparisons

GODBE RESEARCH
Gain Insight

When the data is analyzed according to individual party affiliation, the highest levels of support derive from Democrats, with total support at 74.0%. Democrats also gave the highest level of “Definitely yes” support at 47.8%. At the individual party level, the Republicans and voters registered with other parties indicated the highest total opposition at 22.9% and 23.6%, respectively.

	Party				
	Total	Democrat	Republican	Other	DTS
Total	1116	473	351	53	239
Definitely yes	449 40.2%	226 47.8%	123 35.1%	13 25.1%	86 36.1%
Probably yes	313 28.1%	124 26.2%	96 27.3%	15 27.2%	79 33.2%
Probably no	126 11.3%	58 12.2%	37 10.6%	11 19.7%	20 8.6%
Definitely no	175 15.6%	44 9.2%	80 22.9%	13 23.6%	38 15.9%
DK/NA	53 4.8%	21 4.5%	14 4.1%	2 4.4%	15 6.3%

Q13. Uninformed Support for Sales Tax Household Party Comparisons

GODBE RESEARCH
Gain Insight

When looking at household party types, respondents from single-Democrat households stated the highest levels of total support for the measure. The highest level of total opposition for the measure was expressed by respondents from households with one or more Republicans, households with mixed party affiliation, and households with voters registered with other parties.

	Household Party						
	Total	Dem 1	Dem 2+	Rep 1	Rep 2+	Mixed	Other
Total	1116	280	121	160	126	201	228
Definitely yes	449 40.2%	135 48.4%	53 43.7%	66 41.2%	46 36.7%	68 33.7%	80 35.3%
Probably yes	313 28.1%	71 25.3%	40 32.7%	44 27.5%	30 24.0%	61 30.1%	68 29.9%
Probably no	126 11.3%	40 14.4%	12 9.8%	17 10.7%	10 7.8%	21 10.3%	26 11.4%
Definitely no	175 15.6%	21 7.4%	13 10.9%	28 17.4%	34 27.2%	39 19.2%	40 17.6%
DK/NA	53 4.8%	13 4.5%	3 2.8%	5 3.2%	5 4.3%	13 6.7%	13 5.8%

Q13. Uninformed Support for Sales Tax Registration Date Comparisons

GODBE RESEARCH
Gain Insight

When the data are analyzed in terms of the year the resident registered to vote, voters who registered in the timeframe of 2005 to 2008 and from 1981 to 1992 were more likely to say they would definitely vote no on this measure.

	Registration Date								
	Total	2013 to 2014	2009 to 2012	2005 to 2008	2001 to 2004	1997 to 2000	1993 to 1996	1981 to 1992	1980 or before
Total	1116	314	334	196	125	31	37	63	15
Definitely yes	449 40.2%	124 39.5%	143 42.9%	78 39.7%	51 40.9%	12 39.7%	11 28.2%	20 32.0%	9 58.9%
Probably yes	313 28.1%	99 31.4%	105 31.4%	50 25.6%	23 18.6%	9 29.4%	11 29.0%	15 23.1%	2 13.9%
Probably no	126 11.3%	37 11.9%	28 8.3%	19 9.9%	21 17.0%	3 10.1%	5 14.2%	10 15.2%	2 15.1%
Definitely no	175 15.6%	31 9.9%	45 13.4%	42 21.4%	24 19.1%	6 19.6%	9 24.1%	16 25.6%	2 11.9%
DK/NA	53 4.8%	23 7.3%	13 4.0%	7 3.3%	6 4.4%	0 1.2%	2 4.5%	3 4.2%	0 .2%

2015 Survey Question (results include non-registered voters)

<p>13. To relieve congestion, improve traffic safety, and match federal and state transportation funding for:</p> <ul style="list-style-type: none"> • widening and improving State Routes throughout Kern County; • fixing potholes, maintaining local roads and synchronizing traffic signals; • improving high accident locations and providing safe routes to schools; and • improving senior and disabled transit; <p>shall Kern County levy an half-cent sales tax for twenty years, that cannot be taken by the State, and requiring independent oversight to ensure all funds are spent locally? If the election were held today would you vote Yes or No on this measure?</p>	Definitely yes	40.1%	483
	Probably yes	29.0%	349
	Probably no	10.9%	131
	Definitely no	15.3%	185
	DK/NA	4.8%	57
	Total Yes	69.0%	
	Total No	26.2%	



Self-Help Counties Coalition

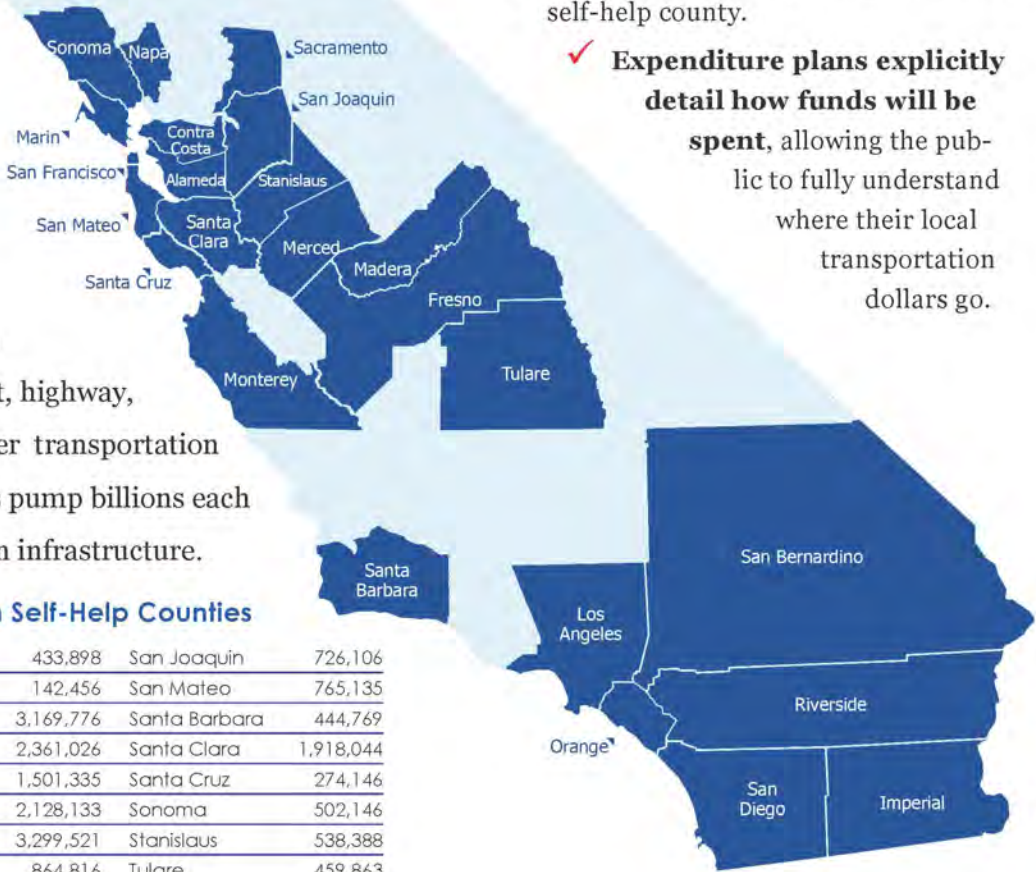
Locally Funded Transportation Investments

California’s Economy Fueled by Local Sales Tax Measures

THROUGHOUT California, 24 county transportation agencies have formed the Self-Help Counties Coalition (SHCC). **Self-Help Counties move people, goods and services that are vital to the quality of life and economic strength of California.**

Californians depend on these agencies for accessible, safe, innovative and cutting-edge transportation solutions. Each county delivers voter-approved (by super-majority) transportation sales tax measures that fund transit, highway, freight, bicycle, pedestrian and other transportation programs. Together, these counties pump billions each year into California’s transportation infrastructure.

In California, 24 Self-Help Counties will fund approximately \$194 billion of voter-approved transportation investments by mid-century, injecting billions each year into essential transportation programs and projects.



- ✓ **Self-Help Counties create and maintain jobs** for transportation infrastructure, operations and maintenance.
- ✓ The SHCC provides a **reliable and stable funding stream** that far outstrips state and federal funding on an annual basis.
- ✓ The SHCC has **extensive accountability** measures and six oversight on all taxpayer’s dollars.
- ✓ The public has **direct access to local decision-makers**, and public meetings are held each month throughout the state with public opportunities to participate in every self-help county.
- ✓ **Expenditure plans explicitly detail how funds will be spent**, allowing the public to fully understand where their local transportation dollars go.

88% of California’s population is in Self-Help Counties

Alameda	1,638,215	Monterey	433,898	San Joaquin	726,106
Contra Costa	1,126,745	Napa	142,456	San Mateo	765,135
Fresno	974,861	Orange	3,169,776	Santa Barbara	444,769
Imperial	180,191	Riverside	2,361,026	Santa Clara	1,918,044
Los Angeles	10,170,292	Sacramento	1,501,335	Santa Cruz	274,146
Madera	154,998	San Bernardino	2,128,133	Sonoma	502,146
Marin	261,221	San Diego	3,299,521	Stanislaus	538,388
Merced	268,455	San Francisco	864,816	Tulare	459,863

Total Population: 34 Million

Local Funding for Major Transportation Initiatives

CALIFORNIA REPRESENTS

the largest economy in the U. S., and the sixth largest in the world. Its diverse industries range from agriculture to mining to biotechnology to the Internet, all of which support the state's economic strength.

Each industry relies on a backbone of transportation to move its people, goods and services.

Local sales tax dollars represent a stable fund source to finance critical transportation programs and projects, despite volatile federal and state funding. The Self-Help Counties spend a small portion of the sales tax on administration. The majority of sales tax expenditures result in:

- ✓ **Job creation:** Local sales tax dollars are pumped back into the local economy through contracts with local firms. Transportation system improvements require the services of architects, engineers, construction workers, project managers and other professionals. High-quality, efficient transportation systems attract and retain businesses in California.
- ✓ **Mobility:** The Self-Help Counties invest in multimodal transportation that provides choices for the traveling public — from express bus services, pathways for bicyclists and pedestrians, and public transit for youth, seniors and people with disabilities, to road and highway investments in arterials and the state's goods movement infrastructure.



Local goods movement investments support state and national economic strength.

- ✓ **Technological innovation:** Implementing technologies on heavily traveled roadways such as express lanes, adaptive ramp metering, real-time signage, monitoring and incident management reduces congestion and travel time and improves safety. Throughout California, the SHCC is implementing state-of-the-art transportation solutions.



Technical innovations reduce congestion and travel time and improve air quality.

- ✓ **Community vitality:** Reinvesting local dollars back into communities attracts additional funding resources. Leveraging these local dollars allows counties to complete major capital infrastructure projects, operate public transit and paratransit services and focus on transit oriented development to revitalize communities and meet the needs of people at all income levels.



Local dollars reinvested help meet the transportation needs of the community.



Providing multimodal alternatives to driving reduces greenhouse gas emissions.

- ✓ **Sustainability:** Multimodal investments — bicycle and pedestrian improvements, public transit and paratransit for seniors and people with disabilities — support greenhouse gas reduction mandates in California Assembly Bill 32, the Global Warming Solutions Act, and California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008. These investments also support Sustainable Communities Strategies across the state.

Self-Help Transportation Spending in California

Based on the projections from the individual Self-Help Counties' expenditure plans, approximately \$194 billion will be infused in California's transportation infrastructure from local transportation sales tax measures over the next 30-40 years.

Multimodal Investments

- ✓ Capital Projects
- ✓ Local Streets & Roads
- ✓ Mass Transit
- ✓ Paratransit
- ✓ Express Bus
- ✓ Bicycle & Pedestrian
- ✓ Program Administration
- ✓ Transit Oriented Development

Total: \$194 Billion

Attachment 4) - Draft 6-Month Timeline/Milestones

Date	Strategy/Action
February 2024	Develop customized PowerPoint presentation for each city council
February 2024	Coordinate timeline and activities with private campaign committee
February 2024	Shoot footage, edit and distribute measure video to cable outlets, cities/county (KGOV, etc.)
February 2024	Send letter and Website link information to cities/county to request links from their website to the Measure section of the Kern COG website
February 2024	Schedule presentation; assign speaker's bureau members as required for community presentations
February 2024	Develop resolution of support and sample agenda items for city/county approval information measure expenditure plan
February-March 2024	Write and e-mail local measure articles to chambers of commerce for suggested inclusion in their newsletters
February-March 2024	Design and print measure fact card with transit information for dissemination to bus riders
February-March 2024	Meet with editorial boards of county newspapers to discuss need for local measure
February-March 2024	Schedule Kern COG staff members to attend city council meetings to provide information, as needed, during discussion of measure expenditure plan
February-May 2024	Meet with local groups and develop community representation to discuss mitigations fees and nexus with local measure
February 2024	Schedule City-County conference with presentation about measure and need for information to be disseminated by local elected officials
February 2024	Design and print measure fact card for insertion on city/county payroll envelopes and utility bills
March 2024	Board authorizes Kern COG to proceed with preparations for placing local measure on the November 2026 election ballot
March 2024	Obtain Kern COG Board approval to circulate measure expenditure plan to cities and Board of Supervisors for their consideration; secure approval by majority of cities with majority of population by May 1, 2026
February 2024	Develop resolution of support and sample agenda item for city/county approval of local measure expenditure plan

March-April 2024	Gather quotes for printing and mailing of production of public information materials
March-April 2024	Print posters for placement in senior centers, other organizations' offices
March 2024	Mail local measure brochure and letter to city offices and chambers of commerce for display
March 2024	Coordinate timeline and activities with private campaign committee
April 2024	Begin work on measure project maps, gather photos of projects collect zip codes and sort projects on preparation of mailing pieces
April 2024	Finalize and mail measure reference materials (Top 10 Reasons, How You Can Help, Q&A) to Kern COG Board
April 2024	Survey/Poll: Conduct poll of proposed expenditure plan using the Kern COG quality of life survey consultant - Godbe
May-November 2024	Attend community fairs and conferences to disseminate local measure information
May 2024	Update information on revenue and gas tax revenue for informational purposes during presentations and meetings with editorial boards
May 2024	Send follow-up letter and website link information to cities/county to request links from their website to the Measure section of the Kern COG website
May 2024	Mail local measure brochure and letters to legislative offices for display
June-September 2024	Design, edit and mail public information pieces about measure to likely voters and other selected residents. Mailer targeted to geographic areas and provides details about measure projects of interest to those areas
June-October 2024	Meet with newspaper editorial boards countywide
June 2024	Hold community media event to bring attention to transportation needs, promote local measure
June 2024	Obtain Kern COG Board approval of measure expenditure plan; also obtain approval of ordinance, CEQA exemption and request the Kern County Board of Supervisors to place measure in November 7, 2026 ballot
June 2024	Coordinate timeline and activities with private campaign committee

June 2024	Host meeting of city local officials to present latest local measure information and possible plan for election
June 2024	Finalize measure fact sheets for all cities /county jurisdictions
June 2024	Obtain Kern COG Board approval to award printing and mail house contract for measure public information pieces
June 2024	Send mailer to cities, chambers of commerce and legislative offices for display in lobbies;
July 2024	Obtain approval by County Board of Supervisors to place measure on ballot
July-August 2024	Package expenditure plan, charts and map for Registrar of Voters for inclusion in sample ballot
July-October 2024	Respond to private committee request for expenditure plan presentations at meetings of chambers of commerce, service clubs and community organizations; assigned members of speaker's bureau to these presentations
August 2024	Update all local contacts by e-mail (cities, county chambers, others)
August 2024	Coordinate timeline and activities with private campaign committee
August 2024	Appear on cable television show with local mayor to explain transportation measure
August-September 2024	Prepare news articles to cities, county, chambers and other community organizations (KTF, Realtors, BIA) for suggested placement in newsletters; post on Kern COG website
September-October 2024	Private campaign committee mailings-multiple versions target to geographic areas and age groups
September–October 2024	Work with local groups to host Regional Forums to spotlight local measure (Auto Club, League of Women Voters, Colleges, etc)
October 2024	Send mailer to cities, chambers of commerce and legislative offices for display in lobbies
October 2024	Respond to request for interviews by print, radio and local television.
November 5, 2024	Election Day!

Attachment 5) - Draft 2-Year Timeline/Milestones

Date	Strategy/Action
October 2024	Hold Kern COG staff planning session to discuss potential measure, timing for placement on ballot, key audiences, message, contingencies, printed materials, presentation, use of media, signage, and other communication strategies
October 2024	Develop Ballot Measure Questions for annual Quality of Life Survey next Spring
November 2024	Action Item by Kern COG Board of Directors to instruct staff to research transportation funding options, propose OWP amendment if needed.
November 2024	Survey/Poll: Board of Realtors to poll on ballot measure
November 2024	Draft Report: Transportation Funding Paths – Prosperity or Ruin
January 2025	Establish Kern COG Board ad hoc Committee to develop local measure and coordinate with private campaign committee
January 2025	Visit legislature to educate on need for 55% threshold
February 2025	Schedule Kern COG staff members to attend community workshops to provide information, as needed, during discussion of measure expenditure plan
February 2025	Coordinate timeline and activities with private campaign committee
February 2025	Collect and prepare impact fee report within areas of county
March-April 2025	Develop logo for measure, obtain approval from Board of Directors
March 2025	Obtain Kern COG Board approval to hire firm to survey, poll and measure development.
April-May 2025	Hold community workshops for in-depth discussion/review of expenditure plans
May-June 2025	Kern COG Executive Director to meet individually with elected leaders of cities and county to address specific concerns/questions about expenditure plan
April 2025	Survey/Poll: Conduct second poll of proposed expenditure plan using the Kern COG quality of live survey
May 2025	Create draft measure expenditure plan with projects and percentages

May 2025	Conduct air quality conformity analysis of proposed expenditure plan
May 2025	Analyze results of second survey and present results to ad hoc committee
June 2025	Present draft measure expenditure plan to Board Ad Hoc Committee
June 2025	Launch expanded Kern COG Website with information about transportation issues and local measure
June 2025	Send letter and Website link information to cities/county and request link from their Website to local measure section to Kern COG web site
June 2025	Research city/county gas tax revenue and contrast to local measure revenues for presentation
June 2025	Coordinate timeline and activities with private campaign committee
June 2025	Launch expanded Kern COG Website, with measure information/expenditure plan
June 2025	Conduct media events throughout the county
June 2025	Order measure informational items for distribution at community fairs
June 2025	Develop speaker's bureau comprised of Kern COG senior staff members.
July-October 2025	Design local measure fact sheets for each city and unincorporated area; printed and distributed to jurisdictions of dissemination
July-December 2025	Write and e-mail measure articles to chambers of commerce for suggested inclusion in their newsletters
July 2025	Survey/Poll: Conduct third survey/poll with Realtors Association of proposed/revised expenditure plan
July 2025	Coordinate timeline and activities with private campaign committee
July 2025	Analyze results of third public opinion poll and present results to Board of Directors
August 2025	Hold workshops throughout the county with key city/county staff members including public information officers, finance officers, and public works directors to discuss need to disseminate measure information to public; fund balances
August 2025	Design, edit and print measure brochure
September 2025-June 2026	Schedule presentations with chambers of commerce; assign speaker's bureau members; give general measure presentation

September 2025-May 2026	Attend community fairs and conferences to disseminate measure information
September 2025	Hold local measure workshop for city and county finance directors and public works directors to discuss fund balances and promote local measure
September 2025	Conduct media events throughout the county
October 2025	Design and print measure fact card for insertion on city/county payroll envelopes and utility bills
October 2025	Board authorizes Kern COG to proceed with preparations for placing local measure on the November 2026 election ballot
October 2025	Hold community media event to bring attention to transportation needs, provide information on local measure
November 2025	Develop customized PowerPoint presentation for each city council
November 2025	Schedule presentations with chambers of commerce, assign speakers bureau members to give general local measure presentation to chambers countywide
November 2025	Coordinate timeline and activities with private campaign committee
November 2025	Shoot footage, edit and distribute measure video to cable outlets, cities/county (KGOV, etc.)
December 2025	Send letter and Website link information to cities/county to request links from their website to the Measure section of the Kern COG website
January-February 2026	Schedule presentation; assign speaker's bureau members as required for community presentations
January 2026	Develop resolution of support and sample agenda items for city/county approval information measure expenditure plan
January 2026	Write and e-mail local measure articles to chambers of commerce for suggested inclusion in their newsletters
January 2026	Mail letter to Kern COG Board members and city managers regarding need for council approval of measure expenditure plan (subject to Kern COG approval at February meeting approval step); request to have Kern COG staff member present at March/April city council meetings
February-March 2026	Design and print measure fact card with transit information for dissemination to bus riders

February-March 2026	Meet with editorial boards of county newspapers to discuss need for local measure
February-March 2026	Schedule Kern COG staff members to attend city council meetings to provide information, as needed, during discussion of measure expenditure plan
February-May 2026	Meet with local groups and develop community representation to discuss mitigations fees and nexus with local measure
February 2026	Schedule City-County conference with presentation about measure and need for information to be disseminated by local elected officials
February 2026	Design and print measure fact card for insertion on city/county payroll envelopes and utility bills
February 2026	Periodically update local measure timeline
February 2026	Obtain Kern COG Board approval to circulate measure expenditure plan to cities and Board of Supervisors for their consideration; secure approval by majority of cities with majority of population by May 1, 2026
February 2026	Develop resolution of support and sample agenda item for city/county approval of local measure expenditure plan
March-April 2026	Gather quotes for printing and mailing of production of public information materials
March-April 2026	Print posters for placement in senior centers, other organizations' offices
March 2026	Mail local measure brochure and letter to city offices and chambers of commerce for display
March 2026	Coordinate timeline and activities with private campaign committee
April 2026	Begin work on measure project maps, gather photos of projects collect zip codes and sort projects on preparation of mailing pieces
April 2026	Finalize and mail measure reference materials (Top 10 Reasons, How You Can Help, Q&A) to Kern COG Board
April 2026	Survey/Poll: Conduct fourth poll of proposed expenditure plan using the Kern COG quality of life survey
May-November 2026	Attend community fairs and conferences to disseminate local measure information
May 2026	Update information on revenue and gas tax revenue for informational purposes during presentations and meetings with editorial boards

May 2026	Send follow-up letter and website link information to cities/county to request links from their website to the Measure section of the Kern COG website
May 2026	Mail local measure brochure and letters to legislative offices for display
June-September 2026	Design, edit and mail public information pieces about measure to likely voters and other selected residents. Mailer targeted to geographic areas and provides details about measure projects of interest to those areas
June-October 2026	Meet with newspaper editorial boards countywide
June 2026	Hold community media event to bring attention to transportation needs, promote local measure
June 2026	Obtain Kern COG Board approval of measure expenditure plan; also obtain approval of ordinance, CEQA exemption and request the Kern County Board of Supervisors to place measure in November 7, 2026 ballot
June 2026	Coordinate timeline and activities with private campaign committee
June 2026	Host meeting of city local officials to present latest local measure information and possible plan for election
June 2026	Update measure fact sheets for all cities /county jurisdictions
June 2026	Obtain Kern COG Board approval to award printing and mail house contract for measure public information pieces
June 2026	Send mailer to cities, chambers of commerce and legislative offices for display in lobbies;
July 2026	Obtain approval by County Board of Supervisors to place measure on ballot
July-August 2026	Package expenditure plan, charts and map for Registrar of Voters for inclusion in sample ballot
July-October 2026	Respond to private committee request for expenditure plan presentations at meetings of chambers of commerce, service clubs and community organizations; assigned members of speaker's bureau to these presentations
August 2026	Update all local contacts by e-mail (cities, county chambers, others)
August 2026	Coordinate timeline and activities with private campaign committee
August 2026	Appear on cable television show with local mayor to explain transportation measure

August-September 2026	Prepare news articles to cities, county, chambers and other community organizations (KTF, Realtors, BIA) for suggested placement in newsletters; post on Kern COG website
September-October 2026	Private campaign committee mailings-multiple versions target to geographic areas and age groups
September–October 2026	Work with local groups to host Regional Forums to spotlight local measure (Auto Club, League of Women Voters, Colleges, etc)
October 2026	Send mailer to cities, chambers of commerce and legislative offices for display in lobbies
October 2026	Respond to request for interviews by print, radio and local television.
November 1, 2026	Election Day!

Attachment 6) – Mayor Ayon’s Proposal to Kern COG Board 1/18/24

Proposal for Kern Council of Governments: Kern County Transportation Sales Tax Initiative

To: Kern Council of Governments

From: Mayor Saul Ayon, City of McFarland

Subject: Proposal for Implementing a Countywide Transportation Sales Tax in Kern County

Date: January 18, 2024

Introduction

As Mayor of McFarland, I propose the implementation of a half-cent sales tax in Kern County, akin to the measures in 24 self-help counties across California. This initiative is pivotal for generating funds for vital transportation projects, benefiting both our smaller communities and larger cities throughout Kern County.

Rationale for a Transportation Sales Tax

1. **Consistent and Predictable Revenue:** A half-cent sales tax will provide cities with a reliable source of revenue to repair local streets, thus addressing some of our most pressing infrastructure needs.
2. **Matching Funds for State and Federal Projects:** This tax will also enable Kern County to provide necessary matching funds for state and federal transportation projects, enhancing our ability to secure and leverage additional funding sources.
3. **Model of Success in Tulare County:** To our north, Tulare County's Measure R dedicates 50% of its revenue to regional projects, 35% to local projects, and 15% to bike, transit, and environmental projects. Their measure has funded significant improvements along Highway 99, including 13 widenings, 4 interchanges, and 3 bridges.
4. **Current Challenges in Kern County:** In contrast, Kern County, particularly in areas like Delano, McFarland, and unincorporated regions, faces challenges with interchanges not meeting current standards and struggling to keep up with growth. This situation is mirrored in East Kern and other areas along state highways.

The Self-Help Counties Coalition (SHCC) Model

1. **Stable and Reliable Funding:** The SHCC model, currently adopted by 24 counties, illustrates the success of local sales tax measures in funding transportation projects. These counties are projected to fund approximately \$194 billion in transportation infrastructure, showcasing the effectiveness of such initiatives.
2. **Accountability and Local Involvement:** The SHCC offers a framework for accountability and public participation, ensuring that funds are used effectively and transparently.

Anticipated Benefits

1. **Job Creation and Economic Boost:** The introduction of a local sales tax for transportation will lead to job creation and an economic boost. Funds will be injected back into the local economy, supporting businesses and attracting new investment.

2. **Community Vitality and Inclusivity:** Reinvesting local tax dollars into transportation projects will enhance community vitality. This approach ensures that projects cater to the needs of people at all income levels, supporting transit-oriented development and public transit services.

Conclusion and Recommendation

The proposed half-cent sales tax in Kern County will not only address immediate infrastructure challenges but will also lay the groundwork for sustainable economic growth and community development. This measure will particularly benefit our smaller cities and disadvantaged communities, ensuring equitable progress across the county.

I strongly urge the Kern Council of Governments to support this proposal and to assist in advancing this initiative to a ballot for voter consideration.

Mayor Saul Ayon
City of McFarland

Attachment 7) - Common Questions and Answers – Self Help Transportation Measure

1) Why does Kern need a local self-help gas tax?

- a. **Reduced Federal Gas Tax Buying Power** - The 18 cent per gallon Federal gas tax is a flat tax that hasn't been raised since 1997 and now has lost over half of its purchasing power due to inflation. Unlike a flat tax, a sales tax tracks with inflation.
- b. **Self Help Counties Get More Funding** - Kern County is missing out on approximately \$2 million per year in transportation funding under SB1 that is eligible to Self-Help counties.
- c. **Catching-up on Maintenance Backlog** - Keeping roads in top condition (regular maintenance) is 10 times more cost effective than rebuilding roads that have failed. A funding source is needed to catch up on the backlog of road maintenance in our County.
- d. **Building Earlier Reduces Inflation Costs** - Building projects earlier can save \$1.9 billion in road maintenance and cost increases due to inflation over the next 20 years.
- e. **Ability to Leverage State and Federal Funds** - Additional funding from a sales tax measure could leverage \$0.9 billion in state and federal transportation funds over the next 20 years.
- f. **Help Diversify and Grow Kern's Economy** - 17,200 new average 5-year jobs generated by new transportation expenditures generating an additional 26,400 non transportation sector jobs (retail, schools, etc.).

2) How much will it ½ percent increase in sales tax cost a typical household?

- a. \$269 per year however, better maintained roads will save an average household 8% - 22% in vehicle maintenance or \$518 to \$1,423 per year.

3) Won't the state just steal the local funds and use it for something else?

- a. The state has never been able to steal funds from a voter approved local sales tax measure.
- b. Some local measures have included a poison pill language that states if the state were to try to take the funds, the measure would be eliminated.

Attachment 8) - DRAFT 2024 Transportation Ballot Measure SWOT Analysis

Strengths (internal)

- Successful Delivery of Major Projects (Centennial) counters criticism--Government wastes money and we'll never see anything from a measure.
- Nov. 24 should be a high turn-out election where measures usually do well.
- Champions—2-3 Kern COG board members
- Experienced staff at COG
- Improved low-cost public education opportunities through social media
- Local economy made better with transportation investment
- Social equity/environmental/business/industry stakeholders support
- Largest County without a self-help measure
- A growing 56% of voters supported ½% self-help transportation measure in 2006. Up from 49% in 1989 and recent polls show possibly 67% now support a transportation measure.

Weaknesses (internal)

- State will steal/miss use/waste funding like they have in past through ERAF
- General feeling that Fed, State, Local... all government is wasteful
- 2 Recent measure renewals failed last fall
- Lack of clarity and transparency in existing transportation funding and project lists
- Maintenance-of-effort requirement in past measures may be difficult for local agencies to support
- Not all communities have the same sales tax rate
- Not all communities have a transportation impact fee or similar impact fee rates.
- SHOPP and local funds are not keeping up with road maintenance needs
- 1 time funds (SB1, Earmark, National Highway Trust Fund, etc.) drying up
- Over half of all transportation funding is based on a flat tax and is losing buying power each year.
- Low congestion makes new road capacity/maintenance less of a priority compared to public safety/other priorities.
- Next generations are waiting longer to get their license and appear to be driving less for now
- Money needed to advocate for a measure
- Slow growth reduces need for transportation projects

- General feeling that industry/warehousing should pay for their trucking impact to the road maintenance/ congestion

Opportunities (external)

- Helps county achieve EPA air quality/GHG goals
- Need charismatic champions early in the process
- Need road maintenance (state and federal funding not keeping up), County has \$300M+ backlog and is short \$ millions this year alone.
- Need to diversify economy due to loss of ag & oil
- Increases leverage opportunities for STIP funding
- Improves countywide road maintenance
- Educate: A local measure is controlled locally, and Sacramento has never been able to steal it.
- Changing younger demographic supports alternative transportation investment bike, EV
- Transportation/Public Safety major issue in Kern
- Learn from other successful self-help counties
- Legislature may support an initiative to lower the threshold to 55% or 60% from 67%.
- Other regions (StanCOG) are using RTP outreach funds for sales tax polling and campaign
- Kern County demographics have changed from 50% Hispanic to 2/3rds In 20 years.

Threats (external)

- 2/3rds threshold for passing a self-help measure
- Fresno environmental groups opposed road capacity projects on their measure renewal
- Supervisors may want voter signatures before placing on the ballot
- First round sunset 5, 20, or 30 years? (no polling, TCAG found no difference between 20 & 30 years)
- SB1 funding declining
- Sacramento changed the rules – requiring multimodal, bike and transit corridor projects
- State may try to steal the money for something else (Add poison pill to ordinance if state tries to steal)
- Competition from a countywide and city general sales tax measures/competing with transportation measure
- Need for sustainable funding source
- Transport ranks below other issues in polls (public safety, education, water quality, etc.)
- KTF is no longer a 501c4 advocacy group

Attachment 9) – Sample Ordinance/Resolutions from 2006 Measure Effort

ORDINANCE NO. 2006-01

KERN TRANSPORTATION AUTHORITY TRANSPORTATION EXPENDITURE PLAN AND RETAIL TRANSACTIONS AND USE TAX

PREAMBLE

The transportation system in Kern County is rapidly deteriorating and our population and economy are growing at a fast pace. Maintenance and repairs of existing roadways, improvements to relieve congestion and enhance roadway safety cannot be accomplished with available funds. Without additional funds, the system will bog down and pavement will crumble into a state of permanent disrepair. State highway funds are inadequate and competition for funds is increasing. Projects in areas where local sales tax funds are available have been, and will continue to be, viewed more favorably in the selection process of the California Transportation Commission. Local governments must either generate revenue to expand local systems and maintain local investments or watch the systems collapse and endanger the health, welfare and safety of all Kern County residents.

This one-half of one percent retail transactions and use tax is statutorily dedicated for transportation planning, design, construction, operation and maintenance only in Kern County and cannot be used for other governmental purposes or programs. Specific safeguards in this Ordinance ensure that funding from the Measure “I” one-half of one percent transactions and use tax is used in accordance with the specified voter-approved transportation project improvements and programs. These safeguards include:

- The specific projects and programs included in the Expenditure Plan will be funded by revenue raised by this transactions and use tax. The Expenditure Plan for Measure “I” funds may only be amended, if required, pursuant to California Public Utilities Code Section 180207, and upon approval of the Kern County Board of Supervisors and the city councils representing a majority of the cities in the county and a majority of population residing in cities located in the County.
- An Independent Taxpayers Oversight Committee is created to provide for citizen review to ensure that all Measure “I” funds are spent in accordance with provisions of the Expenditure Plan and Ordinance.
- The one-half of one percent transactions and use tax is for transportation programs only and is not intended to replace traditional transportation revenues generated through locally-adopted development fees and assessment districts.
- The Kern Transportation Authority and the Kern Council of Governments will continue to seek maximum funding for transportation improvements through state and federal programs. The Kern Transportation Authority will not provide transactions and use tax revenue to any city or

to the county unless all transportation revenues currently used by that agency continue to be used for transportation purposes.

The Kern Transportation Authority ordains as follows:

SECTION I. SUMMARY. This Ordinance provides for the imposition of a retail transactions and use tax of one-half of one percent for local transportation purposes for a period of no more than twenty (20) years, the authority to issue limited tax bonds secured by such taxes, the administration of the tax proceeds and a county transportation expenditure plan.

SECTION II. MANDATED TAXPAYER SAFEGUARDS.

A. Independent Taxpayers Oversight Committee. Beginning on April 1, 2007, an Independent Taxpayers Oversight Committee will be established as specified in Exhibit B of this Ordinance to provide citizen review and to ensure that all Measure "I" funds are spent in accordance with provisions of the Expenditure Plan and Ordinance. Exhibit B contains the specific terms and conditions for an Independent Taxpayers Oversight Committee and its conduct of periodic independent financial audits.

B. Administrative Costs. The Kern Transportation Authority shall expend only that amount of funds generated from the tax that is necessary and reasonable to carry out its responsibilities for auditing, administrative expenses, staff support, and contract services. In no case shall the funds expended for salaries and benefits exceed one percent (1%) of the annual net amount of revenue raised by the tax.

C. Maintenance of Effort. The Kern Transportation Authority, by the enactment of this Ordinance, intends the additional funds provided government agencies by this measure to supplement existing local transportation revenues being used for street and highway purposes. Transactions and use tax revenue shall not be used to replace existing local road funding programs or to replace requirements for new development to provide for its own road needs. Under this Measure, funding priorities should be given to addressing current road needs, easing congestion, and improving roadway safety.

D. Termination of Taxing Authority. The retail transactions and use tax authorized by this Ordinance shall terminate upon the earlier of twenty (20) years or upon action by the State of California to divert the revenue from the special retail transactions and use tax authorized herein for purposes other than those specified in this Ordinance.

SECTION III. DEFINITIONS. The following definitions shall apply in this Ordinance:

A. "The Expenditure Plan" means the Kern Transportation Authority Expenditure Plan (attached as Exhibit A and adopted as part of this Ordinance) including any future amendments thereto.

B. "County" means the County of Kern.

C. "Authority" means the Kern Transportation Authority. The Kern Council of Governments has been designated to serve as the Authority under the provisions of the California Public Utilities Code Section 180050.

SECTION IV. AUTHORITY. This Ordinance is enacted, pursuant to the provisions of Division 19 (commencing with Section 180000) of the California Public Utilities Code, and Section 7252.16 of the California Revenue and Taxation Code.

SECTION V. IMPOSITION OF RETAIL TRANSACTIONS AND USE TAX. Upon voter approval of Measure "I" the Kern Transportation Authority shall impose, in the incorporated and unincorporated territory of the County of Kern, a transactions and use tax for transportation purposes (referred to as "the tax") at the rate of one-half of one percent (0.5%) for a period of twenty (20) years beginning April 1, 2007. The tax shall be imposed by the Authority in accordance with Section 180201 of the Public Utilities Code and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code. The provisions of Revenue and Taxation Code Sections 7261 and 7262 are incorporated herein by reference as though fully set forth herein. This tax shall be in addition to any other taxes authorized by law, including any existing or future state or local sales tax or transactions and use taxes.

SECTION VI. PURPOSES. Revenues from the tax shall be used for transportation purposes only and may include, but are not limited to, the administration of this division, including legal actions related thereto and costs of the initial preparation and election, the construction, maintenance, improvements, and operation of local streets, roads, and highways, state highways and freeways, public transit systems capital and operations, and related purposes. These purposes include expenditures for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Expenditures also include, but are not limited to, debt service on bonds and expenses in connection with issuance of bonds.

SECTION VII. FAIR SHARE DISTRIBUTION. After deduction of required Board of Equalization fees and authorized administrative costs, revenues generated from each specified subarea within Kern County as outlined in the Expenditure Plan will be apportioned to the designated subarea for expenditure on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories in each subarea. The apportionment for each subarea shall be based on the 2007 California Department of Finance certified population for Kern County and the cities.

Decisions on how revenues are expended within the subarea will be made by the Authority Board of Directors, based upon recommendations of local representatives. Revenues identified for use in a subarea may be expended outside of that subarea only upon approval of at least two-thirds (2/3) of the jurisdictions within the affected subarea.

SECTION VIII. DISTRIBUTION OF REVENUES. Revenue from Measure "I" shall be distributed as follows:

1. Annually, revenues from Measure "I" shall be divided into the following funds.

- Major Local Road Projects: 49.3 %
- Local Road Reconstruction 37.7 %
- Air Quality, Transit, Bicycle and Enhancement Program 13.0 %

2. Biennially the Major Local Road Projects funds shall be programmed into the Kern Council of Governments RTIP/FTIP for the construction of projects identified in the Measure "I" Ordinance and Expenditure Plan.
3. Annually the Local Road Reconstruction funds shall be reserved for each city and the county based on the jurisdictions certified population by the California Department of Finance for each jurisdiction for that year as a percentage of the total certified population and the maintained public road miles in each jurisdiction as identified in the latest annual Streets and Roads Annual Report issued by the Controller of the State of California. The formula for determining each agencies annual allocation shall be based on 70% population and 30% road miles. Local Road Reconstruction funds may be claimed by each city and the county on an annual basis.
4. Annually, the Air Quality, Transit, Bicycle and Enhancement funds shall be reserved for each city and the county based on the certified population by the California Department of Finance for each jurisdiction for that year. Air Quality, Transit, Bicycle and Enhancement funds may be claimed by each city and the county on an annual basis.

SECTION IX. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue generated from Measure "I" shall be used to replace the fair share contributions required from new development.

SECTION X. ADMINISTRATION OF PLANS. The Authority shall impose and collect the tax, and shall administer the Expenditure Plan consistent with the provisions and priorities of the Expenditure Plan and consistent with the authority cited herein.

SECTION XI. BONDING AUTHORITY. Upon voter approval of Measure "I", the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds, or other evidence of indebtedness, including, but not limited to, capital appreciation bonds, in the aggregate principal amount at any one time outstanding not to exceed the estimated proceeds of the tax, as determined by the Expenditure Plan, and to secure such indebtedness solely by way of future collection of taxes, for capital outlay expenditures for the purposes set forth in Section V hereof, including the carrying out of transportation projects described in the Expenditure Plan.

SECTION XII. ANNUAL APPROPRIATIONS LIMIT. The annual appropriations limit has been established pursuant to Ordinance 88-01 pursuant to Section 4 of Article XIIB of the California Constitution and Section 180202 of the Public Utilities Code. The appropriations limit has and shall be subject to adjustment as provided by law.

SECTION XIII. EFFECTIVE AND OPERATIVE DATES. Subject to voter approval, this Ordinance shall become operative on the first day of the first calendar quarter commencing more than 110 days after adoption of this Ordinance. Prior to the operative date of this Ordinance, the Authority shall contract with the State Board of Equalization to perform all functions incidental to the administration and operation of this Ordinance.

SECTION XIV. ELECTION. The Authority requests the Board of Supervisors to call an election for voter approval of the attached proposition Measure "I" (Exhibit C), which shall be held on November 7, 2006, and consolidated with other elections to be held on that same date, that the measure retains its designation as Measure "I," and that it appear first in order on the local Kern County ballot before all other local measures. The election shall be called and conducted in the same manner as provided by law for the conduct of elections by a county. The sample ballot to be mailed to the voters shall be the full proposition as set forth in this Ordinance, and the voter information handbook shall include the entire Expenditure Plan. Approval of the attached proposition and the imposition of the tax shall require the affirmative vote of 2/3rds of the electors voting on the attached proposition at the election described in this section.

SECTION XV. EXPENDITURE PLAN AMENDMENTS. The Expenditure Plan for Measure "I" funds may only be amended, if required, as authorized by California Public Utilities Code Section 180207, as amended. In addition to the requirements specified in California Public Utilities Code Section 180207, the process for amendment of the Expenditure Plan shall include: (1) initiation of the amendment by the Authority reciting findings of necessity; (2) approval by the Board of Supervisors; and, (3) approval by a majority of the cities constituting a majority of the incorporated population.

Commencing in 2010 and at least every five (5) years thereafter, the Authority shall review and, where necessary, propose revisions to the Expenditure Plan. Such revisions shall be submitted for approval according to the procedures set forth in this section. Until approved, the then existing Expenditure Plan shall remain in full force and effect.

SECTION XVI. SEVERABILITY. If any tax or provision of this Ordinance is for any reason held invalid or unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or enforceability of the remaining taxes or provisions, or the existing tax, and the Authority declares that it would have passed each part of this Ordinance irrespective of the validity of any other part.

APPROVED AND ADOPTED by the Kern Transportation Authority at its meeting on _____, 2006 by the following vote:

By: _____
David Couch, Chairman
Kern Transportation Authority

Attested:

By: _____
Ronald E. Brummett, Secretary

Exhibit A
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 “I” 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 “I” Funds. The Kern Transportation Authority and each agency receiving an allocation of Measure “I” 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 “I” 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 "I" 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/24th 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 Denmsion 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 “I” Transportation Expenditure Schedules

SCHEDULE A

Countywide Measure “I” Revenue Distribution

Estimated Countywide Expenditure Measure “I” Distribution Amount

<hr/>	
Arvin Lamont Subarea	\$48.5 million
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Frazier Park Subarea	\$10.6 million
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Indian Wells Valley Subarea	\$44.1 million
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Lake Isabella Subarea	\$27.6 million
Metro Bakersfield Subarea	\$484.5 million
North Valley Subarea	\$157.5 million
Southeast Kern Subarea	\$53.3 million
Taft-Maricopa Subarea	\$35.3 million
Tehachapi Subarea	\$38.7 million
<hr/>	
Total Countywide Estimated Expenditures	\$900 million

SCHEDULE B

Transportation Improvement Revenue

Total Countywide Transportation Measure “I” Revenues	Amount
<hr/>	
Estimate Countywide Measure “I” Revenue	\$947 million
(Less 1% Administrative Fee, 2% Board of Equalization Collection Charge)	\$27 million
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Countywide Measure “I” Revenue Available for Transportation Projects \$920 million

Estimated State and Federal Revenues	\$926 million
Estimated Contributions from New Development	\$500 million
Federal Demonstration Funds	\$740 million
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Total Estimated Revenue Available for Transportation Projects \$3.09 billion

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SCHEDULE C

Distribution of Measure “I” 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%
Total Measure “I” Project Funding	\$920.0 million	100%

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

Total Arvin-Lamont Sub-Region Measure “I” Revenue \$48.4 million

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
Total Frazier Park Sub-Region Measure "I" Revenue	\$10.5 million

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
Total Indian Wells Valley Sub-Region Measure "I" Revenue	\$44.1 million

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
Total Lake Isabella Sub-Region Measure “I” Revenue	\$27.6 million

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 th Street	
Rosedale Highway (widen to 6 lanes)	\$13.9 million
Oak Street and 24 th Street (construct interchange)	\$12.6 million
24 th 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
Total Metropolitan Bakersfield Sub-Region Measure “I” Revenue	\$484.4 million

SCHEDULE I

North Valley Subarea Expenditure Plan

Project Description	Amount
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
Total North Valley Sub-Region Measure “I” Revenue	\$157.4 million

SCHEDULE J

Southeast Kern Subarea Expenditure Plan

Project Description	Amount
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
Total Southeast Kern Sub-region Measure “I” Revenue	\$53.2 million

SCHEDULE K

Taft–Maricopa Subarea Expenditure Plan

Project Description	Amount
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
Total Taft-Maricopa Sub-Region Measure “I” Revenue	\$35.3 million

SCHEDULE L

Tehachapi Subarea Expenditure Plan

Project Description	Amount
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
Total Tehachapi Sub-Region Measure “I” Revenue	\$38.6 million

Exhibit B

Statement of Understanding for the Independent Taxpayers Oversight Committee for the Measure “I” Program

Purpose of the ITOC

The Independent Taxpayers Oversight Committee (ITOC) is intended to provide an increased level of accountability for expenditures made under the *Measure “I” Program*, in addition to the independent annual fiscal and compliance audits required under the *Measure “I” Program*. The ITOC should function in an independent, open and transparent manner to ensure that all voter mandates are carried out as required in the Ordinance and Expenditure Plan, and to develop positive, constructive recommendations for improvements and enhancements to the financial integrity and performance of the *Measure “I” Program*.

Intent of the IOTC as a Functional Partner to the Kern Transportation Authority

The Measure “I” Ordinance contains a summary of the ITOC’s roles and responsibilities consistent with the above purpose. In this document, additional and supplementary details with regard to the ITOC are delineated. These pertain to the process for selecting members of ITOC, term and conditions governing membership, responsibilities, funding and administration, and conflict of interest provisions. This document is understood to provide the basis for describing how the ITOC will function once the Ordinance is approved.

In addition to the details outlined in this document, the intent that provides the foundation for the desired partnership between ITOC and the Kern Transportation Authority (Authority) is summarized as follows:

- Resources – The ITOC will serve as an independent resource to advise in the Authority’s implementation of the *Measure “I” Program*. The ITOC’s membership is designed to provide the Authority a group of professionals and dedicated individuals who, collectively, can offer the Authority the benefit of their experience to advance the timely and efficient implementation of the *Program*. The ITOC will work in a public way to ensure all deliberations are conducted in an open manner. Regular reports from the ITOC to the Authority Board of Directors (or policy committee) are expected with regard to program and project delivery, and overall performance.
- Productivity – The ITOC will rely upon data and processes available at the Authority, studies initiated by the ITOC, and other relevant data generated by reputable sources. It is understood, however, that the Authority will be continuously striving to improve the reliability of data and to update analytical and modeling processes and that the ITOC will be kept abreast

of any such efforts, and invited to participate in development of such updates in a review capacity.

- Cost-efficient – The ITOC will not add cost burden to the Authority's implementation of the *Measure "I" Program* and projects. Rather, through a cooperative and productive working relationship between ITOC and the Authority implementation team, it is the objective that costs will be saved.
- Flexibility – The ITOC will assist the Authority in taking advantage of changing situations with technical and transportation developments in the future. Therefore, the provisions contained below are viewed through 2027 based upon a 2007 perspective and are not meant to be unduly restrictive on the ITOC's and the Authority's roles and responsibilities.

Membership and Selection Process

Any Kern County resident 18 years or older may apply to serve on the ITOC. Potential candidates are reviewed on the basis of the following criteria:

- The candidates' commitment and ability to participate in ITOC meetings for the required term.
- Demonstrated interest and history of participation in community activities, with special emphasis on transportation-related activities
- Lack of conflicts of interest with respect to the allocation of the sales tax revenue generated by Measure "I."

1. Membership: There shall be 9 ITOC voting members with the characteristics described below. The intent is to have one member representing each of the specified professional areas as outlined below:

One (1) member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.

One (1) member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector.

One (1) member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.

Six (6) additional public members, who possess knowledge and skills that will be helpful to the work of the ITOC shall be appointed. The members shall be from a diverse mix, both geographic and interests. The representatives shall be from interested individuals including representatives from agriculture, labor, business, public transportation users, alternative mode organizations (bicycle, pedestrian, rail, etc) and environmental organizations. The members are expected to provide a balance of viewpoints; therefore, not more than two (2) representatives shall be appointed from the same category of community organization listed above. There shall be at least one member for each of the subareas.

The Executive Director of the Authority and the Kern County Treasurer or their representatives shall serve as ex-officio members of the ITOC.

2. The ITOC candidates shall be chosen by the Grand Jurors Association of Kern County (GJA), which shall form a five-member Citizens Oversight Committee selection panel to conduct an extensive recruitment program. The panel screens all applications, conducts interviews and recommends candidates for membership on the ITOC. The GJA is made up of former grand jurors who have a continuing concern for good government and whose purpose is to promote public understanding of the functions and purpose of the grand jury. The GJA is a neutral body serving the interests of the citizens of Kern County.

The panel screens all applications and recommends potential candidates for membership on the ITOC once a year as terms expire.

Terms and Conditions for ITOC members. Committee members shall serve staggered four-year terms. The initial terms of service shall be determined by a random drawing. In no case shall any voting committee member serve more than eight (8) years on the ITOC.

- Committee members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Committee members cannot be a current local official in a city or the county, or a full time staff member of any city, the county government, local transit operator, or state transportation agency.
- Non-voting ex-officio committee members shall serve only as long as they remain incumbents in their respective positions and shall be automatically replaced by their successor in those positions.
- If and when vacancies on the ITOC occur on the part of voting committee members, the nominating body for that committee shall nominate an appropriate replacement within ninety (90) days of the vacancy to fill the remainder of the term.

ITOC Operation Protocols. Authority Board of Directors and Authority staff shall fully cooperate with and provide necessary support to ensure the ITOC successfully carries out its duties and obligations.

ITOC Responsibilities. The ITOC shall have the following responsibilities.

1. Oversee the conduct of an annual fiscal and compliance audit of all Measure “I” funded activities. The Authority shall use the services of an independent fiscal auditor to assure compliance with the voter-approved Ordinance and Expenditure Plan. This annual audit will cover all recipients of Measure “I” funds during the fiscal year and will evaluate compliance with the maintenance of effort requirement and any other applicable requirements. The audit will identify expenditures made for each project in the prior year and will include the accumulated expenses and revenues for ongoing, multi-year projects.
2. Prepare an annual report to the Kern Transportation Authority Board of Directors presenting the annual audit process results. The report should include an assessment of the consistency of the Measure’s expenditure with the Ordinance and Expenditure Plan and any recommendations for improving the financial operation and integrity of the program. This consistency evaluation will include a review of expenditures by project type for each local jurisdiction. The ITOC shall share the initial findings of the independent fiscal audit and its recommendations with the Kern Transportation Authority Executive Committee sixty (60) days prior to its release to resolve inconsistencies and technical issues related to the ITOC’s draft report and recommendations. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate to its report and recommendations, and adopt its report for submission directly to the Kern Transportation Authority Board of Directors and the public.
3. Conduct triennial performance audits of the Kern Transportation Authority and other agencies involved in implementing Measure “I” funded projects and programs to review project delivery, cost control, schedule adherence and related activities. The review should include consideration of changes to contracting, construction, permitting and related processes that could improve the efficiency and effectiveness of the Measure expenditures. These performance audits shall be conducted using the services of an independent performance auditor and should include a review of the ITOC’s performance. A draft of the ITOC’s audit report and recommendations shall be made available to the Kern Transportation Authority Executive Committee at least 60 days before its final adoption by the ITOC to resolve inconsistencies and technical issues. Once this review has taken place, the ITOC shall make any final amendments it deems appropriate and adopt its report for submission directly to the Kern Transportation Authority Board of Directors and the public. The ITOC shall strive to be as objective and constructive as possible on the text and presentation of the performance audits. Upon completion by the ITOC, the report shall be presented to the Kern Transportation Authority Board of Directors at its next regular meeting and shall be made available to the public.
4. Provide recommendations to the Kern Transportation Authority Board of Directors regarding any proposed amendment to the Ordinance and Expenditure Plan.

5. Provide recommendations as part of the five (5) year review process. This process provides an opportunity to undertake a comprehensive review of the Measure “I” program and to make recommendations for improving the program over the subsequent five (5) years. This review process should take into consideration the results of the Measure “I” funded improvements as compared to the performance standards established in the Regional Transportation Plan.
6. Review and comment on the programming of Measure “I” revenues in the Regional Transportation Improvement Program (RTIP). This provides an opportunity for the ITOC to raise concerns regarding the eligibility of projects proposed for funding before any expenditure is made. In addition to a general eligibility review, this effort should focus on significant cost increase and/or scope changes on the major projects identified in the Ordinance and Expenditure Plan.
7. Review proposed debt financing to ensure that benefits of proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest cost.

In carrying out its responsibilities, the ITOC shall conduct its reviews in such a manner that does not cause unnecessary project delays, while providing sufficient time to ensure that adequate analysis can be completed to allow the ITOC to make objective recommendations and to provide the public with information about the implementation of the Measure “I” program.

ITOC Funding and Administration.

1. All costs incurred in the administering the activities of the ITOC including related fiscal and performance audit costs, shall be paid annually from the proceeds of Measure “I” sales tax. The funds made available to the ITOC shall not exceed \$150,000 annually, as adjusted for inflation annually for the duration of the program. Any funds not used in one fiscal year shall remain available in subsequent years as part of the annual budget process.
2. ITOC expenditures shall be audited annually as part of the same fiscal audit process used for all other Measure “I” funded activities.
3. Selecting ITOC members shall begin no later than April 1 of the year following the passage of the Ordinance by the voters. Because funding for this activity would not be available until fiscal year 2007-08, the ITOC activities during the initial transition period will be phased in to the extent possible within the budget constraints of the one (1) percent administrative cap under the Measure “I” Ordinance.

4. An annual ITOC operating budget shall be prepared and submitted to the Kern Transportation Authority Board of Directors for its approval ninety (90) days prior to the beginning of each fiscal year.
5. All ITOC meetings shall be public meetings conducted in full compliance with the Brown Act. The ITOC will meet on a regular basis, at least quarterly, to carry out its roles and responsibilities.
6. The Kern Transportation Authority Board of Directors and staff will fully cooperate with, and provide necessary support to, the ITOC to ensure that it successfully carries out its duties and obligations, but should limit involvement to ensuring the independence of the ITOC as it carries out its review of the Measure "I" program and develops its recommendations.
7. ITOC members and their designated auditors shall have full and timely access to all public documents, records and data with respect to all Measure "I" funds and expenditures.
8. All consultants recommended by the ITOC shall be selected through an open and competitive basis with solicitation of proposals from the widest possible number of qualified firms as prescribed by Kern Transportation Authority procedures and procurement. A scope of work shall be adopted by the ITOC prior to any such solicitation. The Kern Transportation Authority shall have the final responsibility to retain the consultant on behalf of the ITOC.
9. The Kern Transportation Authority shall provide meeting space, supplies and incidental materials adequate for the ITOC to carry out its responsibilities and conduct its affairs. Such administration of the ITOC is provided under No. 1 above.

Conflict of Interest. The ITOC shall be subject to Kern Transportation Authority's conflict of interest policies.

ITOC voting members shall have no legal action pending against the Kern Transportation Authority or Kern Council of Governments and are prohibited from acting in any commercial activity directly or indirectly involving the Authority or Kern Council of Governments, such as being a consultant during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity that receives transportation tax funds authorized by the voters in this ordinance.

Exhibit C

Measure “?” County of Kern

Kern County Traffic Relief, Safety and Road Maintenance Program

- Widening/improving Routes 14, 46, 58, 99, 119, 178, 202, 223 and 395;
- Repairing local roads, synchronize signals;
- Improve high accident locations;
- Improve seniors/disabled transit;
- Match state/federal funds;
- Periodic plan update;

Shall Kern County voters approve a half-cent transportation sales tax (Ordinance 06-01) for twenty years and create an Independent Taxpayers Oversight Committee to ensure voter mandates are met?

KERN COUNCIL OF GOVERNMENTS

STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO>

In the matter of:

A PROPOSED RETAIL TRANSACTIONS AND USE SALES TAX INCREASE ORINANCE
AND THE COUNTY TRANSPORTATION EXPENDITURE PLAN.

WHEREAS, Section 180206 (a) of Division of the Public Utility 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 retail use 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 Utility 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 that \$3.5 billion; and

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

WHEREAS, Section 180201 and 180202 of Division 19 of the Public Utility Code calls for the drafting of and ordinance to implement such a retail transaction and use sales tax; and

WHEREAS, Section 180203 of Division of the Public Utility Code calls for the provision of an election to consider such an ordinance by the general population;

NOW, THEREFORE, BE IT RESOLVED THAT, The Kern council of Governments acting as the Kern transportation Authority does hereby approve a transactions and use sales tax ordinance and transportation expenditure plan.

BE IT FURTHER RESOLVED THAT, The Kern Council of Governments acting as the Kern Transportation Authority does hereby request that the Board of Supervisors for Kern County place the ordinance on the November 5, 202? general election.

ADOPTED, SIGN AND APPROVED THIS ?? DAY OF JUNE 20??.

AYES:

NOES:

ABSTAIN:

ABSENT:

David Couch, 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 regularly scheduled meeting held on the 15 day of June 2006.

Ahron Hakimi, Executive Director
Kern Council of Governments

Date: _____

Attachment 10) – Project List/Maps

Figure 5-1A: Constrained Projects Countywide

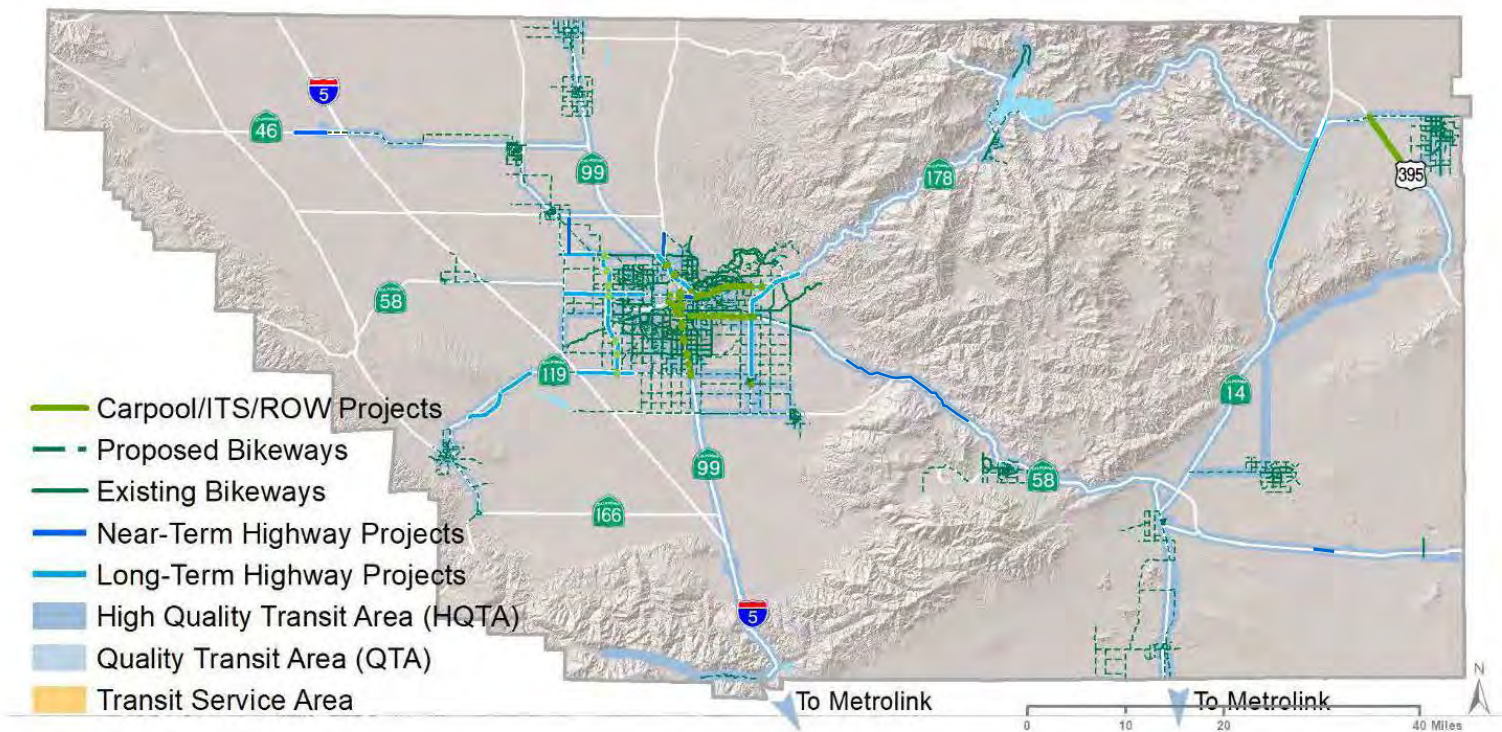
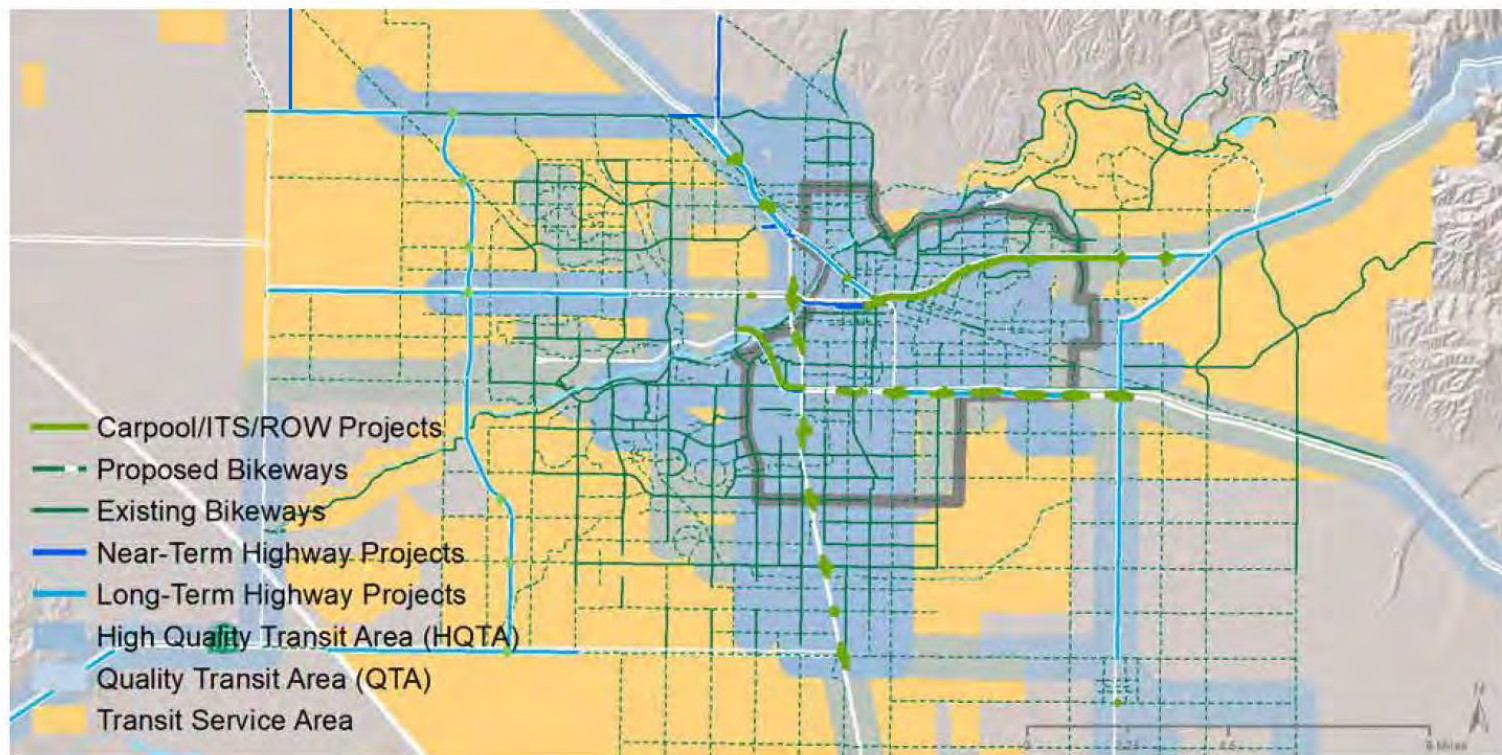
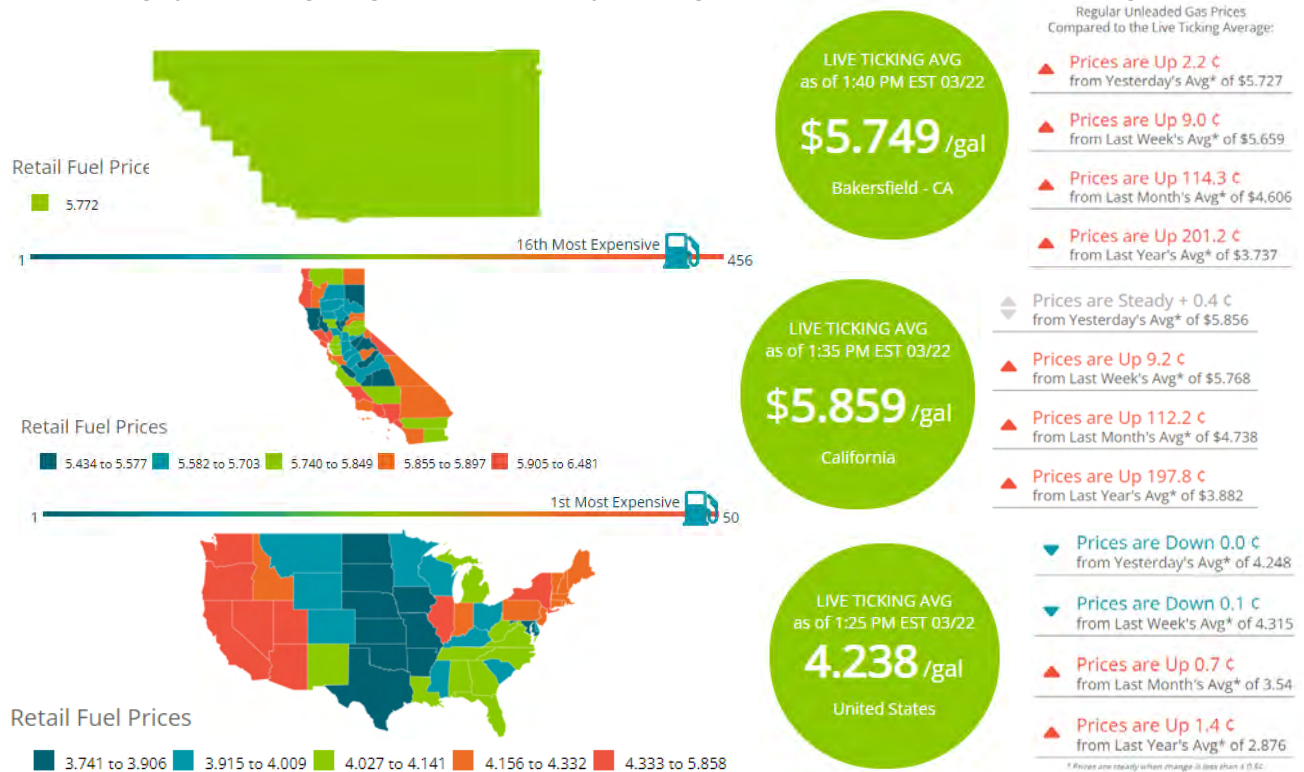


Figure 5-1B: Constrained Projects Metro Bakersfield



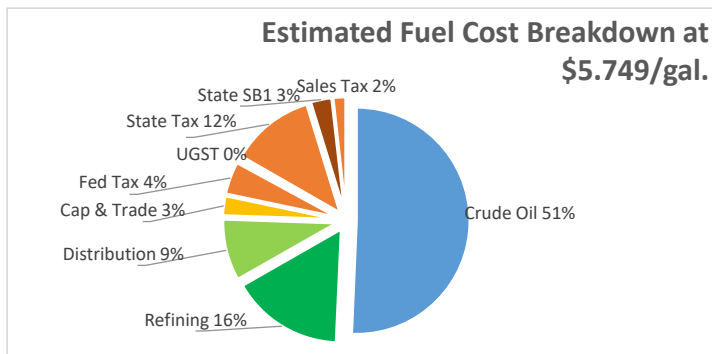
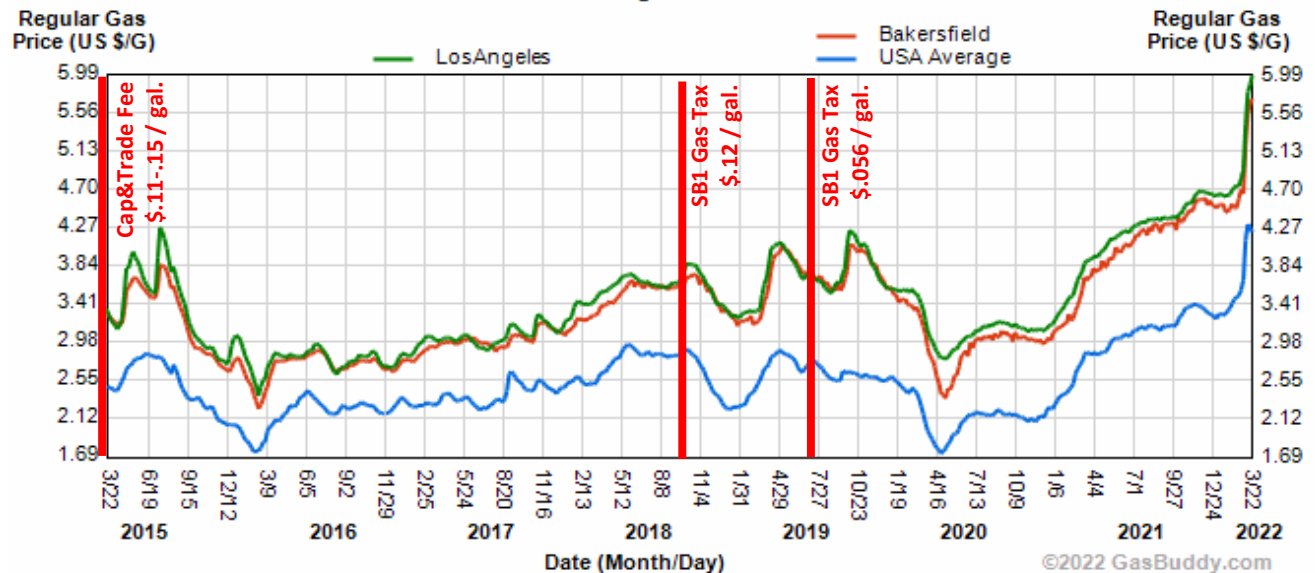
KERN FUEL PRICE FACT SHEET - MARCH 2022

Kern average price for regular gasoline is currently \$1.51 /gallon higher than the national average.



<https://fuelinsights.gasbuddy.com/>

84 Month Average Retail Price Chart



\$5.75/Gal. Gas	
Crude Oil	\$2.36
Refining	\$1.79
Distribution	\$0.47
Cap & Trade	\$0.13
Fed Tax	\$0.18
UGST	\$0.02
State Tax	\$0.57
State SB1	\$0.12
Sales Tax	\$0.11
Fuel Cost	\$5.75
Tax-Fee Rate	17.4%
Tax-fee/Gal.	\$1.00

DRAFT COUNTYWIDE TRANSPORTATION EXPENDITURE PLAN - Next 20+ Years Existing Tranportation Revenue + Potential New Revenue: California’s Public Utilities Code Section 180206(a) states, "A county transportation expenditure plan shall be prepared for the expenditure of the revenues expected to be derived from the tax imposed pursuant to this chapter, together with other federal, state, and local funds expected to be available for transportation improvements..."	Transportation Revenue Programs (existing + potential new)					
	Early Expenditures					Total Expenditures All Programs
	Fix-It-First, Keep-It-Local / Cost-Efficient	Advanced Tech, Safe, Clean Transportation	Ready-To-Go, Regional Projects	Early Expenditure Total	Next-In-Line, Regional Projects	
	street/bridge maintenance; reconstruction / pavement tech; widening; signalization; Transportation Control Measures (TCMs)	safer; healthy; efficient; air quality; pedestrian; bicycle; senior/disabled and advanced tech transit; transportation enhancements	first 1-15 years of the plan - Includes major roadway and other major projects funded in the RTP ready or nearing readiness	Fix-It-First, Advanced Tech, Ready-To-Go; all funding sources	reinvests anticipated cost savings as projects are environmentally cleared, designed and made ready; unfunded projects identified in the RTP/CIP	all funded and unfunded projects

notes Annual Over 20 Year Period (\$ estimates x 1,000)

Revenue	LOCAL funds available from existing sources	1	\$119,115	\$7,055	\$80,470	\$206,639	\$0	\$206,639
	STATE funds available from existing sources	1	\$31,250	\$30,150	\$49,250	\$110,650	\$0	\$110,650
	FEDERAL funds available from existing sources	1	\$13,600	\$22,980	\$31,504	\$68,084	\$0	\$68,084
	TOTAL funds available from existing sources	1	\$163,965	\$60,185	\$161,224	\$385,374	\$0	\$385,374
	Potential new revenue	1	\$42,500	\$10,300	\$33,128	\$85,928	\$0	\$85,928
		1	49.5%	12.0%	38.6%	100.0%		
	50% increase in leveraged new state and federal matching funds	2	\$0	\$5,150	\$16,564	\$21,714	\$0	\$21,714
	13% cost savings from inflation (building 5 years sooner)	3	\$0	\$0	\$25,225	\$25,225	\$0	\$25,225
	New revenue leverages 50% more funds		\$0	\$5,150	\$41,788	\$46,938	\$0	\$46,938
	Total existing and potential new revenue sources		\$206,465	\$75,635	\$236,141	\$518,240	\$0	\$518,240
			39.8%	14.6%	45.6%	100.0%		
Expenditures	Needed to improve road conditions and lower maintenance cost (80+ PCI in 20 years)	4	-\$124,398	\$0	\$0	-\$124,398	\$0	-\$124,398
	15% cost savings from pavement technology (higher up-front cost/cheaper longterm)	4	-\$1,393	\$0	\$0	-\$1,393	\$0	-\$1,393
	Efficiency adjusted cost with new pavement technology savings (recycled, rubberized...)	4	-\$125,791	\$0	\$0	-\$125,791	\$0	-\$125,791
	Needed for wideings, signalization and other transportation control measures	1	-\$80,674	\$0	\$0	-\$80,674	\$0	-\$80,674
	Year of Expenditure (YOE) Cost with potential new revenue (5 years sooner)		-\$206,465	-\$67,395	-\$153,663	-\$427,522	-\$494,354	-\$921,877
	Apply cost savings/match to Next-In-Line Projects		\$0	\$0	\$0	\$0	\$46,938	\$46,938
	Remaining unfunded projects		\$0	\$0	\$0	\$0	-\$447,416	-\$874,938
	Leveraged cost savings + new revenue + existing sources		\$206,465	\$75,635	\$261,365	\$543,465	\$46,938	\$565,179
Benefits	Total jobs generated by all transportation expenditures over 20 years (avg. 5 yrs./job)	5	31,900	10,900	30,040	72,840	7,260	76,740
	New jobs generated by new revenue expenditures over 20 years (avg. 5 yrs./job)	5	6,600	1,600	5,100	13,300	7,300	17,200
	New non transportation sector jobs from expend. over 20 years (Induced jobs=34%)	5	11,000	3,800	10,300	25,100	2,500	26,400
	Potential jobs saved (6%) from good road maintenance over 20 years	6	21,150					
	Total state/federal funds leveraged (20 yrs.)	2	\$938,770					
	Road maint. cost increase avoided (20 yrs.)	4	\$1,940,767					
	Increased Annual County Production (GDP) created by induced jobs	5	\$6,411,768					
	Annual new local government sales tax revenue for public safety, libraries, etc. (based on GDP)	7	\$51,294					
	8% - 22% annual savings in vehicle maintenance & fuel costs (x 1.88 veh./hhold)	8	\$517 to \$1423					
	Average annual cost of 1/2 cent retail sales tax per household	9	\$269					

¹ Kern COG Regional Transportation Plan/Capital Improvement Program

² Conservative estimate, other regions leveraged a 50% match with Self Help measure

³ Assumes a conservative 3% per year inflation rate. The construction cost index has gone up 6-7% annually over the past 30 years

⁴ Funding needed to bring pavement condition index (PCI) back up to 80+ from the current 63 PCI average for the County. Does not include rehabilitation to bring back up to 85 PCI. Avoided costs based on funding roads at current levels for next 20 years.

⁵ Assumes 38,638 jobs per billion dollars spent on transportation projects - FHWA Highways Administration. Induced GDP=induced jobs x Kern median income (\$48,574) http://ops.fhwa.dot.gov/freight/freight_analysis/highway_ops/hiway_ops2.htm

⁶ Based on a 2014 Oregon Study that forecasts a 6% loss in Gross Domestic Product if roads are allowed to deteriorate further. Assumes similar affect on employment.

⁷ Sales tax revenue based on increased GDP from induced jobs x 8% sales tax. Conservatively it does not account income and property tax receipts.

⁸ Transportation Research Bureau NCHRP 720, Estimating the Effects of Pavement Condition on Vehicle Operating Costs, <http://www.trb.org/Main/Blurbs/166904.aspx>

⁹ California Board of Equalization, California Department of Finance, 2015

KERN COUNTY SUBAREA SUMMARY

County Subarea					
RTP 20+ Year Expenditure Program Summary By Subarea Together with Forecast of Existing and Potential New Funding Sources		Year of Expenditure (YOE) with new revenue	Percent of expenditures county-wide ¹	Leveraged cost savings from maintenance /inflation ²	
		Over 20 Year Period (\$ estimates x 1,000)			
Countywide					
Early Expenditures	Fix-It-First, Keep-It-Local / Cost-Efficient	\$4,129,291	48.3%	\$1,940,767	
	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control Measures (TCMs)				
	Advanced Tech, Safe, Clean Transportation	\$1,347,892	15.8%	\$0	
	safer; healthy; efficient; air quality; pedestrian; bicycle; senior/disabled and advanced tech transit; transportation enhancements				
	Ready-To-Go, Regional Projects	\$3,073,262	35.9%	\$504,491	
	first 1-15 years of the plan - Includes major roadway and other major projects funded in the RTP ready or nearing readiness				
	Early Expenditures Subtotal (fully funded)		\$8,550,445	100.0%	\$2,445,258
	Next-In-Line, Regional Projects	\$9,887,089		\$3,273,047	
	reinvests anticipated cost savings as projects are environmentally cleared, designed and made ready; unfunded projects identified in the RTP/CIP				
¹ Total Expenditure Plan		\$18,437,534		\$5,718,305	
Subareas					
Arvin-Lamont					
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$218,070		\$102,493	
	Advanced Tech, Safe, Clean Transportation	\$71,654		\$0	
	Ready-To-Go, Regional Projects Benefiting Subarea	\$240,826		\$37,374	
	Early Expenditures Subtotal		\$530,550	6.2%	\$139,867
	Next-In-Line, Regional Projects Benefiting Subarea	\$467,180		\$150,924	
	¹ All Projects Benefiting Subarea		\$997,731	5.4%	\$290,791
	Share of County Population			4.5%	
Frazier Park					
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$69,829		\$32,820	
	Advanced Tech, Safe, Clean Transportation	\$15,448		\$0	
	Ready-To-Go, Regional Projects Benefiting Subarea	\$144,548		\$67,219	
	Early Expenditures Subtotal		\$229,825	2.7%	\$100,039
	Next-In-Line, Regional Projects Benefiting Subarea	\$167,692		\$113,519	
	¹ All Projects Benefiting Subarea		\$397,517	2.2%	\$213,557
	Share of County Population			1.0%	
Indian Wells Valley					
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$164,077		\$77,116	
	Advanced Tech, Safe, Clean Transportation	\$45,689		\$0	
	Ready-To-Go, Regional Projects Benefiting Subarea	\$274,316		\$52,684	
	Early Expenditures Subtotal		\$484,082	5.7%	\$129,800
	Next-In-Line, Regional Projects Benefiting Subarea	\$585,900		\$188,929	
	¹ All Projects Benefiting Subarea		\$1,069,982	5.8%	\$318,729
	Share of County Population			4.1%	
Lake Isabella					
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$213,806		\$100,489	
	Advanced Tech, Safe, Clean Transportation	\$22,837		\$0	
	Ready-To-Go, Regional Projects Benefiting Subarea	\$346,731		\$70,969	
	Early Expenditures Subtotal		\$583,375	6.8%	\$171,458
	Next-In-Line, Regional Projects Benefiting Subarea	\$568,200		\$183,558	
	¹ All Projects Benefiting Subarea		\$1,151,575	6.2%	\$355,016
	Share of County Population			2.0%	

KERN COUNTY SUBAREA SUMMARY

County Subarea				
RTP 20+ Year Expenditure Program Summary By Subarea Together with Forecast of Existing and Potential New Funding Sources		Year of Expenditure (YOE) with new revenue	Percent of expenditures county-wide ¹	Leveraged cost savings from maintenance /inflation ²
Metro Bakersfield				
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$1,873,539		\$880,563
	Advanced Tech, Safe, Clean Transportation	\$892,357		\$0
	Ready-To-Go, Regional Projects Benefiting Subarea	\$2,440,239		\$340,447
	Early Expenditures Subtotal	\$5,206,134	60.9%	\$1,221,011
	Next-In-Line, Regional Projects Benefiting Subarea	\$6,154,188		\$2,013,585
	¹ All Projects Benefiting Subarea	\$11,360,322	61.6%	\$3,234,596
Share of County Population			61.5%	
North Kern				
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$795,940		\$374,092
	Advanced Tech, Safe, Clean Transportation	\$160,515		\$0
	Ready-To-Go, Regional Projects Benefiting Subarea	\$328,521		\$92,464
	Early Expenditures Subtotal	\$1,284,975	15.0%	\$466,556
	Next-In-Line, Regional Projects Benefiting Subarea	\$2,168,193		\$702,460
	¹ All Projects Benefiting Subarea	\$3,453,168	18.7%	\$1,169,015
Share of County Population			14.8%	
Southeast Kern				
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$356,667		\$167,633
	Advanced Tech, Safe, Clean Transportation	\$59,915		\$0
	Ready-To-Go, Regional Projects Benefiting Subarea	\$259,199		\$47,801
	Early Expenditures Subtotal	\$675,781	7.9%	\$215,434
	Next-In-Line, Regional Projects Benefiting Subarea	\$893,656		\$268,968
	¹ All Projects Benefiting Subarea	\$1,569,437	8.5%	\$484,402
Share of County Population			5.3%	
Taft-Maricopa				
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$196,345		\$92,282
	Advanced Tech, Safe, Clean Transportation	\$31,292		\$0
	Ready-To-Go, Regional Projects Benefiting Subarea	\$229,616		\$54,684
	Early Expenditures Subtotal	\$457,252	5.3%	\$146,966
	Next-In-Line, Regional Projects Benefiting Subarea	\$1,125,511		\$373,006
	All Projects in Subarea	\$961,025		\$309,711
¹ All Projects Benefiting Subarea	\$1,582,764	8.6%	\$519,972	
Share of County Population			2.6%	
Tehachapi				
Early Expend.	Fix-It-First, Keep-It-Local / Cost-Efficient	\$241,018		\$113,279
	Advanced Tech, Safe, Clean Transportation	\$48,185		\$0
	Ready-To-Go, Regional Projects Benefiting Subarea	\$220,971		\$50,029
	Early Expenditures Subtotal	\$510,175	6.0%	\$163,307
	Next-In-Line, Regional Projects Benefiting Subarea	\$1,478,246		\$467,229
	¹ All Projects Benefiting Subarea	\$1,988,421	10.8%	\$630,536
Share of County Population			4.3%	

¹Projects Benefitting Subareas do not add to 100% because some projects benefit more than one subarea.

²Leveraged cost savings subject to amount of new revenue sources that become available.

ARVIN-LAMONT SUBAREA

Subarea Includes the City of Arvin, unincorporated communities (county areas) of Lamont, Di Giorgio and Weedpatch		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new reven	Maint./Inflation Savings
Fix-It-First, Keep-It-Local / Cost-Efficient				
Arvin - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Tra	\$ 13,392	\$ 13,392	\$ 6,294
Arvin - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Trans	\$ 40,340	\$ 40,340	\$ 18,960
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Tra	\$ 30,276	\$ 30,276	\$ 14,230
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Trans	\$ 103,807	\$ 103,807	\$ 48,789
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 30,256	\$ 30,256	\$ 14,220
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 218,070	\$ 218,070	\$ 102,493
Regional Projects				
Ready-To-Go, Regional Projects				
Route 184	Panama Rd to Rt 58 - widen to four lanes	\$ 9,005	\$ 10,500	\$ 1,495
Route 184	² Morning Dr to Rt 178 - widen to four lanes	\$ 4,459	\$ 5,000	\$ 541
Route 184	² At Union Pacific Railroad - construct grade separation	\$ 23,865	\$ 26,400	\$ 2,535
Route 184	² Rt 58 to Rt 178 - widen to four lanes	\$ 78,184	\$ 90,000	\$ 11,816
Route 119	² Cherry Ave to Elk Hills Rd (Phase 1, bypass) - widen to four lanes	\$ 97,396	\$ 115,000	\$ 17,604
Route 119	² I-5 to Buena Vista - widen to four lanes	\$ 27,916	\$ 31,300	\$ 3,384
Ready-To-Go, Regional Projects	²Sub-Total including zone of Benefit	\$ 240,826	\$ 278,200	\$ 37,374
Next-In-Line, Regional Projects				
Route 223	¹ Rt 99 to Rt 184 - widen to four lanes	\$ 52,160	\$ 69,011	\$ 16,851
Wheeler Ridge Road	¹ I-5 to Rt 223 - widen to four lanes	\$ 97,801	\$ 129,395	\$ 31,595
Route 223	East Arvin city limits to Rt 58 - widen to four lanes	\$ 48,900	\$ 64,698	\$ 15,797
Route 184	² Rt 184 / Morning Dr. @ UPRR - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
East Beltway	² Rt 58 to Morning Drive - construct new expressway	\$ 151,166	\$ 200,000	\$ 48,834
Interstate 5	² From Fort Tejon to Rt 99 - widen to ten lanes	\$ 65,001	\$ 86,000	\$ 20,999
Next-In-Line, Regional Projects	²Sub-Total including zone of Benefit	\$ 467,180	\$ 618,104	\$ 150,924
Advanced Tech, Safe, Clean Transportation				
Arvin - potential new funds	Cost-efficient, safe, clean transportion	\$ 4,875	\$ 4,875	\$ -
Arvin - existing funds	Cost-efficient, safe, clean transportion	\$ 20,487	\$ 20,487	\$ -
Arvin - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 4,919	\$ 4,919	\$ -
Arvin - active transportation	Safe complete streets, pedestrian enhancements	\$ 12,450	\$ 12,450	\$ -
Arvin - Corridor Improvement	A St (Simpson St to Franklin St) .9 mi.	\$ 235	\$ 235	\$ -
Arvin - Complete Streets	Comanche Dr (Varsity Av to Franklin St) 1.5 mi.	\$ 863	\$ 863	\$ -
Arvin - Crossing Improvements	El Camino Real (S Comanche Rd to Tejon Hwy) 1. mi.	\$ 86	\$ 86	\$ -
Arvin - High-Visibility Crosswalk	Franklin St - Meyer St	\$ 11	\$ 11	\$ -
Arvin - Corridor Improvement	Franklin St (Walnut Dr to Tejon Hwy) .8 mi.	\$ 209	\$ 209	\$ -
Arvin - Crossing Improvements	Haven Dr (Comanche Dr to Varsity Av) 1. mi.	\$ 86	\$ 86	\$ -
Arvin - High-Visibility Crosswalk	Hood St - Butte Av	\$ 11	\$ 11	\$ -
Arvin - High-Visibility Crosswalk	Hood St - Meyer St	\$ 11	\$ 11	\$ -
Arvin - High-Visibility Crosswalk	Meyer St - Hanson Ln	\$ 3	\$ 3	\$ -
Arvin - Crossing Improvements	Meyer St (Ellen Wy to El Camino Real) .2 mi.	\$ 19	\$ 19	\$ -
Arvin - Sidewalk Improvement	Meyer St (Ellen Wy to Hwy 223) 1.3 mi.	\$ 240	\$ 240	\$ -
Arvin - Crossing Improvements	Meyer St (Varsity Av to Hwy 223) .5 mi.	\$ 42	\$ 42	\$ -
Arvin - Crossing Improvements	N Hill St (Varsity Av to Hwy 223) .5 mi.	\$ 42	\$ 42	\$ -
Arvin - Crossing Improvements	Sycamore Rd (Comanche Dr to Tejon Hwy) 1. mi.	\$ 87	\$ 87	\$ -
Arvin - Sidewalk Improvement	Tejon Hwy (Hwy 223 to Sycamore Rd) 1. mi.	\$ 190	\$ 190	\$ -
Arvin - High-Visibility Crosswalk	Varsity Av - Shared-use Path	\$ 3	\$ 3	\$ -

Arvin - Corridor Improvement	Varsity Av (Comanche Dr to Carmel St) .7 mi.	\$ 191	\$ 191	\$ -
Arvin - Corridor Improvement	Walnut Dr (Bear Mountain Blvd to Olsen St) .8 mi.	\$ 226	\$ 226	\$ -
Caltrans - Crossing Improvements	Bear Mountain Blvd (Comanche Dr to Derby St) 1. mi.	\$ 86	\$ 86	\$ -
Arvin - Complete Streets/ITS Improve	Other Future developments funded by a transportation impact fee and mitigation	\$ 9,810	\$ 9,810	\$ -
Arvin - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 3,119	\$ 3,119	\$ -
Arvin - Class III Bike Route	5th Av (N Hill St to N A St) .1 mi.	\$ 1	\$ 1	\$ -
Arvin - Class II Bike Ln	A St (Olson Wy to 5th Av) 1.1 mi.	\$ 97	\$ 97	\$ -
Arvin - Complete Streets	Campus Dr (Grapevine Dr to Varsity Rd) .5 mi.	\$ 284	\$ 284	\$ -
Arvin - Class III Bike Route	Campus Dr (Sunset Blvd to Richardson Rd) .5 mi.	\$ 5	\$ 5	\$ -
Arvin - Class II Bike Ln	Comanche Dr (Mark St to Sycamore Rd) 1. mi.	\$ 90	\$ 90	\$ -
Arvin - Class II Buffered Bike Ln	Franklin St (Walnut Dr to S Derby St) .8 mi.	\$ 137	\$ 137	\$ -
Arvin - Class III Bike Route	Grapevine Dr (Campus Dr to N Hill St) .1 mi.	\$ 1	\$ 1	\$ -
Arvin - Class II Bike Ln	Haven Dr (Comanche Dr to Tejon Hwy) 1. mi.	\$ 91	\$ 91	\$ -
Arvin - Class II Bike Ln	Mark St (Comanche Dr to Walnut Dr) .2 mi.	\$ 23	\$ 23	\$ -
Arvin - Class III Bike Route	Meyer St (El Camino Real to Sycamore Rd) .5 mi.	\$ 5	\$ 5	\$ -
Arvin - Class II Bike Ln	Meyer St (Hwy 223 to Sycamore Rd) 1. mi.	\$ 90	\$ 90	\$ -
Arvin - Class II Bike Ln	N Comanche St (Bear Mountain Rd to Varsity Av) .5 mi.	\$ 44	\$ 44	\$ -
Arvin - Class III Bike Route	N Hill St (Grapevine Dr to 5th Av) .1 mi.	\$ 1	\$ 1	\$ -
Arvin - Class I Shared Use Path	North City Path (Bear Mountain Blvd to Varsity Av) .5 mi.	\$ 445	\$ 30	\$ (415)
Arvin - Class II Bike Ln	Olsen St (A St to Meyer St) .5 mi.	\$ 46	\$ 123	\$ 77
Arvin - Class III Bike Route	Sycamore Rd (Comanche Dr to Rancho Dr) .5 mi.	\$ 5	\$ 5	\$ -
Arvin - Class II Bike Ln	Sycamore Rd (Comanche Dr to Tejon Hwy) 1. mi.	\$ 91	\$ 91	\$ -
Arvin - Class II Bike Ln	Sycamore Rd (Towerline Rd to Tejon Hwy) 1. mi.	\$ 92	\$ 92	\$ -
Arvin - Class II Bike Ln	Tejon Hwy (Hwy 223 to Burkett Blvd) 2.5 mi.	\$ 225	\$ 225	\$ -
Arvin - Class II Bike Ln	Varsity Av (N Comanche Dr to Tejon Hwy) 1. mi.	\$ 91	\$ 91	\$ -
Arvin - Class II Bike Ln	Walnut Dr (W Sycamore Rd to Alderette Dr) 1.2 mi.	\$ 110	\$ 110	\$ -
Caltrans - Class IV Cycle Track	Bear Mtn Blvd SR 223 (Tejon Hwy to Comanche Dr) 1. mi.	\$ 303	\$ 303	\$ -
Caltrans - Class II Bike Ln	E Bear Mtn Blvd SR 223 (Comanche Dr to Union St) 12.6 mi.	\$ 1,138	\$ 1,138	\$ -
Caltrans - Class II Bike Ln	SR 223 (Malovich Rd to Tejon Hwy) .5 mi.	\$ 46	\$ 46	\$ -
County Areas -potential new funds	Cost-efficient, safe, clean transporation	\$ 4,350	\$ 4,350	\$ -
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 41,942	\$ 41,942	\$ -
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 10,048	\$ 10,048	\$ -
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 8,481	\$ 8,481	\$ -
Caltrans - Corridor Improvement	Weedpatch Hwy (Brundage Ln to E Bear Mountain Blvd) 10. mi.	\$ 2,763	\$ 2,763	\$ -
Kern County - Corridor Improvement	Hall Rd (San Emidio St to Habecker Rd) .5 mi.	\$ 141	\$ 141	\$ -
Kern County - Corridor Improvement	Myrtle Av (Panama Ln to Wharton Av) .9 mi.	\$ 259	\$ 259	\$ -
Kern County - Corridor Improvement	Panama Rd (Wible Rd to Main St) 7. mi.	\$ 1,936	\$ 1,936	\$ -
Kern County - Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .7 mi.	\$ 190	\$ 190	\$ -
Kern County - High-Visibility Crosswa	Wharton Av - Main St	\$ 11	\$ 11	\$ -
Kern County - Corridor Imp. lights	Santa Ana St (Hall Rd to Wharton Av) .4 mi.	\$ 118	\$ 118	\$ -
Kern County - Corridor Imp. lights	Santa Barbara St (Hall Rd to Wharton Av) .4 mi.	\$ 119	\$ 119	\$ -
Kern County - Corridor Imp. lights	Santa Clara St (Hall Rd to Wharton Av) .4 mi.	\$ 122	\$ 122	\$ -
Kern County - Sidewalk/Corridor Imp	Hope Ln (Tatum St to Habecker Rd) .1 mi.	\$ 19	\$ 19	\$ -
Kern County - Sidewalk/Corridor Imp	Tatum St (Hope Ln to Hall Rd) .09 mi.	\$ 19	\$ 19	\$ -
Kern County - Sidewalk/Corridor Imp	Wilson (Hope Ln to end of street) .04 mi.	\$ 21	\$ 21	\$ -
Kern County - Sidewalk/Corridor Imp	Hall Rd (San Emidio to Habecker Rd) 1. mi.	\$ 141	\$ 141	\$ -
Kern County - Sidewalk Improvement	Bonita Rd (Main St to Habecker Rd) .5 mi.	\$ 97	\$ 97	\$ -
Kern County - Sidewalk Improvement	Buena Vista Blvd (May Street to Buena Vista Blvd Mobile Park) .7 mi.	\$ 140	\$ 140	\$ -
Kern County - Sidewalk Improvement	Carnation Ave (Mc Kee Road to Panama Road) .5 mi.	\$ 95	\$ 95	\$ -
Kern County - Sidewalk Improvement	Collision St (Main St to Carnation Av) .2 mi.	\$ 48	\$ 48	\$ -
Kern County - Sidewalk Improvement	Di Giorgio Rd (Fairfax Rd to Main St) 1. mi.	\$ 190	\$ 190	\$ -
Kern County - Sidewalk Improvement	Di Giorgio Rd (Pierce Drive to Weedpatch Highway) .7 mi.	\$ 143	\$ 143	\$ -

Kern County - Sidewalk Improvement	Dunnsmere St (San Diego Street to Weedpatch Highway) .2 mi.	\$	46	\$	46	\$	-
Kern County - Sidewalk Improvement	Field St (Di Giorgio Rd to Tri Duncan Avenue) .5 mi.	\$	96	\$	96	\$	-
Kern County - Sidewalk Improvement	Habecker Rd (Panama Rd to Segrue Rd) .7 mi.	\$	142	\$	142	\$	-
Kern County - Sidewalk Improvement	Hall Rd (San Diego St to Main St) .3 mi.	\$	48	\$	48	\$	-
Kern County - Sidewalk Improvement	Man O War St (Whirlaway St to Main St) .3 mi.	\$	59	\$	59	\$	-
Kern County - Sidewalk Improvement	McKee Rd (Main St to Carnation Ave) .3 mi.	\$	49	\$	49	\$	-
Kern County - Sidewalk Improvement	Mtn View Rd (RR xing to Sherman Rd) .8 mi.	\$	146	\$	146	\$	-
Kern County - Sidewalk Improvement	Panama Rd (Gilbert Street to Habecker Rd) .7 mi.	\$	133	\$	133	\$	-
Kern County - Sidewalk Improvement	Panama Rd (Habecker Rd to Main St) .5 mi.	\$	98	\$	98	\$	-
Kern County - Sidewalk Improvement	Reynolds St (Whirlaway St to Main St) .3 mi.	\$	56	\$	56	\$	-
Kern County - Sidewalk Improvement	Segrue Rd (San Emidio St to Habecker Rd) 1. mi.	\$	181	\$	181	\$	-
Kern County - Sidewalk Improvement	Montal St (CA-184 to Carnation Ave) 0.3 mi.	\$	49	\$	49	\$	-
Kern County - Sidewalk Improvement	Bertal St (CA-184 to Carnation Ave) 0.3 mi.	\$	46	\$	46	\$	-
Kern County - Sidewalk Improvement	Burger Way (San Diego St to San Fernando St) 0.1 mi.	\$	27	\$	27	\$	-
Kern County - Sidewalk Improvement	Carnation Ave (Panama Rd to Collison St) 0.3 mi.	\$	660	\$	660	\$	-
Kern County - Sidewalk Improvement	Collison St (CA-184 to Carnation Ave) 0.3 mi.	\$	48	\$	48	\$	-
Kern County - Sidewalk Improvement	Emperor Ave (Howard to San Diego St) 0.1 mi.	\$	23	\$	23	\$	-
Kern County - Sidewalk Improvement	Gilbert St (Emperor Ave to Panama Rd) 0.1 mi.	\$	25	\$	25	\$	-
Kern County - Sidewalk Improvement	Howard St (Emperor Ave to Panama Rd) 0.1 mi.	\$	25	\$	25	\$	-
Kern County - Sidewalk Improvement	Lana St (CA-184 to Carnation Ave) 0.3 mi.	\$	48	\$	48	\$	-
Kern County - Sidewalk Improvement	Ribier Ave (San Emideo St to End of street) 0.1 mi.	\$	27	\$	27	\$	-
Kern County - Sidewalk Improvement	San Diego St (Delight Ave to Burgundy Ave) 0.2 mi.	\$	190	\$	190	\$	-
Kern County - Sidewalk Improvement	San Fernando St (Delight Ave to Mataro Ct) 0.2 mi.	\$	33	\$	33	\$	-
Kern County - Sidewalk Improvement	San Gorgonio (Panama Rd to Delight Ave) 203 ft. mi.	\$	10	\$	10	\$	-
Kern County - Sidewalk Improvement	Delight Ave (San Emideo St to San Diego St) 0.2 mi.	\$	40	\$	40	\$	-
Kern County - Sidewalk Improvement	San Emidio St (Delight Ave to End of street) 0.2 mi.	\$	54	\$	54	\$	-
Kern County - Sidewalk Improvement	Wharton Av (San Emidio St to Myrtle Av) .7 mi.	\$	132	\$	132	\$	-
Kern County - Complete Streets/ITS II	Other Future developments funded by a transportation impact fee and mitigation	\$	2,185	\$	2,185	\$	-
County Areas - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$	23,413	\$	23,413	\$	-
Caltrans - Bikeway Study	SR 184 (Panama Rd to Di Giorgio Rd) 1. mi.	\$	150	\$	150	\$	-
Caltrans - Class II Bike Ln	Weedpatch Hwy SR 184 (Brundage Ln to Mtn View Rd) 5.3 mi.	\$	476	\$	476	\$	-
Caltrans - Class I Shared Use Path	Weedpatch Hwy SR 184 (Mtn View Rd to Panama Rd) 1. mi.	\$	907	\$	907	\$	-
Kern County - Class I Shared Use Path	Arvin Edison Canal (Green Garden Dr to Fairfax Rd) 8.8 mi.	\$	7,922	\$	7,922	\$	-
Kern County - Class II Bike Ln	Buena Vista Blvd (Comanche Dr to Union Av) 9.1 mi.	\$	817	\$	817	\$	-
Kern County - Class II Bike Ln	Comanche Dr (Muller Rd to Kern Canyon Rd) 5.9 mi.	\$	534	\$	534	\$	-
Kern County - Class II Bike Ln	Comanche Dr (Panama Ln to Muller Rd) 7.5 mi.	\$	678	\$	678	\$	-
Kern County - Class II Buffered Bike Ln	Cottonwood Rd (Casa Loma Dr to Panama Rd) 5. mi.	\$	900	\$	900	\$	-
Kern County - Class II Buffered Bike Ln	Di Giorgio Rd (Pierce Dr to S Vineland Rd) 1.8 mi.	\$	320	\$	320	\$	-
Kern County - Class II Bike Ln	Di Giorgio Rd (Union Av to Pierce Dr) 4.3 mi.	\$	384	\$	384	\$	-
Kern County - Class II Bike Ln	DiGiorgio Rd (Vineland Rd to Comanche Dr) 3. mi.	\$	273	\$	273	\$	-
Kern County - Class III Bike Route	Edison Rd (Edison Hwy to SR 223) 9.7 mi.	\$	87	\$	87	\$	-
Kern County - Class III Bike Route	Fairfax Rd (Panama Rd to SR 223) 4. mi.	\$	36	\$	36	\$	-
Kern County - Class II Buffered Bike Ln	Fairfax Rd (Wilson Rd to Panama Rd) 6.6 mi.	\$	1,185	\$	1,185	\$	-
Kern County - Class III Bike Blvd	Habecker Rd (Panama Rd to Di Giorgio Rd) 1. mi.	\$	50	\$	50	\$	-
Kern County - Class III Bike Blvd	Hall Rd (Main St to Habecker Rd) .4 mi.	\$	21	\$	21	\$	-
Kern County - Class II Bike Ln	Hall Rd (SR 184 to Habecker Rd) .5 mi.	\$	46	\$	46	\$	-
Kern County - Class II Bike Ln	Hermosa Rd (Fairfax Rd to Comanche Dr) 5. mi.	\$	453	\$	453	\$	-
Kern County - Class II Bike Ln	Main St (DiGiorgio Rd to Bear Mountain Blvd) 3. mi.	\$	271	\$	271	\$	-
Kern County - Class II Bike Ln	Mountain View Rd (Fairfax Rd to Comanche Dr) 5. mi.	\$	454	\$	454	\$	-
Kern County - Class II Bike Ln	Muller Rd (Comanche Dr to Oswell St) 6. mi.	\$	544	\$	544	\$	-
Kern County - Class III Bike Blvd	Myrtle Av (Di Giorgio Rd to Panama Rd) 1. mi.	\$	50	\$	50	\$	-
Kern County - Complete Streets	Palm Av (San Gorgonio St to Williams St) .6 mi.	\$	360	\$	360	\$	-

Kern County - Class II Buffered Bike Ln	Panama Ln (Comanche Dr to Cottonwood Rd) 8.1 mi.	\$ 1,450	\$ 1,450	\$ -
Kern County - Class II Bike Ln	Panama Rd (Habecker Rd to S Comanche Dr) 3.5 mi.	\$ 318	\$ 318	\$ -
Kern County - Class II Buffered Bike Ln	Panama Rd (Main St to Habecker Rd) .5 mi.	\$ 93	\$ 93	\$ -
Kern County - Class III Bike Blvd	San Diego St (Di Giorgio Rd to Panama Rd) 1.1 mi.	\$ 54	\$ 54	\$ -
Kern County - Class III Bike Blvd	Segrue Rd (San Emidio St to Habecker Rd) .9 mi.	\$ 48	\$ 48	\$ -
Kern County - Class II Bike Ln	Sunset Blvd (Weedpatch Hwy to Vineland Rd) 1. mi.	\$ 93	\$ 93	\$ -
Kern County - Class II Buffered Bike Ln	Taft Hwy (Enos Ln to Weedpatch Hwy) 19.1 mi.	\$ 3,446	\$ 3,446	\$ -
Kern County - Class II Bike Ln	Vineland Rd (Pioneer Dr to SR 223) 11. mi.	\$ 993	\$ 993	\$ -
Advanced Tech, Safe, Clean Transporta	Sub-total Projects in Subarea	\$ 71,654	\$ 71,654	\$ -

ARVIN-LAMONT SUBAREA	Total Projects Benefiting Subarea	\$ 997,731	\$ 1,186,029	\$ 290,791
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Notes:

A. Inflation savings assumes a 3% inflation rate per year

B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenace costs when pavement condition index is kept above 75

C. The projects in each phase or category are not necessarily listed by priority

D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP

¹ Project was in the 2006 transportation measure expenditure plan

² Project outside subarea that benefits the subarea

Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.)

FRAZIER PARK SUBAREA

Subarea includes: unincorporated communities Frazier Park, Pine Mountain Club, Lebec and Lake of the Woods		Cost Estimate (\$ x 1,000)			
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings	
Fix-It-First, Keep-It-Local / Cost-Efficient					
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation	\$ 9,824	\$ 9,824	\$ 4,617	
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation	\$ 33,683	\$ 33,683	\$ 15,831	
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 26,322	\$ 26,322	\$ 12,371	
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 69,829	\$ 69,829	\$ 32,820	
Regional Projects					
Ready-To-Go, Regional Projects					
Frazier Park	Park & Ride/snowpark facility near Frazier Mt Park Blvd-Phase I	\$ 4,890	\$ 6,470	\$ 1,580	
Ready-To-Go, Regional Projects	Sub-Total including zone of Benefit	\$ 144,548	\$ 146,128	\$ 67,219	
Next-In-Line, Regional Projects					
Wheeler Ridge Road	¹ I-5 to Rt 223 - widen to four lanes	\$ 97,801	\$ 129,395	\$ 31,595	
Frazier Park	Park and Ride facility near Frazier Park Blvd - Phase II	\$ 4,890	\$ 6,470	\$ 1,580	
Interstate 5	From Fort Tejon to Rt 99 - widen to ten lanes	\$ 65,001	\$ 86,000	\$ 20,999	
Next-In-Line, Regional Projects	Sub-Total including zone of Benefit	\$ 167,692	\$ 221,865	\$ 54,173	
Advanced Tech, Safe, Clean Transportation					
County Areas - potential new funds	Cost-efficient, safe, clean transportation	\$ 2,089	\$ 2,089	\$ -	
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 13,358	\$ 13,358	\$ -	
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 6,685	\$ 6,685	\$ -	
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 5,120	\$ 5,120	\$ -	
Kern County - Corridor Improvement	Frazier Mountain Park Rd (Monterey Trail to Camelia Trail) .4 mi.	\$ 109	\$ 109	\$ -	
Kern County - Sidewalk Improvement	Monterey Trail (Park Dr to Mount Pinos Wy) .2 mi.	\$ 36	\$ 36	\$ -	
Kern County - Sidewalk Improvement	Mount Pinos Wy (Johnson Rd to Pomeroy Trail) .9 mi.	\$ 162	\$ 162	\$ -	
Kern County - Complete Streets/ITS Improvement	Other Future developments funded by a transportation impact fee and mitigation	\$ 4,814	\$ 4,814	\$ -	
County Areas - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 1,553	\$ 1,553	\$ -	
Kern County - Class I Shared Use Path	Falcon Wy (Peace Valley Rd to Frazier Mtn HS) 1. mi.	\$ 932	\$ 932	\$ -	
Kern County - Class II Bike Ln	Frazier Mtn Pk Rd (N Peace Vy Rd to Tecuya Mtn Rd) 6. mi.	\$ 537	\$ 537	\$ -	
Kern County - Class II Bike Ln	Peace Valley Rd (Frazier Mtn Park Rd to Falcon Wy) .6 mi.	\$ 54	\$ 54	\$ -	
Kern County - Class III Bike Route	Frazier Mountain Park Rd (Ivins Dr to Tecuya Mtn Rd) 1. mi.	\$ 9	\$ 9	\$ -	
Kern County - Class III Bike Route	Monterey Trail (Mt Pinos Wy to Park Dr) .2 mi.	\$ 2	\$ 2	\$ -	
Kern County - Class III Bike Route	Mt Pinos Wy (Frazier Mtn Pk Rd to Frazier Mtn Pk Rd) 2.1 mi.	\$ 19	\$ 19	\$ -	
Advanced Tech, Safe, Clean Transportation	Sub-total Projects in Subarea	\$ 15,448	\$ 15,448	\$ -	
FRAZIER PARK SUBAREA		Total Projects Benefiting Subarea	\$ 397,517	\$ 453,270	\$ 154,212

Notes:

- A. Inflation savings assumes a 3% inflation rate per year
- B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenance costs when pavement condition index is kept above 75
- C. The projects in each phase or category are not necessarily listed by priority
- D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP

1 Project was in the 2006 transportation measure expenditure plan

2 Project outside subarea that benefits the subarea

Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.)

INDIAN WELLS VALLEY SUBAREA

Subarea includes: City of Ridgecrest and the unincorporated communities of Inyokern, Johannesburg, and Randsburg		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Fix-It-First, Keep-It-Local / Cost-Efficient				
Ridgecrest - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control Measures	\$ 23,781	\$ 23,781	\$ 11,177
Ridgecrest - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control Measures	\$ 67,427	\$ 67,427	\$ 31,691
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control Measures	\$ 7,907	\$ 7,907	\$ 3,716
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control Measures	\$ 27,111	\$ 27,111	\$ 12,742
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 37,852	\$ 37,852	\$ 17,790
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 164,077	\$ 164,077	\$ 77,116
Regional Projects				
Ready-To-Go, Regional Projects				
Route 14	¹ Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase1)	\$ 42,000	\$ 42,000	\$ -
Route 14	¹ Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 2)	\$ 40,166	\$ 42,000	\$ 1,834
Route 14	¹ Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 3)	\$ 25,533	\$ 32,000	\$ 6,467
US 395	Between Rt 178 and China Lake Blvd - construct passing lanes	\$ 15,117	\$ 20,000	\$ 4,883
Passenger Rail	² Metrolink extension - Palmdale/Lancaster to Rosamond w/bus connector to Ridgecrest	\$ 151,500	\$ 191,000	\$ 39,500
Ready-To-Go, Regional Projects	²Sub-Total including zone of Benefit	\$ 274,316	\$ 327,000	\$ 52,684
Next-In-Line, Regional Projects				
Richmond Rd	¹ E Ridgecrest Blvd - widen to four lanes	\$ 4,890	\$ 6,470	\$ 1,580
Mahan St	Inyokern to South China Lake Blvd - widen to four lanes	\$ 24,450	\$ 32,349	\$ 7,899
Bowman Rd	China Lake to San Bernardino Blvd - reconstruct	\$ 3,260	\$ 4,313	\$ 1,053
S. China Lake Blvd	Rt 395 to College Heights - reconstruct	\$ 27,710	\$ 36,662	\$ 8,952
US 395	San Bdo County Line to Rt 14 - widen to four lanes	\$ 184,422	\$ 244,000	\$ 59,578
Passenger Rail	² Metrolink extension - Phase II Rosamond to Mojave, Cal City w/bus connector to Ridgecrest	\$ 341,168	\$ 451,035	\$ 109,868
Next-In-Line, Regional Projects	²Sub-Total including zone of Benefit	\$ 585,900	\$ 774,829	\$ 188,929
Advanced Tech, Safe, Clean Transportation				
Ridgecrest - potential new funds	Cost-efficient, safe, clean transportation	\$ 6,521	\$ 6,521	\$ -
Ridgecrest - existing funds	Cost-efficient, safe, clean transportation	\$ 27,761	\$ 27,761	\$ -
Ridgecrest - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 6,934	\$ 6,934	\$ -
Ridgecrest - active transportation	Safe complete streets, pedestrian enhancements	\$ 10,576	\$ 10,576	\$ -
Ridgecrest - Bicycle Signal	Inyokern Rd - N China Lake Blvd	\$ 25	\$ 25	\$ -
Ridgecrest - Corridor Improvement	Norma St (W Inyokern Rd to Sydnor Av) .8 mi.	\$ 207	\$ 207	\$ -
Ridgecrest - Crossing Improvements	N China Lake Blvd (E Inyokern Rd to Bowman Rd) 3. mi.	\$ 254	\$ 254	\$ -
Ridgecrest - Crossing Improvements	Norma St (Sydnor Av to Bowman Rd) 2.3 mi.	\$ 193	\$ 193	\$ -
Ridgecrest - Crossing Improvements	Ridgecrest Blvd (Downs St to S Gateway Blvd) 2. mi.	\$ 171	\$ 171	\$ -
Ridgecrest - High-Visibility Crosswalk	Bowman Rd - Sunland St	\$ 11	\$ 11	\$ -
Ridgecrest - High-Visibility Crosswalk	Drummond Av - French Av	\$ 11	\$ 11	\$ -
Ridgecrest - High-Visibility Crosswalk	Inyokern Rd - N China Lake Blvd	\$ 11	\$ 11	\$ -
Ridgecrest - High-Visibility Crosswalk	Las Flores Av - Sierra View St	\$ 11	\$ 11	\$ -
Ridgecrest - Sidewalk Improvement	Bowman St (Downs St to S Mahan St) .5 mi.	\$ 93	\$ 93	\$ -
Ridgecrest - Sidewalk Improvement	China Lake Blvd (Bowman Rd to Downs St) 1.3 mi.	\$ 255	\$ 255	\$ -
Ridgecrest - Sidewalk Improvement	Downs St (Bowman Rd to W Springer Av) 1. mi.	\$ 188	\$ 188	\$ -
Ridgecrest - Sidewalk Improvement	S Mahan St (W Springer Av to Bowman St) 1. mi.	\$ 188	\$ 188	\$ -
Ridgecrest - Sidewalk Improvement	Sandquist Rd (Inyokern Rd to E St) .4 mi.	\$ 72	\$ 72	\$ -
Ridgecrest - Sidewalk Improvement	W Springer Av (Downs St to S Mahan St) .5 mi.	\$ 92	\$ 92	\$ -
Ridgecrest - Complete Streets/ITS Improvements	Other Future developments funded by a transportation impact fee and mitigation	\$ 8,795	\$ 8,795	\$ -
Ridgecrest - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 10,252	\$ 10,252	\$ -
Caltrans - Class II Bike Ln	Ridgecrest Blvd SR 178 (Richmd Rd to San Bdo Blvd) .8 mi.	\$ 70	\$ 70	\$ -
Caltrans - Class II Buffered Bike Ln	E Rcrest Blvd SR 178 (N Chna Lk Blvd to S Richmd Rd) 1.2 mi.	\$ 221	\$ 221	\$ -
Ridgecrest - Class I Shared Use Path	Bowman Path (Brady St to S Downs St) 1. mi.	\$ 889	\$ 889	\$ -
Ridgecrest - Class I Shared Use Path	Bowman Path (Richmond Rd to San Bernardino Blvd) 1.1 mi.	\$ 949	\$ 949	\$ -
Ridgecrest - Class I Shared Use Path	E Jarvis Av (S Gateway Blvd to College Heights Blvd) 1. mi.	\$ 902	\$ 902	\$ -
Ridgecrest - Class I Shared Use Path	Jarvis Av (S Downs St to Lacey St) .5 mi.	\$ 447	\$ 447	\$ -

INDIAN WELLS VALLEY SUBAREA

Subarea includes: City of Ridgecrest and the unincorporated communities of Inyokern, Johannesburg, and Randsburg		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Ridgecrest - Class I Shared Use Path	W Kendall Av (S Downs St to S Del Rosa Dr) .8 mi.	\$ 735	\$ 735	\$ -
Ridgecrest - Class II Bike Ln	Bowman Rd (Gateway Blvd to San Bernardino Blvd) 1. mi.	\$ 92	\$ 92	\$ -
Ridgecrest - Class II Bike Ln	Dolphin Av (S Mahan St to S China Lake Blvd) .9 mi.	\$ 84	\$ 84	\$ -
Ridgecrest - Class II Bike Ln	Drummond Av (N Mahan St to N Down St) .5 mi.	\$ 45	\$ 45	\$ -
Ridgecrest - Class II Bike Ln	E Dolphin Av (S China Lake Blvd to S Gateway Blvd) 1.5 mi.	\$ 137	\$ 137	\$ -
Ridgecrest - Class II Bike Ln	E Las Flores Av (French Av to N China Lake Blvd) .3 mi.	\$ 26	\$ 26	\$ -
Ridgecrest - Class II Bike Ln	Inyokern Rd (Hawk to Mahan St) 10.1 mi.	\$ 912	\$ 912	\$ -
Ridgecrest - Class II Bike Ln	Javis Av (College Heights Blvd to Lacey St) .5 mi.	\$ 45	\$ 45	\$ -
Ridgecrest - Class II Bike Ln	Kendall Av (S Del Rosa Dr to S Gateway Blvd) 1.2 mi.	\$ 107	\$ 107	\$ -
Ridgecrest - Class II Bike Ln	Mahan St (W Inyokern Rd to W Springer Av) 4. mi.	\$ 361	\$ 361	\$ -
Ridgecrest - Class II Bike Ln	Norma St (Bowman Rd to W Upjohn Av) .5 mi.	\$ 47	\$ 47	\$ -
Ridgecrest - Class II Bike Ln	Richmond Rd (Inyokern Rd to Ridgecrest Blvd) 2. mi.	\$ 183	\$ 183	\$ -
Ridgecrest - Class II Bike Ln	Ridgecrest Blvd (S Brady St to S Norma Street) 1.5 mi.	\$ 136	\$ 136	\$ -
Ridgecrest - Class II Bike Ln	S Gateway Blvd (E Upjohn Av to Ridgecrest Blvd) .5 mi.	\$ 45	\$ 45	\$ -
Ridgecrest - Class II Bike Ln	S Gateway Blvd (Bowman Rd to E Kendall Av) 1.6 mi.	\$ 142	\$ 142	\$ -
Ridgecrest - Class II Bike Ln	Saratoga Av (Lauritsen Rd to Blue Ridge Rd) .9 mi.	\$ 82	\$ 82	\$ -
Ridgecrest - Class II Bike Ln	Springer Av (Jack Ranch Rd to S Gateway Blvd) 4. mi.	\$ 357	\$ 357	\$ -
Ridgecrest - Class II Bike Ln	Sunland St (E Upjohn Av to E Kendall Av) 2. mi.	\$ 181	\$ 181	\$ -
Ridgecrest - Class II Bike Ln	W Upjohn Av (Brady St to S Downs St) 1. mi.	\$ 91	\$ 91	\$ -
Ridgecrest - Class II Buffered Bike Ln	Downs St (Inyokern Rd to Springer Av) 4. mi.	\$ 721	\$ 721	\$ -
Ridgecrest - Class II Buffered Bike Ln	Drummond Av (N China Lake Blvd to French Av) .6 mi.	\$ 112	\$ 112	\$ -
Ridgecrest - Class II Buffered Bike Ln	French Av (Drummond Av to N China Lake Blvd) .8 mi.	\$ 140	\$ 140	\$ -
Ridgecrest - Class II Buffered Bike Ln	Norma St (W Upjohn Av to W Inyokern Rd) 2.5 mi.	\$ 453	\$ 453	\$ -
Ridgecrest - Class III Bike Blvd	Gold Canyon St (Ridgecrest Blvd to Richmond Rd) 1.3 mi.	\$ 64	\$ 64	\$ -
Ridgecrest - Class III Bike Blvd	Rowe St (Knox Rd to Richmond Rd) 1. mi.	\$ 51	\$ 51	\$ -
Ridgecrest - Class III Bike Route	N Brady St (China Lake Blvd to Inyokern Rd) 4.7 mi.	\$ 42	\$ 42	\$ -
Ridgecrest - Class III Bike Route	Norma St (Bowman Rd to S China Lake Blvd) .4 mi.	\$ 4	\$ 4	\$ -
Ridgecrest - Class III Bike Route	Pilot Plant Rd (Richmond Rd to East City Limits) .7 mi.	\$ 6	\$ 6	\$ -
Ridgecrest - Class III Bike Route	S Richmond Rd (E Ridgecrest Blvd to Upjohn Av) .6 mi.	\$ 6	\$ 6	\$ -
Ridgecrest - Class III Bike Route	W Las Flores Av (N Brady St to N Mahan St) .5 mi.	\$ 5	\$ 5	\$ -
Ridgecrest - Class III Bike Route	W Ridgecrest Blvd (N Norma St to N China Lake Blvd) .5 mi.	\$ 5	\$ 5	\$ -
Ridgecrest - Class IV Cycle Track	S China Lake Blvd (W Springs Av to E Inyokern Rd) 4.5 mi.	\$ 1,360	\$ 1,360	\$ -
County Areas - potential new funds	Cost-efficient, safe, clean transportation	\$ 2,008	\$ 2,008	\$ -
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 9,399	\$ 9,399	\$ -
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 2,987	\$ 2,987	\$ -
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 3,225	\$ 3,225	\$ -
Kern County - Complete Streets/ITS Improve	Other Future developments funded by a transportation impact fee and mitigation	\$ 112	\$ 112	\$ -
Kern County - Complete Streets/ITS Improve	Other Future developments funded by a transportation impact fee and mitigation	\$ 3,113	\$ 3,113	\$ -
County Areas - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 3,188	\$ 3,188	\$ -
Kern County - Class I Shared Use Path	S Downs St (S China Lake Blvd to Skylark Av) 1.1 mi.	\$ 1,019	\$ 1,019	\$ -
Kern County - Class I Shared Use Path	S Gateway Blvd (E Kendall Av to E Javis Av) .5 mi.	\$ 458	\$ 458	\$ -
Kern County - Class III Bike Route	Bowman Rd (Jacks Ranch Rd to Brady St) 1. mi.	\$ 9	\$ 9	\$ -
Kern County - Class III Bike Route	Drummond Av (Jacks Ranch Rd to Mahan St) 1.5 mi.	\$ 13	\$ 13	\$ -
Kern County - Class III Bike Route	Jacks Ranch Rd (Ridgecrest Blvd to Springer Av) 2. mi.	\$ 18	\$ 18	\$ -
Kern County - Class III Bike Route	Skylark Av (Kendall Av to Down St) 1.2 mi.	\$ 11	\$ 11	\$ -
Kern County - Class III Bike Route	Brown Road from SR 14 to US 395 - 20 miles - Class III Signage Only	\$ 300	\$ 300	\$ -
Kern County - Class III Bike Route	Brown Road from US 395 Northern Overpass to US 395 Southern Overpass - 0.3 miles - Class III Signage Only	\$ 4	\$ 4	\$ -
Kern County - Class III Bike Route	Athel Avenue from Us 395 to Brown Road - 2.6 miles - Class III Signage Only	\$ 39	\$ 39	\$ -
Kern County - Inyokern - Class II Bike Lane	Brown Road from US 395 to Ridgecrest Blvd. - 8.2 miles - Pave Shoulder	\$ 656	\$ 656	\$ -
Kern County - Inyokern - Class II Bike Lane	Brown Road from Athel Avenue to US 395 - 7.8 miles - Pave Shoulder	\$ 624	\$ 624	\$ -
Kern County - Inyokern - Class II Bike Lane	Brown Road from US 395 Northern Overpass to US 395 Southern Overpass - 0.3 miles - Pave Shoulder	\$ 20	\$ 20	\$ -
Kern County - Inyokern - Class II Bike Lane	Broadway from Orchard Avenue to Plains Avenue - 0.5 miles	\$ 16	\$ 16	\$ -
Kern County - Inyokern - Other	Inyokern Road from SR 178 Ridgecrest City Limits to SR 14 - 9.2 miles - Other	\$ -	\$ -	\$ -
Advanced Tech, Safe, Clean Transportation	Sub-total Projects in Subarea	\$ 45,689	\$ 45,689	\$ -

INDIAN WELLS VALLEY SUBAREA

Subarea includes: City of Ridgecrest and the unincorporated communities of Inyokern, Johannesburg, and Randsburg		Cost Estimate (\$ x 1,000)			
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings	
INDIAN WELLS VALLEY SUBAREA		Total Projects Benefiting Subarea	\$ 1,069,982	\$ 1,311,595	\$ 318,729

Notes:

A. Inflation savings assumes a 3% inflation rate per year

B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenance costs when pavement condition index is kept above 7!

C. The projects in each phase or category are not necessarily listed by priority

D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP

1 Project was in the 2006 transportation measure expenditure plan

2 Project outside subarea that benefits the subarea

Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.

LAKE ISABELLA SUBAREA

Subarea includes the unincorporated communities (county areas) of Lake Isabella, Kernville, Wofford Heights, Glennville, Woody, Alta Sierra, Bodfish, Havilah, South Lake, Mountian Mesa, Squirrel Mtn. Valley, Bella Vista, Weldon, Onyx, and Walker Basin		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Fix-It-First, Keep-It-Local / Cost-Efficient				
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation	\$ 32,012	\$ 32,012	\$ 15,046
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation	\$ 109,760	\$ 109,760	\$ 51,587
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 72,034	\$ 72,034	\$ 33,856
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 213,806	\$ 213,806	\$ 100,489
Regional Projects				
Ready-To-Go, Regional Projects				
Route 178	² Miramonte to Rancheria - widen existing highway	\$ 16,169	\$ 19,800	\$ 3,631
Route 178	² Vineland to Miramonte - new interchange; widen existing freeway	\$ 97,178	\$ 119,000	\$ 21,822
Route 178	² Near Oswell St to Vineland Rd - widen existing freeway	\$ 14,768	\$ 17,000	\$ 2,232
Route 178	² Existing west terminus to Oswell St - widen to eight lanes (HOV)	\$ 112,107	\$ 140,500	\$ 28,393
Route 184	² Morning Dr to Rt 178 - widen to four lanes	\$ 4,459	\$ 5,000	\$ 541
Route 184	² At Union Pacific Railroad - construct grade separation	\$ 23,865	\$ 26,400	\$ 2,535
Route 184	² Rt 58 to Rt 178 - widen to four lanes	\$ 78,184	\$ 90,000	\$ 11,816
Ready-To-Go, Regional Projects	Sub-Total including zone of Benefit	\$ 346,731	\$ 417,700	\$ 70,969
Next-In-Line, Regional Projects				
Sierra Way	¹ Lake Isabella at South Fork Bridge - reconstruct bridge	\$ 39,120	\$ 51,758	\$ 12,638
East Expressway Corridor	² Comanche Rd - Rt 178 to Rt 58 - construct new expressway	\$ 151,166	\$ 200,000	\$ 48,834
Route 178	Vineland to China Garden - new freeway	\$ 377,914	\$ 500,000	\$ 122,086
Next-In-Line, Regional Projects	Sub-Total including zone of Benefit	\$ 568,200	\$ 751,758	\$ 183,558
Advanced Tech, Safe, Clean Transportation				
County Areas - potential new funds	Cost-efficient, safe, clean transportation	\$ 4,020	\$ 4,020	\$ -
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 18,817	\$ 18,817	\$ -
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 5,979	\$ 5,979	\$ -
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 8,216	\$ 8,216	\$ -
Kern County - Corridor Improvement	Nugget Av (Suhre St to Golden Spur St) .3 mi.	\$ 84	\$ 84	\$ -
Kern County - High-Visibility Crosswalk	Lake Isabella Blvd - Crestview Av	\$ 11	\$ 11	\$ -
Kern County - High-Visibility Crosswalk	Lake Isabella Blvd - Elizabeth Norris Rd	\$ 11	\$ 11	\$ -
Kern County - Sidewalk Improvement	Erskine Creek Rd (Lake Isabella Blvd to Hall Ct) 1.4 mi.	\$ 272	\$ 272	\$ -
Kern County - Sidewalk Improvement	Lake Isabella Blvd (Erskine Creek Rd to Lakeland St) 1.7 mi.	\$ 318	\$ 318	\$ -
Kern County - Sidewalk Improvement	Lake Isabella Blvd (Lakeland Street to Kilbreth Dr) 1.2 mi.	\$ 234	\$ 234	\$ -
Kern County - Sidewalk Improvement	Webb Av (Lake Isabella Blvd to School) .9 mi.	\$ 167	\$ 167	\$ -
Kern County - Complete Streets/ITS Imp	Other Future developments funded by a transportation impact fee and mitigation	\$ 7,118	\$ 7,118	\$ -
County Areas - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 4,622	\$ 4,622	\$ -
Caltrans - Class II Bike Ln	SR 178 (North Community Limits to Lk Is Blvd) 2.3 mi.	\$ 205	\$ 205	\$ -
Caltrans - Class III Bike Route	Wofford Hts Blvd SR 155 (Lk Is Blvd to Sawmill Rd) 4.6 mi.	\$ 41	\$ 41	\$ -
Kern County - Class I Shared Use Path	Borel Canal Pth (Lk Is Blvd/Bfish Cyn Rd to Lk Is Blvd) 3.6 mi.	\$ 3,264	\$ 3,264	\$ -
Kern County - Class I Shared Use Path	Kernville Path (Pasadena Ln to Borel Canal) .1 mi.	\$ 68	\$ 68	\$ -
Kern County - Class I Shared Use Path	N Lake Isabella Connector (Gldn Spur St to Borel Canal) .1 mi.	\$ 90	\$ 90	\$ -
Kern County - Class II Bike Ln	Bodfish Canyon Rd (Jordan Rd to Lake Isabella Blvd) 2.9 mi.	\$ 263	\$ 263	\$ -
Kern County - Class II Bike Ln	Erskine Creek Rd (Lake Isabella Blvd to Morella Rd) 1.6 mi.	\$ 149	\$ 149	\$ -
Kern County - Class II Bike Ln	Lake Isabella Blvd (Lakeland St to SR 178) .5 mi.	\$ 42	\$ 42	\$ -
Kern County - Class II Bike Ln	Nugget Av (Golden Spur St to Lake Isabella Blvd) .2 mi.	\$ 20	\$ 20	\$ -
Kern County - Class II Buffered Bike Ln	Lake Isabella Blvd (Lakeland St to Erskine Creek Rd) 1.7 mi.	\$ 302	\$ 302	\$ -

LAKE ISABELLA SUBAREA

Subarea includes the unincorporated communities (county areas) of Lake Isabella, Kernville, Wofford Heights, Glennville, Woody, Alta Sierra, Bodfish, Havilah, South Lake, Mountian Mesa, Squirrel Mtn. Valley, Bella Vista, Weldon, Onyx, and Walker Basin		Cost Estimate (\$ x 1,000)			
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings	
Kern County - Class II Buffered Bike Ln	Lake Isabella Blvd (Erskine Creek Rd to Edith Av) .9 mi.	\$ 161	\$ 161	\$ -	
Kern County - Class III Bike Route	Alta Sierra Av (Lake Isabella Blvd to Edna St) .6 mi.	\$ 6	\$ 6	\$ -	
Kern County - Class III Bike Route	Edna St (Alta Sierra Av to Erskine Creek Rd) .2 mi.	\$ 2	\$ 2	\$ -	
Kern County - Class III Bike Route	Pasadena Ln (Schick Rd to Erskine Creek Rd) .5 mi.	\$ 5	\$ 5	\$ -	
Kern County - Class III Bike Route	Webb Av (Lake Isabella Rd to Borel Canal) .8 mi.	\$ 7	\$ 7	\$ -	
Advanced Tech, Safe, Clean Transportati	Sub-total Projects in Subarea	\$ 22,837	\$ 22,837	\$ -	
LAKE ISABELLA SUBAREA		Total Projects Benefiting Subarea	\$ 1,151,575	\$ 1,406,101	\$ 355,016

Notes:

A. Inflation savings assumes a 3% inflation rate per year

B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenance costs when pavement condition index is kept above 75

C. The projects in each phase or category are not necessarily listed by priority

D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP

1 Project was in the 2006 transportation measure expenditure plan

2 Project outside subarea that benefits the subarea

Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.)

METRO BAKERSFIELD SUBAREA

Subarea includes: City of Bakersfield and unincorporated communities (county areas) of East Bakersfield, Oildale, Greenfield, and Rosedale		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Fix-It-First, Keep-It-Local / Cost-Efficient				
Bakersfield - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transit	\$ 299,205	\$ 299,205	\$ 140,626
Bakersfield - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transit	\$ 860,303	\$ 860,303	\$ 404,342
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transit	\$ 138,275	\$ 138,275	\$ 64,989
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transit	\$ 474,105	\$ 474,105	\$ 222,829
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 101,651	\$ 101,651	\$ 47,776
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 1,873,539	\$ 1,873,539	\$ 880,563
Regional Projects				
Ready-To-Go, Regional Projects				
Route 58 - recently completed	¹ Rosedale Hwy - Calloway Dr to Rt 99 - widen existing highway	\$ 29,000	\$ 29,000	\$ -
Route 178 - recently completed	¹ Vineland Rd to east of Miramonte Dr - widen existing highway	\$ 54,000	\$ 54,000	\$ -
Hageman Flyover	¹ Knudsen Dr to Rt 204 - construct extension	\$ 68,900	\$ 68,900	\$ -
24th St Improvements	¹ Rt 178 (24th/23rd St) from SR-99 to M Street - widen existing highway	\$ 55,000	\$ 55,000	\$ -
Centennial Corridor	¹ 5 to Rt-58/Cottonwood Rd - element of the Bakersfield Beltway System - construct new freeway and/or operational improvements	\$ 698,000	\$ 698,000	\$ -
Route 58	¹ Rosedale Hwy - Rt 43 to Allen Rd - widen existing highway	\$ 53,335	\$ 59,000	\$ 5,665
Route 58	¹ Rosedale Hwy @ Minkler Spur / Landco - construct grade separation	\$ 24,408	\$ 27,000	\$ 2,592
Route 58	¹ Union Ave to Fairfax Rd - widen to eight lanes	\$ 42,849	\$ 47,400	\$ 4,551
West Corridor	¹ Rosedale Hwy to 1/2 mile north of 7th Standard Rd - construct new facility	\$ 98,068	\$ 115,793	\$ 17,725
West Corridor	¹ Rosedale Hwy to Westside Parkway - construct new facility	\$ 79,187	\$ 93,500	\$ 14,313
Route 178 - recently completed	¹ Near Oswell St to Vineland Rd - widen existing freeway	\$ 14,768	\$ 17,000	\$ 2,232
Route 178	¹ Existing west terminus to Oswell St - widen to eight lanes (HOV)	\$ 112,107	\$ 140,500	\$ 28,393
Route 178 - recently completed	¹ Vineland to Miramonte - new interchange; widen existing freeway	\$ 97,178	\$ 119,000	\$ 21,822
Route 178 - recently completed	¹ Miramonte to Rancheria - widen existing highway	\$ 16,169	\$ 19,800	\$ 3,631
West Corridor	¹ Pacheco Rd to Westside Parkway - construct new facility	\$ 64,229	\$ 115,793	\$ 51,564
West Corridor	¹ Taft Hwy to Pacheco Rd - construct new facility	\$ 68,025	\$ 90,000	\$ 21,975
Route 99	Hosking Ave - construct interchange	\$ 31,000	\$ 31,000	\$ -
Route 99	Olive Drive - construct interchange upgrades	\$ 6,100	\$ 6,100	\$ -
7th Standard Rd	Rt 43 to Santa Fe Way - widen existing roadway	\$ 11,857	\$ 14,000	\$ 2,143
Route 65	James Rd to Merle Haggard Dr - widen to four lanes	\$ 2,869	\$ 3,000	\$ 131
Route 184	Panama Rd to Rt 58 - widen to four lanes	\$ 9,005	\$ 10,500	\$ 1,495
Route 184	Morning Dr to Rt 178 - widen to four lanes	\$ 4,459	\$ 5,000	\$ 541
Route 184	At Union Pacific Railroad - construct grade separation	\$ 23,865	\$ 26,400	\$ 2,535
Route 184	Rt 58 to Rt 178 - widen to four lanes	\$ 78,184	\$ 90,000	\$ 11,816
Route 204	Airport Drive to Rt 178 - widen existing highway	\$ 43,885	\$ 55,000	\$ 11,115
Route 204	F St - construct interchange	\$ 41,575	\$ 61,700	\$ 20,125
Route 58	At various locations - ramp improvements (HOV - ramp metering)	\$ 22,322	\$ 24,000	\$ 1,678
Route 99	Beardsley Canal to 7th Standard Rd - widen to eight lanes	\$ 74,150	\$ 90,800	\$ 16,650
Route 99	At Olive Drive - reconstruct interchange	\$ 88,196	\$ 108,000	\$ 19,804
Route 99	At Snow Rd - construct new interchange	\$ 112,858	\$ 138,200	\$ 25,342
Route 99	At various locations - ramp improvements (HOV - ramp metering)	\$ 23,715	\$ 24,000	\$ 285
Route 178	At Rt 204 and 178 - reconstruct freeway ramps (HOV - ramp metering)	\$ 40,831	\$ 50,000	\$ 9,169
Route 178	At various locations - ramp improvements (HOV - ramp metering)	\$ 26,331	\$ 21,000	\$ (5,331)

METRO BAKERSFIELD SUBAREA

Subarea includes: City of Bakersfield and unincorporated communities (county areas) of East Bakersfield, Oildale, Greenfield, and Rosedale		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
SR 58	² General Beale Rd to E. of Broome Rd - Construct truck climbing lanes	\$ 71,501	\$ 99,000	\$ 27,499
Route 119	² Cherry Ave to Elk Hills Rd (Phase 1, bypass) - widen to four lanes	\$ 97,396	\$ 115,000	\$ 17,604
Route 119	² I-5 to Buena Vista - widen to four lanes	\$ 27,916	\$ 31,300	\$ 3,384
Metro HOV Ramps	Install HOV Ramps and metering improvements at various locations	\$ 27,000	\$ 27,000	\$ -
Centennial Corridor	At Route 99 & 58 - Construct operational improvements			
Centennial Corridor	Stockdale Hwy from SR 43 to Heath Road - widen existing highway			
Various Locations	Construct Bike Boulevard projects			
Various Locations	Construct Intersection enhancement projects			
Ready-To-Go, Regional Projects	² Sub-Total including zone of Benefit	\$ 2,440,239	\$ 2,780,686	\$ 340,447
Next-In-Line, Regional Projects				
West Corridor-South	¹ Taft Hwy to I-5 - extend freeway	\$ 75,583	\$ 100,000	\$ 24,417
West Corridor-North	¹ 7th Standard Rd to Rt 99 -extend freeway	\$ 75,583	\$ 100,000	\$ 24,417
Route 58	¹ Future Rt 58 from I-5 to Heath Rd at Stockdale Hwy - construct new freeway	\$ 377,914	\$ 500,000	\$ 122,086
Santa Fe Way	¹ Hageman to Los Angeles Ave - widen to four lanes	\$ 96,171	\$ 127,239	\$ 31,068
South Corridor	¹ I-5 to Rt 58 - new expressway	\$ 453,945	\$ 610,000	\$ 156,055
Route 58	¹ Rosedale Highway - I-5 to Rt 43 - widen to four lanes	\$ 23,431	\$ 31,000	\$ 7,569
East Corridor - Comanche Road	² Rt 178 to Rt 58 - construct new expressway	\$ 151,166	\$ 200,000	\$ 48,834
Route 204	(Golden State Ave) Rt 99 to M St - construct operational improvements	\$ 75,583	\$ 100,000	\$ 24,417
Route 184	Rt 184 / Morning Dr. @ UPRR - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
Beale Road	L St/Beale @ BNSF - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
Q Street	Q St @ UPRR near Golden State Hwy - construct grade separation	\$ 44,594	\$ 59,000	\$ 14,406
Comanche Drive	Comanche Dr. @ UPRR - construct grade separation	\$ 44,594	\$ 59,000	\$ 14,406
Olive Drive	Olive Dr. @ UPRR - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
Renfro Road	Renfro Rd @ BNSF - construct grade separation	\$ 44,594	\$ 59,000	\$ 14,406
Kratzmeyer Road	Kratzmeyer Rd @ BNSF - construct grade separation	\$ 44,594	\$ 59,000	\$ 14,406
Airport Drive	Airport Dr. @ UPRR - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
7th Standard Rd	I-5 to Santa Fe Way - widen to four lanes	\$ 68,461	\$ 90,577	\$ 22,116
Route 99	Rt 99 @ Minkler Spur - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
Bakersfield	Phase 1 Metro Bakersfield Light/Commuter Rail System (2012 Long Range Transit Plan)	\$ 1,860,430	\$ 2,500,000	\$ 639,570
Route 65	Merle Haggard Dr to County Line - widen to four lanes	\$ 163,259	\$ 216,000	\$ 52,741
Route 178	² Vineland to China Garden - new freeway	\$ 377,914	\$ 500,000	\$ 122,086
SR 58	² General Beale Rd to E. of Broome Rd - Construct truck climbing lanes	\$ 71,501	\$ 99,000	\$ 27,499
Interstate 5	² From Fort Tejon to Rt 99 - widen to ten lanes	\$ 65,001	\$ 86,000	\$ 20,999
Interstate 5	² 7th Standard Rd Interchange - reconstruct	\$ 40,815	\$ 54,000	\$ 13,185
Route 43	² 7th Standard Rd to Euclid Ave - widen to four lanes	\$ 27,966	\$ 37,000	\$ 9,034
Route 58	² East of Tehachapi to General Beale Rd - truck auxillary lanes / escape ramp	\$ 65,001	\$ 86,000	\$ 20,999
Route 58	² Near General Beale Rd - new truck weigh station	\$ 8,314	\$ 11,000	\$ 2,686
Route 58	² General Beale Rd - construct new interchange	\$ 40,815	\$ 54,000	\$ 13,185
Route 65	² Merle Haggard Dr to County Line - widen to four lanes	\$ 163,259	\$ 216,000	\$ 52,741
Route 119	² Tupman Rd to I-5 - widen to four lanes	\$ 45,350	\$ 60,000	\$ 14,650
Route 119	² Rt 33 to Cherry Ave - widen to four lanes	\$ 40,815	\$ 54,000	\$ 13,185
Route 223	² Rt 99 to Rt 184 - widen to four lanes	\$ 52,160	\$ 69,011	\$ 16,851
Route 223	² East Arvin city limits to Rt 58 - widen to four lanes	\$ 48,900	\$ 64,698	\$ 15,797
Burbank Street	² Burbank St @ BNSF - construct grade separation	\$ 44,594	\$ 59,000	\$ 14,406

METRO BAKERSFIELD SUBAREA

Subarea includes: City of Bakersfield and unincorporated communities (county areas) of East Bakersfield, Oildale, Greenfield, and Rosedale		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Lerdo Highway	² Lerdo Hwy / Beech Ave @ BNSF - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
North Corridor - Shafter	² I-5 to SR 65 - Burbank Street Alignment - construct new highway	\$ 372,086	\$ 500,000	\$ 127,914
Santa Fe Way	² Hageman to Los Angeles Ave - widen to four lanes	\$ 94,688	\$ 127,239	\$ 32,551
Wheeler Ridge Road	² I-5 to Rt 223 - widen to four lanes	\$ 97,801	\$ 129,395	\$ 31,595
Zachary Rd	² 7th Standard Rd to Lerdo Hwy - widen to four lanes	\$ 26,080	\$ 34,505	\$ 8,425
Amtrak Stations - NW Bksfld, Shafter	² Up to 4 Amtrak San Joaquins stops on BNSF - platform, track turnout, park&ride, ticket booth	\$ 27,024	\$ 34,049	\$ 7,024
Intermodal rail hub - Delano	² RailEx Expansion Phase 2 (Draft SJV Interregional Goods Movement Plan IGM)	\$ 8,107	\$ 10,215	\$ 2,107
Intermodal rail hub - Shafter	² Shafter Inland Port Phases 2 & 3 (Draft SJV IGMP)	\$ 81,073	\$ 102,146	\$ 21,073
BNSF/UP grade separations	² SR 43 corridor in Wasco, Shafter	\$ 330,412	\$ 444,000	\$ 113,588
Freight Rail	² Double-track sections from Bakersfield to Mojave	\$ 111,700	\$ 111,700	\$ -
Route 58	Business 58 OC to Edwards Air Force Base OC - improve access to EAFB (Phase 1)			
Route 58	Near Beale-Bena - Construct truck climbing lanes - (Future Candidate SHOPP project)			
Western Urban Corridor	White Lane to Westside Parkway - construct new facility			
Western Urban Corridor	Taft Hwy to White Lane - construct new facility			
Next-In-Line, Regional Projects	Sub-Total including zone of Benefit²	\$ 6,154,188	\$ 8,167,773	\$ 2,013,585
Advanced Tech, Safe, Clean Transportation				
Bakersfield - potential new funds	Cost-efficient, safe, clean transportation	\$ 88,095	\$ 88,095	\$ -
Bakersfield - existing funds	Cost-efficient, safe, clean transportation	\$ 567,760	\$ 567,760	\$ -
Bakersfield - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 286,406	\$ 286,406	\$ -
Metro Bus Service	Full size advanced technology buses	\$ 232,500	\$ 232,500	\$ -
Metro/county Bus Service	2 Transit Maintenance Stations	\$ 60,000	\$ 60,000	\$ -
Metro Bus Service	3 transfer stations	\$ 15,000	\$ 15,000	\$ -
Metro Passenger Rail	Amtrak Station - Phase II	\$ 13,000	\$ 13,000	\$ -
Passenger Rail	High Speed Rail Station - Bakersfield - other funding source			
Bakersfield - Incorporated	Various Feasibility Studies for Other Bike and Pedestrian Related Improvements	\$ 775	\$ 775	\$ -
Bakersfield - active transportation	Safe complete streets, pedestrian enhancements	\$ 141,550	\$ 141,550	\$ -
Bakersfield - Corridor Improvement	Brimhall Rd (Renfro Rd to Coffee Rd) 4. mi.	\$ 1,104	\$ 1,104	\$ -
Bakersfield - Corridor Improvement	Calloway Dr (Olive Dr to Harris Rd) 7.7 mi.	\$ 2,120	\$ 2,120	\$ -
Bakersfield - Corridor Improvement	Chester Av (Beardsley Av to 30th St) 1.4 mi.	\$ 390	\$ 390	\$ -
Bakersfield - Corridor Improvement	Clay Patrick Farr Wy (Hageman Rd to Rosedale Hwy) 1.1 mi.	\$ 290	\$ 290	\$ -
Bakersfield - Corridor Improvement	Columbus St (Chester Av to Panorama Dr) 4.7 mi.	\$ 1,287	\$ 1,287	\$ -
Bakersfield - Corridor Improvement	Fairfax Rd (Brundage Ln to Muller Rd) 1.9 mi.	\$ 514	\$ 514	\$ -
Bakersfield - Corridor Improvement	Flower St (Union Av to Mt Vernon St) 2.1 mi.	\$ 570	\$ 570	\$ -
Bakersfield - Corridor Improvement	Hosking Av (99 FreeWy to Cottonwood Rd) 2.3 mi.	\$ 643	\$ 643	\$ -
Bakersfield - Corridor Improvement	Jewetta Av (Olive Dr to Rosedale Hwy) 2.5 mi.	\$ 674	\$ 674	\$ -
Bakersfield - Corridor Improvement	Jewetta Av (Rosedale Hwy to Pecos River Dr) 1.4 mi.	\$ 378	\$ 378	\$ -
Bakersfield - Corridor Improvement	Kratzmeyer Rd (Enos Ln to Nord Av) 3. mi.	\$ 831	\$ 831	\$ -
Bakersfield - Corridor Improvement	Ming Av (Old River Rd to Gossford Rd) 1.2 mi.	\$ 339	\$ 339	\$ -
Bakersfield - Corridor Improvement	Morning Dr (College Av to Brundage Ln) 2. mi.	\$ 551	\$ 551	\$ -
Bakersfield - Corridor Improvement	Mr Vernon Av (Panorama Dr to Columbus St) 1. mi.	\$ 288	\$ 288	\$ -
Bakersfield - Corridor Improvement	Olive Dr (Renfro Rd to Sanford Dr) 6.5 mi.	\$ 1,776	\$ 1,776	\$ -
Bakersfield - Corridor Improvement	Oswell St (Edison Hwy to Brundage Ln) .9 mi.	\$ 247	\$ 247	\$ -
Bakersfield - Corridor Improvement	Panama Ln (Union Av to Cottonwood Rd) 1. mi.	\$ 274	\$ 274	\$ -
Bakersfield - Corridor Improvement	Panama Rd (Wible Rd to Main St) 7. mi.	\$ 1,936	\$ 1,936	\$ -
Bakersfield - Corridor Improvement	Panorama Dr (Columbus St to Morning Dr) 5.8 mi.	\$ 1,587	\$ 1,587	\$ -

METRO BAKERSFIELD SUBAREA

Subarea includes: City of Bakersfield and unincorporated communities (county areas) of East Bakersfield, Oildale, Greenfield, and Rosedale		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Bakersfield - Corridor Improvement	Pensinger Rd (Buena Vista Rd to Wible Rd) 5.1 mi.	\$ 1,396	\$ 1,396	\$ -
Bakersfield - Corridor Improvement	Renfro Rd (Rosedale Hwy to Stockdale Hwy) 2. mi.	\$ 551	\$ 551	\$ -
Bakersfield - Corridor Improvement	Wall St Paseo (F St to 322' East of R St) .9 mi.	\$ 234	\$ 234	\$ -
Bakersfield - Corridor Improvement	Wible Rd (Rosedale Hwy to Taft Hwy/Panama Rd) 5.9 mi.	\$ 1,632	\$ 1,632	\$ -
Bakersfield - Corridor Improvement	Wilson Rd (Wible Rd to H St) 1. mi.	\$ 278	\$ 278	\$ -
Bakersfield - Crossing Improvements	18th St (F St to Mill Creek Park) .8 mi.	\$ 72	\$ 72	\$ -
Bakersfield - Crossing Improvements	21st St (F St to M St) .5 mi.	\$ 40	\$ 40	\$ -
Bakersfield - Crossing Improvements	28th St (F St to Golden State Av) .5 mi.	\$ 40	\$ 40	\$ -
Bakersfield - Crossing Improvements	Ashe Rd (McKee Rd to Taft Highway) .5 mi.	\$ 43	\$ 43	\$ -
Bakersfield - Crossing Improvements	Baker St (E California Av to Niles St) 1. mi.	\$ 83	\$ 83	\$ -
Bakersfield - Crossing Improvements	Chester Av (Golden State Av to Planz Rd) 4.4 mi.	\$ 375	\$ 375	\$ -
Bakersfield - Crossing Improvements	Chester Av (China Grade Loop to Planz Rd) 1.5 mi.	\$ 128	\$ 128	\$ -
Bakersfield - Crossing Improvements	Echo Av (Castro Ln to Benton St) .4 mi.	\$ 30	\$ 30	\$ -
Bakersfield - Crossing Improvements	F St (30th St to Truxtun Av) .9 mi.	\$ 79	\$ 79	\$ -
Bakersfield - Crossing Improvements	Gossford Rd (Stockdale Hwy to Panama Ln) 4. mi.	\$ 341	\$ 341	\$ -
Bakersfield - Crossing Improvements	H St (Brundage Ln to Golden State Av) 2.4 mi.	\$ 200	\$ 200	\$ -
Bakersfield - Crossing Improvements	Hosking Av (Stine Rd to Golden State Hwy) 1.7 mi.	\$ 143	\$ 143	\$ -
Bakersfield - Crossing Improvements	L St (Brundage Ln to Golden State Av) 2.2 mi.	\$ 184	\$ 184	\$ -
Bakersfield - Crossing Improvements	Monitor St (Merrimac Av to Berkshire Rd) 2.3 mi.	\$ 192	\$ 192	\$ -
Bakersfield - Crossing Improvements	Oak St (24th St to Rosa Parks Hwy) 1.9 mi.	\$ 166	\$ 166	\$ -
Bakersfield - Crossing Improvements	Oswell St (Edison Hwy to Columbus St) 2.3 mi.	\$ 197	\$ 197	\$ -
Bakersfield - Crossing Improvements	Pacheco Rd (Stine Rd to Monitor St) 2.5 mi.	\$ 216	\$ 216	\$ -
Bakersfield - Crossing Improvements	Panama Ln (Stine Rd to S Union Av) 3. mi.	\$ 257	\$ 257	\$ -
Bakersfield - Crossing Improvements	Planz Rd (Stine Rd to S H St) 2. mi.	\$ 171	\$ 171	\$ -
Bakersfield - Crossing Improvements	Truxtun Av (Oak St to Mt Vernon Av) 4.2 mi.	\$ 357	\$ 357	\$ -
Bakersfield - Crossing Improvements	Union Av (21st St to California Av) .7 mi.	\$ 56	\$ 56	\$ -
Bakersfield - Crossing Improvements	White Ln (Buena Vista Rd to S Union Av) 7.3 mi.	\$ 618	\$ 618	\$ -
Bakersfield - High-Visibility Crosswalk	Renfro Rd - Johnson Rd	\$ 11	\$ 11	\$ -
Bakersfield - High-Visibility Crosswalk	Wharton Av - Main St	\$ 11	\$ 11	\$ -
Bakersfield - Sidewalk Improvement	Belle Terrace (Dawn Street to Cottonwood Road) 1.3 mi.	\$ 255	\$ 255	\$ -
Bakersfield - Sidewalk Improvement	Coffee Rd Path (Truxtun Avenue to Kern River Parkway) .1 mi.	\$ 12	\$ 12	\$ -
Bakersfield - Sidewalk Improvement	Mt Vernon Av (California Ave to Brundage Lane) 1. mi.	\$ 190	\$ 190	\$ -
Bakersfield - Sidewalk Improvement	N Chester Av (Universe Avenue to Kern River Bike Trail) 2.1 mi.	\$ 391	\$ 391	\$ -
Bakersfield - Sidewalk Improvement	Pacheco Rd (Gordon St to Sparks St) .6 mi.	\$ 123	\$ 123	\$ -
Bakersfield - Sidewalk Improvement	Potomac Av (Collins Way to Oswell St) 1.7 mi.	\$ 325	\$ 325	\$ -
Bakersfield - Sidewalk Improvement	S Chester Av (Ming Av to Union Av) 1.7 mi.	\$ 323	\$ 323	\$ -
Bakersfield - Sidewalk Improvement	Santa Fe Way (Reina Rd to Hageman Rd) 1.3 mi.	\$ 247	\$ 247	\$ -
Bakersfield - Sidewalk Improvement	Stine Rd (Stockdale Hwy to Park Circle Dr) .8 mi.	\$ 150	\$ 150	\$ -
Bakersfield - Sidewalk Improvement	Verdugo Ln (Hageman Rd to Rosedale Hwy) 1. mi.	\$ 187	\$ 187	\$ -
Bakersfield - Sidewalk Improvement	Virginia Av (Oswell Street to Sterling Rd) .5 mi.	\$ 95	\$ 95	\$ -
Bakersfield - Sidewalk Improvement	Virginia St (Niles Street to Ridge Rd) .6 mi.	\$ 113	\$ 113	\$ -
Caltrans - Corridor Improvement	23rd St (24th St to Q St) 1. mi.	\$ 278	\$ 278	\$ -
Caltrans - Corridor Improvement	24th St (Oak St to Q St) 1.6 mi.	\$ 436	\$ 436	\$ -
Caltrans - Corridor Improvement	Golden State Av (Kern River Pkwy Bike Trail to 24th St) 1.5 mi.	\$ 419	\$ 419	\$ -
Caltrans - Corridor Improvement	Ming Av (Gosford Rd to S Union Av) 5.2 mi.	\$ 1,423	\$ 1,423	\$ -
Caltrans - Corridor Improvement	Rosedale Hwy (Camino Del Rio Court to Oak St) .5 mi.	\$ 149	\$ 149	\$ -
Caltrans - Corridor Improvement	Weedpatch Hwy (Brundage Ln to E Bear Mountain Blvd) 10. mi.	\$ 2,763	\$ 2,763	\$ -

METRO BAKERSFIELD SUBAREA

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Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Caltrans - Crossing Improvements	Rosedale Hwy (Camino Del Rio Court to Nord Av) 8.5 mi.	\$ 726	\$ 726	\$ -
Bakersfield - Complete Streets/ITS Im	Other Future developments funded by a transportation impact fee and mitigation	\$ 109,047	\$ 109,047	\$ -
Bakersfield - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 139,804	\$ 139,804	\$ -
Bakersfield - Bikeway Study	Chester Av (Norris Rd to California Av) 3.6 mi.	\$ 536	\$ 536	\$ -
Bakersfield - Bikeway Study	F St (Golden State Av to 16th St) 1.1 mi.	\$ 168	\$ 168	\$ -
Bakersfield - Bikeway Study	Ming Av (Gossford Rd to S Union Av) 5.2 mi.	\$ 779	\$ 779	\$ -
Bakersfield - Class I Shared Use Path	Almondale Park Path (Meadow Creek St to Verdugo Ln) .1 mi.	\$ 127	\$ 127	\$ -
Bakersfield - Class I Shared Use Path	Arvin Edison Canal (Green Garden Dr to Fairfax Rd) 8.8 mi.	\$ 7,922	\$ 7,922	\$ -
Bakersfield - Class I Shared Use Path	B'Field Cmns Connection (Coffee Rd to NW Canal Path) .4 mi.	\$ 392	\$ 392	\$ -
Bakersfield - Class I Shared Use Path	Bike/Ped Bridge (36th Street to Jeffrey Street) .2 mi.	\$ 201	\$ 201	\$ -
Bakersfield - Class I Shared Use Path	Bike/Ped Bridge - Yokuts Park Bridge 1	\$ 3,000	\$ 3,000	\$ -
Bakersfield - Class I Shared Use Path	Bike/Ped Bridge - Beach Park Bridge 1	\$ 3,000	\$ 3,000	\$ -
Bakersfield - Class I Shared Use Path	Bike/Ped Bridge - Beach Park Bridge 2	\$ 3,000	\$ 3,000	\$ -
Bakersfield - Class I Shared Use Path	Bike/Ped Bridge - Kern River Pkwy Park Bridge 1	\$ 3,000	\$ 3,000	\$ -
Bakersfield - Class I Shared Use Path	Bike/Ped Bridge - Kern River Pkwy Park Bridge 2	\$ 3,000	\$ 3,000	\$ -
Bakersfield - Class I Shared Use Path	Campus Park Court (White Ln to Hemmingway Pl) .1 mi.	\$ 90	\$ 90	\$ -
Bakersfield - Class I Shared Use Path	Columbus Path (Shared Use Path to Jewett Av) .4 mi.	\$ 332	\$ 332	\$ -
Bakersfield - Class I Shared Use Path	Friant Kern Canal (7th Std Rd to Kern R Pkwy Bike Trl) 7.9 mi.	\$ 7,080	\$ 7,080	\$ -
Bakersfield - Class I Shared Use Path	Gosford Rd Canal (Stockdale Hwy to Panama Ln) 4.5 mi.	\$ 4,084	\$ 4,084	\$ -
Bakersfield - Class I Shared Use Path	Kern Island Canal (Taft Hwy to California Av) 7.4 mi.	\$ 6,649	\$ 6,649	\$ -
Bakersfield - Class I Shared Use Path	Kern R Pkwy Bike Trl (Oildale Dr to Kern R Pkwy Bk Trl) .3 mi.	\$ 283	\$ 283	\$ -
Bakersfield - Class I Shared Use Path	Mill Creek Park (Golden St Av to Kern R, Pkwy Bike Trl) 1.6 mi.	\$ 1,465	\$ 1,465	\$ -
Bakersfield - Class I Shared Use Path	N Rosedale Park Path (Campfire Dr to Jewetta Av) .2 mi.	\$ 162	\$ 162	\$ -
Bakersfield - Class I Shared Use Path	NE Bakersfield Path (Paladino Dr to Morning Dr Path) 2.7 mi.	\$ 2,431	\$ 2,431	\$ -
Bakersfield - Class I Shared Use Path	NW Canal Path (7th Std Rd to Kern R Pkwy Bike Trl) 6.2 mi.	\$ 5,596	\$ 5,596	\$ -
Bakersfield - Class I Shared Use Path	Old River Rd Canal (Taft Hwy to Stockdale Hwy) 7.8 mi.	\$ 6,983	\$ 6,983	\$ -
Bakersfield - Class I Shared Use Path	Panorama Connection (Panorama Dr to Carrier Canal) .1 mi.	\$ 54	\$ 54	\$ -
Bakersfield - Class I Shared Use Path	Polo Pk Shared Path (Old Farm Rd to Bay Meadows Ln) .4 mi.	\$ 333	\$ 333	\$ -
Bakersfield - Class I Shared Use Path	Q St Canal (California Av to Truxtun Av) .3 mi.	\$ 290	\$ 290	\$ -
Bakersfield - Class I Shared Use Path	Qualridge Path (NW Canal Path to Oak St) 3.3 mi.	\$ 3,010	\$ 3,010	\$ -
Bakersfield - Class I Shared Use Path	Rail ROW Path (7th Std Rd to 99/Friant Kern Canal) 2.2 mi.	\$ 2,004	\$ 2,004	\$ -
Bakersfield - Class I	Rail ROW Path from 7th Standard Road to E. Norris Road - 2.23 miles			
Bakersfield - Class I	Panorama Class I Connecti from Kern River Parkway to Panorama Drive - 0.06 miles			
Bakersfield - Class I	Calloway Shared Path from Balvanera Drive to Noriega Road - 0.28 miles			
Bakersfield - Class I	Truxtun Shared Path link from Coffee Road to Quailridge Road - 0.15 miles			
Bakersfield - Class II Bike Ln	Access Rd (Union Av to Monte Vista Dr) .3 mi.	\$ 23	\$ 23	\$ -
Bakersfield - Class II Bike Ln	Akers Rd (McKee Rd to Taft Hwy) .5 mi.	\$ 46	\$ 46	\$ -
Bakersfield - Class II Bike Ln	Allen Rd (Pensinger Road to Highway 119) 4. mi.	\$ 360	\$ 360	\$ -
Bakersfield - Class II Bike Ln	Ashe Rd (Phisto Pl to Taft Hwy) 1.5 mi.	\$ 135	\$ 135	\$ -
Bakersfield - Class II Bike Ln	Ashe Rd (SR 119 to SR 223) 4. mi.	\$ 361	\$ 361	\$ -
Bakersfield - Class II Bike Ln	Auburn St (Fairfax Rd to Morning Dr) .9 mi.	\$ 82	\$ 82	\$ -
Bakersfield - Class II Bike Ln	Baker St (Bernard St to California Av) 1.6 mi.	\$ 141	\$ 141	\$ -
Bakersfield - Class II Bike Ln	Beale Av (Grace Street to 21st Street) 1. mi.	\$ 90	\$ 90	\$ -
Bakersfield - Class II Bike Ln	Bear Mountain Blvd (Coles Levee Rd to Unioin Av) 13. mi.	\$ 1,171	\$ 1,171	\$ -
Bakersfield - Class II Bike Ln	Berkshire Rd (Colony St to Madison Av) 1.8 mi.	\$ 162	\$ 162	\$ -
Bakersfield - Class II Bike Ln	Bernard St (Union Av to Haley St) 1.5 mi.	\$ 133	\$ 133	\$ -
Bakersfield - Class II Bike Ln	Buena Vista Blvd (Comanche Dr to Union Av) 9.1 mi.	\$ 817	\$ 817	\$ -

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Project	Scope	YOE w/ new revenu	YOE w/o new reven	Maint./Inflation Savings
Bakersfield - Class II Bike Ln	Buena Vista Rd (Coulter Rd to SR 119) 1.5 mi.	\$ 135	\$ 135	\$ -
Bakersfield - Class II Bike Ln	Campus Park Dr (Buena Vista Rd to White Ln) 1.6 mi.	\$ 144	\$ 144	\$ -
Bakersfield - Class II Bike Ln	Clay Patrick Farr Wy (Hageman Rd to Rosedale Hwy) .8 mi.	\$ 74	\$ 74	\$ -
Bakersfield - Class II Bike Ln	Coffee Rd (7th Std Rd to Norris Rd) 1.5 mi.	\$ 134	\$ 134	\$ -
Bakersfield - Class II Bike Ln	College Av (College Av to Kern Canyon Rd) 1.5 mi.	\$ 138	\$ 138	\$ -
Bakersfield - Class II Bike Ln	Columbus St (Union Av to River Blvd) 1. mi.	\$ 90	\$ 90	\$ -
Bakersfield - Class II Bike Ln	Comanche Dr (Muller Rd to Kern Canyon Rd) 5.9 mi.	\$ 534	\$ 534	\$ -
Bakersfield - Class II Bike Ln	Di Giorgio Rd (Union Av to Pierce Dr) 4.3 mi.	\$ 384	\$ 384	\$ -
Bakersfield - Class II Bike Ln	District Blvd (Chaney Ln to Stine Rd) 2.6 mi.	\$ 238	\$ 238	\$ -
Bakersfield - Class II Bike Ln	E Pacheco Rd (Gasoline Alley to Monitor Street) .3 mi.	\$ 28	\$ 28	\$ -
Bakersfield - Class II Bike Ln	Ellington St (11th Av to Woollomes Av) 1.6 mi.	\$ 146	\$ 146	\$ -
Bakersfield - Class II Bike Ln	F St (Golden State Av to 16th St) 1.2 mi.	\$ 105	\$ 105	\$ -
Bakersfield - Class II Bike Ln	Flower St (Mount Vernon Av to Alta Vista Dr) 1.7 mi.	\$ 149	\$ 149	\$ -
Bakersfield - Class II Bike Ln	Gosford Rd (Panama Ln to McCutchen Rd) 1. mi.	\$ 90	\$ 90	\$ -
Bakersfield - Class II Bike Ln	Gossford Rd (SR 119 to SR 223) 4. mi.	\$ 361	\$ 361	\$ -
Bakersfield - Class II Bike Ln	Haley St (SR 178 to Niles St) .9 mi.	\$ 78	\$ 78	\$ -
Bakersfield - Class II Bike Ln	Haley St (Panorama Dr to Columbus St) .9 mi.	\$ 78	\$ 78	\$ -
Bakersfield - Class II Bike Ln	Harris Rd-Gasoline Alley (Wible Rd to Pacheco Rd) .7 mi.	\$ 63	\$ 63	\$ -
Bakersfield - Class II Bike Ln	Hosking Av (Union Av to Cottonwood Rd) 1. mi.	\$ 88	\$ 88	\$ -
Bakersfield - Class II Bike Ln	Jewetta Av (Palm Avenue to Brimhall Road) .5 mi.	\$ 45	\$ 45	\$ -
Bakersfield - Class II Bike Ln	Kentucky St (Mt Vernon Avenue to Oswell Street) 2.8 mi.	\$ 254	\$ 254	\$ -
Bakersfield - Class II Bike Ln	Kern Canyon Rd (Vineland Rd to Bedford Green Dr) .7 mi.	\$ 65	\$ 65	\$ -
Bakersfield - Class II Bike Ln	Kratzmeyer Rd (Enos Ln to Allen Rd) 6. mi.	\$ 541	\$ 541	\$ -
Bakersfield - Class II Bike Ln	Lake Ming Rd (Rudal Rd to Alfred Harrell Hwy) .3 mi.	\$ 31	\$ 31	\$ -
Bakersfield - Class II Bike Ln	Laurelglen Blvd (Brookside Dr to Gosford Rd) .2 mi.	\$ 18	\$ 18	\$ -
Bakersfield - Class II Bike Ln	M St (17th St to 30th St) .8 mi.	\$ 76	\$ 76	\$ -
Bakersfield - Class II Bike Ln	Main St (DiGiorgio Rd to Bear Mountain Blvd) 3. mi.	\$ 271	\$ 271	\$ -
Bakersfield - Class II Bike Ln	Martin Luther King Jr Blvd (Truxtun Av to SR 58) 1.4 mi.	\$ 130	\$ 130	\$ -
Bakersfield - Class II Bike Ln	Masterson St (Comanche Dr to Kern Canyon Rd) 2.4 mi.	\$ 215	\$ 215	\$ -
Bakersfield - Class II Bike Ln	McCutchen Rd (Buena Vista Rd to Stine Rd) 4. mi.	\$ 364	\$ 364	\$ -
Bakersfield - Class II Bike Ln	McKee Rd (Ashe Rd to Ruggiano St) 2.8 mi.	\$ 249	\$ 249	\$ -
Bakersfield - Class II Bike Ln	Mohawk St (Hageman Rd to SR 58) 1.3 mi.	\$ 113	\$ 113	\$ -
Bakersfield - Class II Bike Ln	Monitor St (Hosking Av to SR 119) 1. mi.	\$ 90	\$ 90	\$ -
Bakersfield - Class II Bike Ln	Mount Vernon Av (Panorama Dr to Columbus St) 1.5 mi.	\$ 139	\$ 139	\$ -
Bakersfield - Class II Bike Ln	Mountain Ridge Rd (Panama Ln to Taft Hwy) 2. mi.	\$ 179	\$ 179	\$ -
Bakersfield - Class II Bike Ln	Mtn Vista Dr (Sharktooth Peak Dr to Berkshire Rd) .8 mi.	\$ 71	\$ 71	\$ -
Bakersfield - Class II Bike Ln	N St (23rd St to California Av) .8 mi.	\$ 72	\$ 72	\$ -
Bakersfield - Class II Bike Ln	Nord Av (7th Std Rd to Stockdale Hwy) 6. mi.	\$ 540	\$ 540	\$ -
Bakersfield - Class II Bike Ln	Old Farm Rd (Snow Rd to Hageman Rd) 2. mi.	\$ 179	\$ 179	\$ -
Bakersfield - Class II Bike Ln	Old River Rd (Pensinger Rd to Taft Hwy) 2.5 mi.	\$ 225	\$ 225	\$ -
Bakersfield - Class II Bike Ln	Oswell St (Columbus St to Pico Av) .7 mi.	\$ 65	\$ 65	\$ -
Bakersfield - Class II Bike Ln	Palm Av (Westdale Dr to Calloway Dr) 3. mi.	\$ 269	\$ 269	\$ -
Bakersfield - Class II Bike Ln	Palm Av (Renfro Rd to Heath Rd) 1. mi.	\$ 90	\$ 90	\$ -
Bakersfield - Class II Bike Ln	Panama Ln (SR 43 to Buena Vista Rd) 7. mi.	\$ 631	\$ 631	\$ -
Bakersfield - Class II Bike Ln	Patton Wy (Snow Rd to Hageman Rd) 1.8 mi.	\$ 158	\$ 158	\$ -
Bakersfield - Class II Bike Ln	Planz Rd (Madison St to Muller Rd) 2.5 mi.	\$ 226	\$ 226	\$ -
Bakersfield - Class II Bike Ln	Potomac Av (S King Street to Monticello Avenue) 2.5 mi.	\$ 225	\$ 225	\$ -

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Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Bakersfield - Class II Bike Ln	Q St (Columbus St to 24th St) 1.2 mi.	\$ 106	\$ 106	\$ -
Bakersfield - Class II Bike Ln	Redbank Rd (Fairfax Rd to Edison Rd) 3. mi.	\$ 272	\$ 272	\$ -
Bakersfield - Class II Bike Ln	River Run Blvd (Ming Avenue to Buena Vista Road) .9 mi.	\$ 83	\$ 83	\$ -
Bakersfield - Class II Bike Ln	Rudd Av (Palm Av to Brimhall Rd) .5 mi.	\$ 45	\$ 45	\$ -
Bakersfield - Class II Bike Ln	S P St (Brundage Ln to Ming Av) 1.5 mi.	\$ 132	\$ 132	\$ -
Bakersfield - Class II Bike Ln	Snow Rd (Calloway Dr to SR 99) 2.3 mi.	\$ 208	\$ 208	\$ -
Bakersfield - Class II Bike Ln	Snow Rd (Allen Rd to Norris Rd) 1.4 mi.	\$ 122	\$ 122	\$ -
Bakersfield - Class II Bike Ln	Stine Rd (SR 119 to SR 223) 4. mi.	\$ 361	\$ 361	\$ -
Bakersfield - Class II Bike Ln	Stockdale Hwy (Claudia Autumn Dr to Enos Ln) 4.8 mi.	\$ 429	\$ 429	\$ -
Bakersfield - Class II Bike Ln	Verdugo Ln (Olive Dr to Glenn St) 2.6 mi.	\$ 237	\$ 237	\$ -
Bakersfield - Class II Bike Ln	Washington St (Edison Hwy to Casa Loma Dr) 2.3 mi.	\$ 207	\$ 207	\$ -
Bakersfield - Class II Bike Ln	Wible Rd (SR 119 to SR 223) 4. mi.	\$ 362	\$ 362	\$ -
Bakersfield - Class II Bike Ln	Knudsen Drive from Olive Drive to Hageman Road - 0.47 miles			
Bakersfield - Class II Bike Ln	Brimhall Road from Renfro Road to Allen Road - 1.01 miles			
Bakersfield - Class II Bike Ln	Santa Fe Way from 7th Stnard Road to Hageman Road - 4.14 miles			
Bakersfield - Class II Bike Ln	Mountain Ridge Rd from Panama Ln to Taft Hwy - 2 miles			
Bakersfield - Class II Bike Ln	Reina Road from Renfro Road to Verdugo Lane - 2.04 miles			
Bakersfield - Class II Bike Ln	Allen Road from Snow Road to Hageman Road - 1.89 miles			
Bakersfield - Class II Bike Ln	Panama Lane from Interstate 5 to Gosford Road - 2.02 miles			
Bakersfield - Class II Buffered Bike Ln	34th St (Chester Av to Union Av) .9 mi.	\$ 161	\$ 161	\$ -
Bakersfield - Class II Buffered Bike Ln	34th St (Chester Av to Union Av) .9 mi.	\$ 161	\$ 161	\$ -
Bakersfield - Class II Buffered Bike Ln	4th St, Virginia Av (King St to Oswell St) 2.5 mi.	\$ 451	\$ 451	\$ -
Bakersfield - Class II Buffered Bike Ln	Allen Rd (Snow Rd to White Ln) 7. mi.	\$ 1,260	\$ 1,260	\$ -
Bakersfield - Class II Buffered Bike Ln	Camino Media (Old River Rd to Gosford Rd) 1.3 mi.	\$ 235	\$ 235	\$ -
Bakersfield - Class II Buffered Bike Ln	Casa Loma Dr (Union Av to Fairfax Rd) 4. mi.	\$ 720	\$ 720	\$ -
Bakersfield - Class II Buffered Bike Ln	Chester Av (California Av to Planz Rd) 3.1 mi.	\$ 564	\$ 564	\$ -
Bakersfield - Class II Buffered Bike Ln	Coffee Rd (Snow Rd to Rosedale Hwy) 3. mi.	\$ 540	\$ 540	\$ -
Bakersfield - Class II Buffered Bike Ln	Cottonwood Rd (Casa Loma Dr to Panama Rd) 5. mi.	\$ 900	\$ 900	\$ -
Bakersfield - Class II Buffered Bike Ln	Fairfax Rd (Wilson Rd to Panama Rd) 6.6 mi.	\$ 1,185	\$ 1,185	\$ -
Bakersfield - Class II Buffered Bike Ln	Fruitvale Av (Rosedale Hwy to Hageman St) 3. mi.	\$ 540	\$ 540	\$ -
Bakersfield - Class II Buffered Bike Ln	Gosford Rd (Stockdale Hwy to Panama Ln) 4. mi.	\$ 717	\$ 717	\$ -
Bakersfield - Class II Buffered Bike Ln	Hagerman Rd (Jenkins Rd to Jewetta Av) 1.5 mi.	\$ 274	\$ 274	\$ -
Bakersfield - Class II Buffered Bike Ln	Harris Rd (Buena Vista Rd to Wible Rd) 5.1 mi.	\$ 914	\$ 914	\$ -
Bakersfield - Class II Buffered Bike Ln	Hosking Av (Stine Rd to S Union Av) 3. mi.	\$ 545	\$ 545	\$ -
Bakersfield - Class II Buffered Bike Ln	Manor St (N Chester Av to Columbus St) 3.4 mi.	\$ 621	\$ 621	\$ -
Bakersfield - Class II Buffered Bike Ln	Ming Av (Old River Rd to Gosford Rd) 3. mi.	\$ 541	\$ 541	\$ -
Bakersfield - Class II Buffered Bike Ln	Monterey St (Alta Vista Dr to Williams St) 1.3 mi.	\$ 226	\$ 226	\$ -
Bakersfield - Class II Buffered Bike Ln	Mount Vernon (Brundage Ln to Muller Rd) 2. mi.	\$ 358	\$ 358	\$ -
Bakersfield - Class II Buffered Bike Ln	Oswell St (Brundage Ln to Planz Rd) 2. mi.	\$ 361	\$ 361	\$ -
Bakersfield - Class II Buffered Bike Ln	Panama Ln (Comanche Dr to Cottonwood Rd) 8.1 mi.	\$ 1,450	\$ 1,450	\$ -
Bakersfield - Class II Buffered Bike Ln	Panama Rd (Main St to Habecker Rd) .5 mi.	\$ 93	\$ 93	\$ -
Bakersfield - Class II Buffered Bike Ln	Renfro Rd (Santa Fe Wy to Culiacan Av) 4.1 mi.	\$ 734	\$ 734	\$ -
Bakersfield - Class II Buffered Bike Ln	River Blvd (Panorama Dr to Bernard St) 1.3 mi.	\$ 232	\$ 232	\$ -
Bakersfield - Class II Buffered Bike Ln	S H St (Berkshire Rd to Ming Av) 3.5 mi.	\$ 629	\$ 629	\$ -
Bakersfield - Class II Buffered Bike Ln	Santa Fe Wy (7th Std Road to Hageman Road) 4.1 mi.	\$ 746	\$ 746	\$ -
Bakersfield - Class II Buffered Bike Ln	Stine Rd (Hosking Av to Mohawk St) 5.5 mi.	\$ 999	\$ 999	\$ -
Bakersfield - Class II Buffered Bike Ln	Taft Hwy (Enos Ln to Weedpatch Hwy) 19.1 mi.	\$ 3,446	\$ 3,446	\$ -

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Bakersfield - Class II Buffered Bike Ln	Union Av (SR 58 to SR 119) 5. mi.	\$ 899	\$ 899	\$ -
Bakersfield - Class II Buffered Bike Ln	White Ln (S Allen Rd to S Union Av) 8.3 mi.	\$ 1,487	\$ 1,487	\$ -
Bakersfield - Class III Bike Blvd	17th St (A Street to Truxtun Avenue) 1.3 mi.	\$ 63	\$ 63	\$ -
Bakersfield - Class III Bike Blvd	18th St (Oak St to Baker St) 2.5 mi.	\$ 127	\$ 127	\$ -
Bakersfield - Class III Bike Blvd	18th St (21st Street to 17th Street) .5 mi.	\$ 27	\$ 27	\$ -
Bakersfield - Class III Bike Blvd	21st St (Kern River Pkwy Bike Trail to Oak St) .3 mi.	\$ 16	\$ 16	\$ -
Bakersfield - Class III Bike Blvd	22nd St (F St to Q St) .7 mi.	\$ 36	\$ 36	\$ -
Bakersfield - Class III Bike Blvd	30th St (Alder St to Chester Av) .3 mi.	\$ 17	\$ 17	\$ -
Bakersfield - Class III Bike Blvd	36th St (Chester Avenue to San Dimas Path) .6 mi.	\$ 30	\$ 30	\$ -
Bakersfield - Class III Bike Blvd	A St (California Av to Terrace Wy) 1.3 mi.	\$ 63	\$ 63	\$ -
Bakersfield - Class III Bike Blvd	Appletree/Hahn Route (Wilson Rd to Wible Rd) 1.8 mi.	\$ 90	\$ 90	\$ -
Bakersfield - Class III Bike Blvd	Baker St (California Avenue to S King Street) .4 mi.	\$ 18	\$ 18	\$ -
Bakersfield - Class III Bike Blvd	Bank St/2nd St (Oak Street to S. P Street) 1.6 mi.	\$ 80	\$ 80	\$ -
Bakersfield - Class III Bike Blvd	Belle Terrace (H St to Cottonwood Rd) 2. mi.	\$ 101	\$ 101	\$ -
Bakersfield - Class III Bike Blvd	Berkshire Rd (Ashe Rd to Santana Sun Dr) 2.4 mi.	\$ 119	\$ 119	\$ -
Bakersfield - Class III Bike Blvd	BRd Oak Av (St Gobain St to Oak Grove St) .2 mi.	\$ 8	\$ 8	\$ -
Bakersfield - Class III Bike Blvd	Camino Grande (Alfred Harrell to NE Bakersfield Path) 1.3 mi.	\$ 65	\$ 65	\$ -
Bakersfield - Class III Bike Blvd	Chamber Blvd (Allen Rd to Grand Lakes Av) 3. mi.	\$ 152	\$ 152	\$ -
Bakersfield - Class III Bike Blvd	Charger Av (La Costa St to Auburn St) 1.2 mi.	\$ 59	\$ 59	\$ -
Bakersfield - Class III Bike Blvd	Chinon/Limoges Rte (McInnes Blvd to Hagn Oks Blvd) .4 mi.	\$ 18	\$ 18	\$ -
Bakersfield - Class III Bike Blvd	Chippewa/Yorkshire (Constitution Av to Verdugo Ln) .9 mi.	\$ 44	\$ 44	\$ -
Bakersfield - Class III Bike Blvd	Christmas Tree Ln (Mt Vernon Av to Panorama Dr) 1.7 mi.	\$ 83	\$ 83	\$ -
Bakersfield - Class III Bike Blvd	Coventry/Benton Route (Larson Ln to Ming Av) 1.4 mi.	\$ 70	\$ 70	\$ -
Bakersfield - Class III Bike Blvd	Edgemont Dr (Half Moon Dr to Wilson Rd) .3 mi.	\$ 15	\$ 15	\$ -
Bakersfield - Class III Bike Blvd	El Capitan Bike Route (Noriega Rd to Old Farm Rd) .4 mi.	\$ 22	\$ 22	\$ -
Bakersfield - Class III Bike Blvd	El Portal Dr (Laurelglen Blvd to Westwold Dr) .2 mi.	\$ 9	\$ 9	\$ -
Bakersfield - Class III Bike Blvd	Ewoldsen (Oak Grove Street to N Half Moon Drive) .6 mi.	\$ 31	\$ 31	\$ -
Bakersfield - Class III Bike Blvd	Exodus Ln (Kelvin grove to Iron Oak Wy) .2 mi.	\$ 12	\$ 12	\$ -
Bakersfield - Class III Bike Blvd	Greenwich/Balvanera (Verdugo Ln to Calloway Dr) .6 mi.	\$ 28	\$ 28	\$ -
Bakersfield - Class III Bike Blvd	Haggin Oaks Blvd (Ming Av to Limoges Wy) .5 mi.	\$ 26	\$ 26	\$ -
Bakersfield - Class III Bike Blvd	Half Moon Dr (Olympia Dr to Olympia Dr) 2.1 mi.	\$ 106	\$ 106	\$ -
Bakersfield - Class III Bike Blvd	Hawaii/Wailea (Allen Rd to Noriega Rd) .4 mi.	\$ 19	\$ 19	\$ -
Bakersfield - Class III Bike Blvd	Height St (178 Overcrossing to River Blvd) .7 mi.	\$ 37	\$ 37	\$ -
Bakersfield - Class III Bike Blvd	High Oak Dr (Mountain Oak Dr to Scarlet Oak Dr) .2 mi.	\$ 10	\$ 10	\$ -
Bakersfield - Class III Bike Blvd	Iron Crk/Goose Crk CT (Allen Rd to Jasmine Pk Dr) 3.7 mi.	\$ 183	\$ 183	\$ -
Bakersfield - Class III Bike Blvd	Jeffrey St (River Blvd to Kern Island Canal) 1.1 mi.	\$ 55	\$ 55	\$ -
Bakersfield - Class III Bike Blvd	Jewett Av (Columbus St to 30th St) .8 mi.	\$ 40	\$ 40	\$ -
Bakersfield - Class III Bike Blvd	K St (Garces Memorial Circle to 17th St) .9 mi.	\$ 43	\$ 43	\$ -
Bakersfield - Class III Bike Blvd	Kahala/Constitution Rou (Hawaii Ln to Sundance Wy) 1.3 mi.	\$ 67	\$ 67	\$ -
Bakersfield - Class III Bike Blvd	Kelvin Grove (Exodus Ln to Elizabeth Grove Court) .2 mi.	\$ 11	\$ 11	\$ -
Bakersfield - Class III Bike Blvd	King St (California Av to SR 58) 1.1 mi.	\$ 54	\$ 54	\$ -
Bakersfield - Class III Bike Blvd	Knudsen Dr (Norris Rd to Hageman Rd) .9 mi.	\$ 44	\$ 44	\$ -
Bakersfield - Class III Bike Blvd	La Costa St (Christmas Tree Ln to Auburn St) .7 mi.	\$ 34	\$ 34	\$ -
Bakersfield - Class III Bike Blvd	La France Dr (Castro Lane to El Toro Drive) 1. mi.	\$ 51	\$ 51	\$ -
Bakersfield - Class III Bike Blvd	Laurel Pk/Wrangler (Bay Meadows Ln to Calloway Dr) 1.8 mi.	\$ 92	\$ 92	\$ -
Bakersfield - Class III Bike Blvd	Madison St (SR 58 to White Ln) 2.4 mi.	\$ 119	\$ 119	\$ -
Bakersfield - Class III Bike Blvd	Marella Wy (Garnsey Av to Montclair Street) .5 mi.	\$ 27	\$ 27	\$ -

METRO BAKERSFIELD SUBAREA

Subarea includes: City of Bakersfield and unincorporated communities (county areas) of East Bakersfield, Oildale, Greenfield, and Rosedale		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Bakersfield - Class III Bike Blvd	Mc Innes Blvd (Scarlet Oak Blvd to St Gobain Blvd) .2 mi.	\$ 8	\$ 8	\$ -
Bakersfield - Class III Bike Blvd	McCray St/Oildale Dr (Willow Dr to W China Grd Lp) 1.9 mi.	\$ 96	\$ 96	\$ -
Bakersfield - Class III Bike Blvd	McInnes/Westwold Path (McInnes Blvd to Wwold Dr) .2 mi.	\$ 8	\$ 8	\$ -
Bakersfield - Class III Bike Blvd	Meacham Rd (Hageman Rd to Clay Patrick Farr Wy) 2.3 mi.	\$ 115	\$ 115	\$ -
Bakersfield - Class III Bike Blvd	Mezzadro/Alderbrk/Lavina (Allen Rd to Allen Rd) 3.6 mi.	\$ 182	\$ 182	\$ -
Bakersfield - Class III Bike Blvd	Mirador/Camino Real (178 OverXing Path to Rdige Rd) .6 mi.	\$ 28	\$ 28	\$ -
Bakersfield - Class III Bike Blvd	Mountain Oak Rd (White Oak Dr to High Oak Dr) .1 mi.	\$ 5	\$ 5	\$ -
Bakersfield - Class III Bike Blvd	Mountain Park Dr (Kern R Pkwy to River Run Blvd) .2 mi.	\$ 9	\$ 9	\$ -
Bakersfield - Class III Bike Blvd	Mtn Oak/McInnes (Pk Path to McInnes - Wwold Path) .3 mi.	\$ 17	\$ 17	\$ -
Bakersfield - Class III Bike Blvd	N St (Brundage Ln to California Av) 1. mi.	\$ 49	\$ 49	\$ -
Bakersfield - Class III Bike Blvd	Noble Av Route (River Blvd to Columbus St) 2.3 mi.	\$ 115	\$ 115	\$ -
Bakersfield - Class III Bike Blvd	Noriega Rd (Renfro Rd to Calloway Dr) 2.7 mi.	\$ 137	\$ 137	\$ -
Bakersfield - Class III Bike Blvd	Nutmeg Dr (Half Moon Dr to Wilson Rd) .2 mi.	\$ 10	\$ 10	\$ -
Bakersfield - Class III Bike Blvd	Oak Grove (Westwold Dr to BRd Oak Av) .1 mi.	\$ 4	\$ 4	\$ -
Bakersfield - Class III Bike Blvd	Old Town/Nantucket (Allen Rd to Jewetta Av) 3.3 mi.	\$ 166	\$ 166	\$ -
Bakersfield - Class III Bike Blvd	Olympia Dr (Laurelglen Blvd to Half Moon Dr) .5 mi.	\$ 24	\$ 24	\$ -
Bakersfield - Class III Bike Blvd	Outingdale Dr (El Portal Dr to Ashe Rd) .7 mi.	\$ 36	\$ 36	\$ -
Bakersfield - Class III Bike Blvd	Paul Av (Jewetta Avenue to Treasure Island Street) .9 mi.	\$ 45	\$ 45	\$ -
Bakersfield - Class III Bike Blvd	Pin Oak Blvd (Bear Creek Rd to District Blvd) 1.1 mi.	\$ 57	\$ 57	\$ -
Bakersfield - Class III Bike Blvd	Polo Dr (Dapple Wy to Meadow Creek St) .3 mi.	\$ 13	\$ 13	\$ -
Bakersfield - Class III Bike Blvd	Quailwood/Quailridge (Truxtun Av to Stockdale Hwy) 1. mi.	\$ 51	\$ 51	\$ -
Bakersfield - Class III Bike Blvd	Quantico Av (California Av to Brundage Ln) 1. mi.	\$ 50	\$ 50	\$ -
Bakersfield - Class III Bike Blvd	Reina Rd (Allen Rd to Verdugo Ln) 1.5 mi.	\$ 76	\$ 76	\$ -
Bakersfield - Class III Bike Blvd	Reliance Dr (Panama Ln to Reliance Dr) 2.2 mi.	\$ 108	\$ 108	\$ -
Bakersfield - Class III Bike Blvd	Ridge Oak Dr (Old River Rd to Mountain Oak Road) .3 mi.	\$ 14	\$ 14	\$ -
Bakersfield - Class III Bike Blvd	Riverlakes Dr (Elizabeth Grove to Coffee Rd) 1.7 mi.	\$ 87	\$ 87	\$ -
Bakersfield - Class III Bike Blvd	Sage Dr (Half Moon Bay Drive to Wilson Road) .2 mi.	\$ 10	\$ 10	\$ -
Bakersfield - Class III Bike Blvd	San Dimas St (36th Street to 38th St) .2 mi.	\$ 10	\$ 10	\$ -
Bakersfield - Class III Bike Blvd	Scarlet Oak Blvd (High Oak Dr to Mc Innes Blvd) .2 mi.	\$ 11	\$ 11	\$ -
Bakersfield - Class III Bike Blvd	St Gobain St (Mc Innes Blvd to BRd Oak Av) .2 mi.	\$ 8	\$ 8	\$ -
Bakersfield - Class III Bike Blvd	Stellar Av (Old Farm Road to Campfire Drive) .3 mi.	\$ 17	\$ 17	\$ -
Bakersfield - Class III Bike Blvd	Sundale Av (Ming Av to Stine Rd) 1.7 mi.	\$ 85	\$ 85	\$ -
Bakersfield - Class III Bike Blvd	Toluca Dr Route (Renfro Rd to Allen Rd) 1.5 mi.	\$ 74	\$ 74	\$ -
Bakersfield - Class III Bike Blvd	University Av (Panorama Dr to Columbus St) .7 mi.	\$ 34	\$ 34	\$ -
Bakersfield - Class III Bike Blvd	Watts Dr (Union Av to Cottonwood Rd) .5 mi.	\$ 25	\$ 25	\$ -
Bakersfield - Class III Bike Blvd	Wenatchee Av (Panorama Drive to Columbus Street) 1. mi.	\$ 51	\$ 51	\$ -
Bakersfield - Class III Bike Blvd	Westwold Dr (Oak Grove St to El Portal Dr) .8 mi.	\$ 40	\$ 40	\$ -
Bakersfield - Class III Bike Blvd	White Ln (Union Av to Cottonwood Rd) 1. mi.	\$ 49	\$ 49	\$ -
Bakersfield - Class III Bike Blvd	White Oak Dr (Old River Rd to Mountain Oak Rd) .2 mi.	\$ 12	\$ 12	\$ -
Bakersfield - Class III Bike Blvd	Yarnell (Paul Avenue to Calloway Drive) .3 mi.	\$ 15	\$ 15	\$ -
Bakersfield - Class III Bike Route	H St (Taft Hwy to Bear Mountain Blvd) 4.2 mi.	\$ 38	\$ 38	\$ -
Bakersfield - Class III Bike Route	Paladino Dr (Morning Dr to Alfred Harrell Hwy) 2.4 mi.	\$ 22	\$ 22	\$ -
Bakersfield - Class III Bike Route	Rancheria Rd (Equestrian Center to Kern Canyon Rd) .4 mi.	\$ 3	\$ 3	\$ -
Bakersfield - Class III Bike Route	Reina Rd (Nord Av to Allen Rd) 3. mi.	\$ 27	\$ 27	\$ -
Bakersfield - Class III Bike Route	Olympia Drive from S. Laurel Glen Boulevard to Half Moon Bay Drive - 0.49 miles			
Bakersfield - Class III Bike Route	Old Walker Pass Road from Comanche Drive to Rancheria Road - 1.46 miles			
Bakersfield - Class III Bike Route	Kahala - Constitution Rou from Hawaii Lane to Jewetta Avenue - 1.34 miles			

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Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Bakersfield - Class III Bike Route	Mezzadro/Alderbrk/Lavina from Allen Road to Allen Road - 3.63 miles			
Bakersfield - Class III Bike Route	Yarnell Bike Route from Paul Avenue to Calloway Drive - 0.31 miles			
Bakersfield - Class III Bike Route	Hawaii - Wailea from Allen Road to Noriega Road - 0.38 miles			
Bakersfield - Class III Bike Route	Mountain Park Dr from Kern River Parkway to River Run Boulevard - 0.18 miles			
Bakersfield - Class III Bike Route	Rose Petal Street from Brandy Rose Street to Ridge Oak Drive - 0.2 miles			
Bakersfield - Class III Bike Route	River Run Boulevard from Ming Avenue to Buena Vista Road - 0.93 miles			
Bakersfield - Class IV Cycle Track	21st St (Oak St to King St) 2.7 mi.	\$ 801	\$ 801	\$ -
Bakersfield - Complete Streets	California Av (Mohawk St to Dr MLK Jr Blvd) 5.4 mi.	\$ 3,092	\$ 3,092	\$ -
Bakersfield - Complete Streets	Golden State Av (21st St to 24th St) .3 mi.	\$ 185	\$ 185	\$ -
Bakersfield - Complete Streets	Mt Vernon Av (E Brundage Ln to Columbus St) 3. mi.	\$ 1,733	\$ 1,733	\$ -
Bakersfield - Complete Streets	Niles St (Union Av to Vineland Rd) 6.1 mi.	\$ 3,513	\$ 3,513	\$ -
Bakersfield - Complete Streets	Palm St (Oak St to King St) 2.5 mi.	\$ 1,462	\$ 1,462	\$ -
Bakersfield - Complete Streets	Stockdale/Brundage Ln (Old River Rd to S Fairfax Rd) 10.3 mi.	\$ 5,949	\$ 5,949	\$ -
Bakersfield - Complete Streets	Union Av (W Columbus St to Ming Av) 4. mi.	\$ 2,304	\$ 2,304	\$ -
Bakersfield/Caltrans - Class II Bike Ln	Morning Dr (Paladino Dr to Edison Hwy) 4.9 mi.	\$ 445	\$ 445	\$ -
Bakersfield/Kern - Class I Shared Use	Alfred Harrell Hwy Path (Morning Dr to Existing Class I) 2.1 mi.	\$ 1,853	\$ 1,853	\$ -
Bakersfield/Shftr - Class I Shared Use	7th Standard Rd (Nord Av to Rail Row Path) 6.5 mi.	\$ 5,829	\$ 5,829	\$ -
Caltrans - Bikeway Study	SR 184 (Panama Rd to Di Giorgio Rd) 1. mi.	\$ 150	\$ 150	\$ -
Caltrans - Class I Shared Use Path	Bike/Ped Bridge SR 178 (Height St to Mirador Dr) .1 mi.	\$ 92	\$ 92	\$ -
Caltrans - Class I Shared Use Path	Weedpatch Hwy SR 184 (Mtn View Rd to Panama Rd) 1. mi.	\$ 907	\$ 907	\$ -
Caltrans - Class II Bike Ln	E Bear Mtn Blvd SR 223 (Comanche Dr to Union St) 12.6 mi.	\$ 1,138	\$ 1,138	\$ -
Caltrans - Class II Bike Ln	Kern Canyon Rd SR 178 (View St to Ranchiera Rd) 2.2 mi.	\$ 198	\$ 198	\$ -
Caltrans - Class II Bike Ln	Rosedale Hwy SR 58 (Enos Ln to Allen Rd) 6. mi.	\$ 542	\$ 542	\$ -
Caltrans - Class II Bike Ln	SR 43/Enos Ln (Lerdo Hwy to Panama Ln) 14.2 mi.	\$ 1,275	\$ 1,275	\$ -
Caltrans - Class II Bike Ln	SR 58 (Calloway Dr to Landco Dr) 3.4 mi.	\$ 304	\$ 304	\$ -
Caltrans - Class II Bike Ln	SR 65 (James Rd to Merle Haggard Dr) 2.3 mi.	\$ 203	\$ 203	\$ -
Caltrans - Class II Buffered Bike Ln	SR 58 (Allen Rd to Calloway Dr) 1.5 mi.	\$ 269	\$ 269	\$ -
Caltrans - Class II Bike Ln	Weedpatch Hwy SR 184 (Brundage Ln to Mtn View Rd) 5.3 mi.	\$ 476	\$ 476	\$ -
Bakersfield - Feasibility Studies	Various Feasibility Studies for Other Bike and Pedestrian Related Improvements			
Bakersfield - bike facilities	Various Locations - Construct Bike Boulevard projects			
Bakersfield - Intersection Enhanceme	Various Locations - Construct Intersection enhancement projects			
County Areas - potential new funds	Cost-efficient, safe, clean transportation	\$ 38,501	\$ 38,501	\$ -
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 198,001	\$ 198,001	\$ -
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 93,039	\$ 93,039	\$ -
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 52,523	\$ 52,523	\$ -
Kern County - Corridor Improvement	Brundage Ln (Fairfax Rd to VineLn Rd) 1.9 mi.	\$ 528	\$ 528	\$ -
Kern County - Corridor Improvement	Hall Rd (San Emidio St to Habecker Rd) .5 mi.	\$ 141	\$ 141	\$ -
Kern County - Corridor Improvement	McCray St (Merle Haggard Dr to China Grade Loop) 1. mi.	\$ 267	\$ 267	\$ -
Kern County - Corridor Improvement	Merle Haggard Dr (Pegasus Rd to Chester Av) 3.1 mi.	\$ 844	\$ 844	\$ -
Kern County - Corridor Improvement	Myrtle Av (Panama Ln to Wharton Av) .9 mi.	\$ 259	\$ 259	\$ -
Kern County - Corridor Improvement	Pioneer Dr (Oswell St to Morning Dr) .6 mi.	\$ 153	\$ 153	\$ -
Kern County - Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .7 mi.	\$ 190	\$ 190	\$ -
Kern County - Crossing Improvements	Airport Dr (Norris Rd to Roberts Ln) .7 mi.	\$ 63	\$ 63	\$ -
Kern County - Crossing Improvements	Decatur St (N Chester Av to Sandord Dr) 1.3 mi.	\$ 107	\$ 107	\$ -
Kern County - Crossing Improvements	E Fairview Rd (Hughes Ln to Farrel Dr) 2.2 mi.	\$ 185	\$ 185	\$ -
Kern County - Crossing Improvements	Garber Wy (Bryant St to Malibar Av) .4 mi.	\$ 32	\$ 32	\$ -
Kern County - Crossing Improvements	McCray St, Oildale Dr (W China Grade Loop to Roberts Ln) 1.3 mi.	\$ 108	\$ 108	\$ -

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Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Kern County - Crossing Improvement	Pioneer Dr (Oswell St to Normandy Dr) 1.5 mi.	\$ 124	\$ 124	\$ -
Kern County - Crossing Improvement	Roberts Ln (Sanford Ln to Manor St) 1.8 mi.	\$ 150	\$ 150	\$ -
Kern County - Crossing Improvement	W China Grade Loop (Airport Dr to N Chester Av) 1. mi.	\$ 86	\$ 86	\$ -
Kern County - Sidewalk Improvement	Alta Vista Dr (Bernard Street to Panorama Drive) 1.1 mi.	\$ 218	\$ 218	\$ -
Kern County - Sidewalk Improvement	Belle Terrace (Stine Road to H Street) 1.5 mi.	\$ 288	\$ 288	\$ -
Kern County - Sidewalk Improvement	Bonita Rd (Main St to Habecker Rd) .5 mi.	\$ 97	\$ 97	\$ -
Kern County - Sidewalk Improvement	Buena Vista Blvd (May Street to Buena Vista Blvd Mobile Park) .7 mi.	\$ 140	\$ 140	\$ -
Kern County - Sidewalk Improvement	Carnation Ave (Mc Kee Road to Panama Road) .5 mi.	\$ 95	\$ 95	\$ -
Kern County - Sidewalk Improvement	China Grade Loop (Chester Avenue to Manor Street) .5 mi.	\$ 95	\$ 95	\$ -
Kern County - Sidewalk Improvement	College Av (Mt. Vernon Ave to Oswell St) 1. mi.	\$ 190	\$ 190	\$ -
Kern County - Sidewalk Improvement	Collision St (Main St to Carnation Av) .2 mi.	\$ 48	\$ 48	\$ -
Kern County - Sidewalk Improvement	Columbus St (Loma Linda Drive to Alta Vista Drive) .2 mi.	\$ 47	\$ 47	\$ -
Kern County - Sidewalk Improvement	Di Giorgio Rd (Pierce Drive to Weedpatch Highway) .7 mi.	\$ 143	\$ 143	\$ -
Kern County - Sidewalk Improvement	Di Giorgio Rd (Fairfax Rd to Main St) 1. mi.	\$ 190	\$ 190	\$ -
Kern County - Sidewalk Improvement	Dunsmere St (San Diego Street to Weedpatch Highway) .2 mi.	\$ 46	\$ 46	\$ -
Kern County - Sidewalk Improvement	Field St (Di Giorgio Rd to Tri Duncan Avenue) .5 mi.	\$ 96	\$ 96	\$ -
Kern County - Sidewalk Improvement	Habecker Rd (Panama Rd to Segrue Rd) .7 mi.	\$ 142	\$ 142	\$ -
Kern County - Sidewalk Improvement	Hall Rd (San Diego St to Main St) .3 mi.	\$ 48	\$ 48	\$ -
Kern County - Sidewalk Improvement	Madison St (Belle Terrace to Casa Loma Drive) .4 mi.	\$ 68	\$ 68	\$ -
Kern County - Sidewalk Improvement	Man O War St (Whirlaway St to Main St) .3 mi.	\$ 59	\$ 59	\$ -
Kern County - Sidewalk Improvement	McKee Rd (H St to Shannon Dr) .5 mi.	\$ 100	\$ 100	\$ -
Kern County - Sidewalk Improvement	McKee Rd (Main St to Carnation Av) .3 mi.	\$ 49	\$ 49	\$ -
Kern County - Sidewalk Improvement	Mtn View Rd (RR xing to Sherman Rd) .8 mi.	\$ 146	\$ 146	\$ -
Kern County - Sidewalk Improvement	Panama Rd (Habecker Rd to Main St) .5 mi.	\$ 98	\$ 98	\$ -
Kern County - Sidewalk Improvement	Panama Rd (Gilbert Street to Habecker Rd) .7 mi.	\$ 133	\$ 133	\$ -
Kern County - Sidewalk Improvement	Pioneer Dr (Normandy Drive to Morning Dr) 1.4 mi.	\$ 274	\$ 274	\$ -
Kern County - Sidewalk Improvement	Reynolds St (Whirlaway St to Main St) .3 mi.	\$ 56	\$ 56	\$ -
Kern County - Sidewalk Improvement	Sanford Dr (Castaic Av to McKinley Av) .3 mi.	\$ 54	\$ 54	\$ -
Kern County - Sidewalk Improvement	Segrue Rd (San Emidio St to Habecker Rd) 1. mi.	\$ 181	\$ 181	\$ -
Kern County - Sidewalk Improvement	Shannon Dr (Astor Av to McKee Rd) .3 mi.	\$ 48	\$ 48	\$ -
Kern County - Sidewalk Improvement	Sterling Rd (Hillburn Rd to Niles St) .3 mi.	\$ 48	\$ 48	\$ -
Kern County - Sidewalk Improvement	Union Av (McKee Rd to Taft Hwy) .5 mi.	\$ 96	\$ 96	\$ -
Kern County - Sidewalk Improvement	Wharton Av (San Emidio St to Myrtle Av) .7 mi.	\$ 132	\$ 132	\$ -
Kern County - Complete Streets/ITS Improvement	Other Future developments funded by a transportation impact fee and mitigation	\$ 45,865	\$ 45,865	\$ -
County Areas - bike facilities				
Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage		\$ 52,440	\$ 52,440	\$ -
Non-motorized Bakersfield	Construct Class I, II or Class III Bike Path; striping; signage	\$ 34,972	\$ 34,972	\$ -
Kern County - Bikeway Study	Truxtun Av (Oak St to Washington St) 3.5 mi.	\$ 530	\$ 530	\$ -
Kern County - Class I Shared Use Path	Bike/Ped Bridge SR 99 (Wood Lane to Wood Lane) .1 mi.	\$ 51	\$ 51	\$ -
Kern County - Class I Shared Use Path	Norris Rd (Snow Rd to Manor St) 3.3 mi.	\$ 3,009	\$ 3,009	\$ -
Kern County - Class II Bike Ln	Beardsley Av (McCray Street to Chester Avenue) .5 mi.	\$ 46	\$ 46	\$ -
Kern County - Class II Bike Ln	Braeburn Dr (Country Club Dr to College Av) .6 mi.	\$ 55	\$ 55	\$ -
Kern County - Class II Bike Ln	Breckenridge Rd (Weedpatch Hwy to Comanche Dr) 4.3 mi.	\$ 386	\$ 386	\$ -
Kern County - Class II Bike Ln	Brimhall Rd (Enos Ln to Rudd Av) 4.5 mi.	\$ 407	\$ 407	\$ -
Kern County - Class II Bike Ln	Brundage Ln (Madison St to Edison Hwy) 1.9 mi.	\$ 170	\$ 170	\$ -
Kern County - Class II Bike Ln	Calloway Dr (Rosedale Hwy to Brimhall Rd) 1. mi.	\$ 92	\$ 92	\$ -
Kern County - Class II Bike Ln	China Grade Loop (Carrere St to Manor St) .4 mi.	\$ 38	\$ 38	\$ -

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Project	Scope	YOE w/ new revenu	YOE w/o new reven	Maint./Inflation Savings
Kern County - Class II Bike Ln	Comanche Dr (Panama Ln to Muller Rd) 7.5 mi.	\$ 678	\$ 678	\$ -
Kern County - Class II Bike Ln	Day Av (Manor St to N Chester Av) .5 mi.	\$ 45	\$ 45	\$ -
Kern County - Class II Bike Ln	DiGiorgio Rd (Vineland Rd to Comanche Dr) 3. mi.	\$ 273	\$ 273	\$ -
Kern County - Class II Bike Ln	Douglas St (McCray St to Chester Av) .5 mi.	\$ 44	\$ 44	\$ -
Kern County - Class II Bike Ln	Edison Hwy (Mt Vernon Av to Comanche Dr) 7.8 mi.	\$ 705	\$ 705	\$ -
Kern County - Class II Bike Ln	Edison Rd (Breckenridge Road to Edison Highway) .8 mi.	\$ 75	\$ 75	\$ -
Kern County - Class II Bike Ln	Hageman Rd (Jenkins Rd to Nord Av) 2.5 mi.	\$ 226	\$ 226	\$ -
Kern County - Class II Bike Ln	Hall Rd (SR 184 to Habecker Rd) .5 mi.	\$ 46	\$ 46	\$ -
Kern County - Class II Bike Ln	Heath Rd (Hageman Rd to Stockdale Hwy) 3. mi.	\$ 270	\$ 270	\$ -
Kern County - Class II Bike Ln	Hermosa Rd (Fairfax Rd to Comanche Dr) 5. mi.	\$ 453	\$ 453	\$ -
Kern County - Class II Bike Ln	Houghton Rd (Old River Rd to Union Av) 6. mi.	\$ 543	\$ 543	\$ -
Kern County - Class II Bike Ln	James Rd (SR 65 to Chester Av) 3.5 mi.	\$ 314	\$ 314	\$ -
Kern County - Class II Bike Ln	McCray St (Merle Haggard Rd to Day Av) .4 mi.	\$ 36	\$ 36	\$ -
Kern County - Class II Bike Ln	Meacham Rd (Nord Av to Allen Rd) 3. mi.	\$ 271	\$ 271	\$ -
Kern County - Class II Bike Ln	Merle Haggard Rd (Chester Av to Airport Dr) 1. mi.	\$ 89	\$ 89	\$ -
Kern County - Class II Bike Ln	Mountain View Rd (Fairfax Rd to Comanche Dr) 5. mi.	\$ 454	\$ 454	\$ -
Kern County - Class II Bike Ln	Muller Rd (Comanche Dr to Oswell St) 6. mi.	\$ 544	\$ 544	\$ -
Kern County - Class II Bike Ln	N Chester Av (McKelvey Av to Manor St) .3 mi.	\$ 23	\$ 23	\$ -
Kern County - Class II Bike Ln	Old Farm Rd (Rosedale Hwy to Mia Virginia Court) .5 mi.	\$ 46	\$ 46	\$ -
Kern County - Class II Bike Ln	Old River Rd (Taft Hwy to Shafter Rd) 4. mi.	\$ 362	\$ 362	\$ -
Kern County - Class II Bike Ln	Panama Rd (Habecker Rd to S Comanche Dr) 3.5 mi.	\$ 318	\$ 318	\$ -
Kern County - Class II Bike Ln	Pegasus Dr (Merle Haggard Dr to Norris Rd) 1.8 mi.	\$ 158	\$ 158	\$ -
Kern County - Class II Bike Ln	Pioneer Dr (Vineland Rd to Oswell St) 3. mi.	\$ 270	\$ 270	\$ -
Kern County - Class II Bike Ln	Roberts Ln (Norris Rd to Sequoia Dr) 1.7 mi.	\$ 157	\$ 157	\$ -
Kern County - Class II Bike Ln	Roberts Ln (Chester Av to Manor St) .5 mi.	\$ 48	\$ 48	\$ -
Kern County - Class II Bike Ln	Sunset Blvd (Weedpatch Hwy to Vineland Rd) 1. mi.	\$ 93	\$ 93	\$ -
Kern County - Class II Bike Ln	Superior Rd (SR 58 to Stockdale Hwy) 2. mi.	\$ 181	\$ 181	\$ -
Kern County - Class II Bike Ln	Vineland Rd (Pioneer Dr to SR 223) 11. mi.	\$ 993	\$ 993	\$ -
Kern County - Class II Bike Ln	Union Avenue from Panama Road to Bear Mountain Blvd - 4 miles			
Kern County - Class II Bike Ln	Santa Fe Way from Driver Road to Riverside Street - 3.6 miles			
Kern County - Class II Bike Ln	Rudd Avenue from Palm Avenue to Brimhall Road - 0.5 miles			
Kern County - Class II Bike Ln	Roberts Lane from Norris Road to Washington Avenue - 0.5 miles			
Kern County - Class II Bike Ln	Roberts Lane from Washington Avenue to Standford Drive - 0.7 miles			
Kern County - Class II Bike Ln	River Blvd from Panorama Drive to Bernard Street - 1.3 miles			
Kern County - Class II Bike Ln	Pioneer Drive from Oswell Steet to Morning Drive - 2 miles			
Kern County - Class II Bike Ln	Patton Way from Snow Road to Hageman Road - 1.8 miles			
Kern County - Class II Bike Ln	Panama Road from Weedpatch Hwy to S Comanche Drive - 4 miles			
Kern County - Class II Bike Ln	Palm Avenue from Heath Road to Renfro Road - 1 miles			
Kern County - Class II Buffered Bike Ln	Airport Dr (Roberts Ln to Merle Haggard Dr) 2.2 mi.	\$ 403	\$ 403	\$ -
Kern County - Class II Buffered Bike Ln	California Av (Mt Vernon Av to Edison Hwy) .6 mi.	\$ 101	\$ 101	\$ -
Kern County - Class II Buffered Bike Ln	Chester Av (Merle Haggard Rd to Norris Rd) 1.4 mi.	\$ 253	\$ 253	\$ -
Kern County - Class II Buffered Bike Ln	Di Giorgio Rd (Pierce Dr to S Vineland Rd) 1.8 mi.	\$ 320	\$ 320	\$ -
Kern County - Class II Buffered Bike Ln	Olive Dr (Coffee Rd to Victor St) 1.7 mi.	\$ 304	\$ 304	\$ -
Kern County - Class II Buffered Bike Ln	S Union Av (Panama Rd to Bear Mountain Blvd) 4. mi.	\$ 723	\$ 723	\$ -
Kern County - Class III Bike Blvd	Baldwin Rd (Terrace Wy to Ming Av) .8 mi.	\$ 38	\$ 38	\$ -
Kern County - Class III Bike Blvd	Breckenridge Rd (End of Street to Comanche Drive) 4.5 mi.	\$ 224	\$ 224	\$ -
Kern County - Class III Bike Blvd	C Club Dr/H Mann Av/Pentz St (College Av to Ctr St) .8 mi.	\$ 40	\$ 40	\$ -

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Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Kern County - Class III Bike Blvd	Castro Ln (Wood Lane to La France Drive) .1 mi.	\$ 6	\$ 6	\$ -
Kern County - Class III Bike Blvd	Center St (Pentz St to Pesanta Rd) .8 mi.	\$ 38	\$ 38	\$ -
Kern County - Class III Bike Blvd	China Grade Loop (City Limit to Alfred Harrell Highway) .9 mi.	\$ 47	\$ 47	\$ -
Kern County - Class III Bike Blvd	Culver St (Sterling Rd to Pasante Rd) .1 mi.	\$ 6	\$ 6	\$ -
Kern County - Class III Bike Blvd	Edwards Av (Mt Vernon Avenue to Oswell Street) 1.2 mi.	\$ 59	\$ 59	\$ -
Kern County - Class III Bike Blvd	Ferguson Av (Chester Av to Manor St) .5 mi.	\$ 24	\$ 24	\$ -
Kern County - Class III Bike Blvd	Floral Dr (Camino Real to Mt Vernon Avenue) .1 mi.	\$ 6	\$ 6	\$ -
Kern County - Class III Bike Blvd	Habecker Rd (Panama Rd to Di Giorgio Rd) 1. mi.	\$ 50	\$ 50	\$ -
Kern County - Class III Bike Blvd	Hall Rd (Main St to Habecker Rd) .4 mi.	\$ 21	\$ 21	\$ -
Kern County - Class III Bike Blvd	Iron Oak Wy (Norris Rd to Exodus Ln) .1 mi.	\$ 5	\$ 5	\$ -
Kern County - Class III Bike Blvd	Myrtle Av (Di Giorgio Rd to Panama Rd) 1. mi.	\$ 50	\$ 50	\$ -
Kern County - Class III Bike Blvd	Norris Rd (Coffee Rd to Knudsen Dr) 1.8 mi.	\$ 91	\$ 91	\$ -
Kern County - Class III Bike Blvd	Palm Av (Wagis Av to Heath Rd) .5 mi.	\$ 25	\$ 25	\$ -
Kern County - Class III Bike Blvd	Pesante Rd (Culver St to Center St) .1 mi.	\$ 3	\$ 3	\$ -
Kern County - Class III Bike Blvd	Round Mountain Rd (End of Street to China Grd Lp) 9.8 mi.	\$ 489	\$ 489	\$ -
Kern County - Class III Bike Blvd	San Diego St (Di Giorgio Rd to Panama Rd) 1.1 mi.	\$ 54	\$ 54	\$ -
Kern County - Class III Bike Blvd	Segrue Rd (San Emidio St to Habecker Rd) .9 mi.	\$ 48	\$ 48	\$ -
Kern County - Class III Bike Blvd	Shafter Rd (Old River Rd to H St) 5. mi.	\$ 250	\$ 250	\$ -
Kern County - Class III Bike Blvd	Shalimar Dr (Pioneer Dr to Niles St) .5 mi.	\$ 25	\$ 25	\$ -
Kern County - Class III Bike Blvd	Sterling Rd (Brundage Ln to College Av) 2. mi.	\$ 100	\$ 100	\$ -
Kern County - Class III Bike Blvd	Terrace Wy (A St to Baldwin Rd) .1 mi.	\$ 3	\$ 3	\$ -
Kern County - Class III Bike Blvd	Valencia Dr (Pioneer Dr to College Av) 1. mi.	\$ 50	\$ 50	\$ -
Kern County - Class III Bike Blvd	Wood Ln (99 Overcrossing to Castro Lane) .3 mi.	\$ 13	\$ 13	\$ -
Kern County - Class III Bike Blvd	Wood Ln (Stine Road to 99 Overcrossing) .5 mi.	\$ 24	\$ 24	\$ -
Kern County - Class III Bike Blvd	Woodrow Av (Roberts Ln to N Chester Av) 1.8 mi.	\$ 92	\$ 92	\$ -
Kern County - Class III Bike Route	Airport Dr (Bksfld-Glennville Rd to Merle Haggard Dr) 1.9 mi.	\$ 17	\$ 17	\$ -
Kern County - Class III Bike Route	Edison Rd (Edison Hwy to SR 223) 9.7 mi.	\$ 87	\$ 87	\$ -
Kern County - Class III Bike Route	Fairfax Rd (Panama Rd to SR 223) 4. mi.	\$ 36	\$ 36	\$ -
Kern County - Class III Bike Route	Olive Dr (Sequoia Dr to N Chester Av) .7 mi.	\$ 7	\$ 7	\$ -
Kern County - Class IV Cycle Track	Olive Dr (Victor St to Sequoia Dr) 1.6 mi.	\$ 478	\$ 478	\$ -
Kern County - Complete Streets	Palm Av (San Gorgonio St to Williams St) .6 mi.	\$ 360	\$ 360	\$ -
Advanced Tech, Safe, Clean Transporta		Sub-total Projects in Subarea	\$ 892,357	\$ 892,357.01

METRO BAKERSFIELD SUBAREA	Total Projects Benefiting Subarea	\$ 11,360,322	\$ 13,714,355	\$ 3,234,596
	Total Projects in Sub Area	\$ 8,842,981	\$ 10,430,097	\$ 2,467,679

Notes:

- A. Inflation savings assumes a 3% inflation rate per year
 - B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenance costs when pavement condition index is kept above 75
 - C. The projects in each phase or category are not necessarily listed by priority
 - D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP
 - 1 Project was in the 2006 transportation measure expenditure plan
 - 2 Project outside subarea that benefits the subarea
- Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.)

NORTH KERN SUBAREA

Subarea includes: Cities of Delano, McFarland, Shafter and Wasco and the unincorporated communities (and surrounding county areas) of Buttonwillow, Lost Hills, Belridge and Pond.		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Fix-It-First, Keep-It-Local / Cost-Efficient				
Delano - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 36,283	\$ 36,283	\$ 17,053
Delano - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 107,565	\$ 107,565	\$ 50,555
McFarland - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Tran	\$ 10,404	\$ 10,404	\$ 4,890
McFarland - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 30,581	\$ 30,581	\$ 14,373
Shafter - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Tran	\$ 17,082	\$ 17,082	\$ 8,028
Shafter - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 47,470	\$ 47,470	\$ 22,311
Wasco - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Tran	\$ 18,642	\$ 18,642	\$ 8,762
Wasco - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 54,912	\$ 54,912	\$ 25,808
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Tran	\$ 68,106	\$ 68,106	\$ 32,010
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 233,518	\$ 233,518	\$ 109,753
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 171,378	\$ 171,378	\$ 80,548
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 795,940	\$ 795,940	\$ 374,092
Regional Projects				
Ready-To-Go, Regional Projects				
7th Standard Rd	Rt 43 to Santa Fe Way - widen existing roadway	\$ 11,857	\$ 14,000	\$ 2,143
Route 46	¹ Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4A	\$ 27,000	\$ 27,000	\$ -
Route 46	¹ Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4B			
Route 46	Brown Material Rd to I-5 - interchange upgrade at I-5 - Phase 4C			
Route 65	James Rd to Merle Haggard Dr - widen to four lanes	\$ 2,869	\$ 3,000	\$ 131
Route 99	Beardsley Canal to 7th Standard Rd - widen to eight lanes	\$ 74,150	\$ 90,800	\$ 16,650
Route 99	² Olive Drive - construct interchange upgrades	\$ 6,100	\$ 6,100	\$ -
Route 99	Kern Ave - reconstruct pedestrian bridge (SHOPP)	\$ 5,391	\$ 5,391	\$ -
Hageman Flyover	^{1,2} Knudsen Dr to Rt 204 - construct extension	\$ 68,900	\$ 68,900	\$ -
West Beltway	^{1,2} Pacheco Rd to Westside Parkway - construct new facility	\$ 64,229	\$ 115,793	\$ 51,564
West Beltway	^{1,2} Taft Hwy to Pacheco Rd - construct new facility	\$ 68,025	\$ 90,000	\$ 21,975
Freight Rail	Shafter Intermodal Rail Facility			
Ready-To-Go, Regional Projects	Sub-Total including zone of Benefit	\$ 328,521	\$ 420,984	\$ 92,464
Next-In-Line, Regional Projects				
Route 46	¹ I-5 to Jumper Ave - widen to four lanes	\$ 89,188	\$ 118,000	\$ 28,812
Route 46	¹ Jumper Ave (North) to Rt 43 - widen to four lanes	\$ 98,258	\$ 130,000	\$ 31,742
Route 46	¹ Rt 43 to Rt 99 - widen to four lanes	\$ 52,908	\$ 70,000	\$ 17,092
Woollomes Ave.	¹ Rt 99 - widen bridge to four lanes; reconstruct ramps	\$ 101,281	\$ 134,000	\$ 32,719
Santa Fe Way	¹ Hageman to Los Angeles Ave - widen to four lanes	\$ 94,688	\$ 127,239	\$ 32,551
Route 46	Rt 46 @ BNSF - construct grade separation	\$ 29,855	\$ 39,500	\$ 9,645
Route 46	Near Lost Hills at Interstate 5 - upgrade and widen interchange	\$ 98,258	\$ 130,000	\$ 31,742
Interstate 5	7th Standard Rd Interchange - reconstruct	\$ 40,815	\$ 54,000	\$ 13,185
Route 43	7th Standard Rd to Euclid Ave - widen to four lanes	\$ 27,966	\$ 37,000	\$ 9,034
Route 65	Merle Haggard Dr to County Line - widen to four lanes	\$ 163,259	\$ 216,000	\$ 52,741
Route 99	Glenwood/High St - construct new overpass	\$ 29,855	\$ 39,500	\$ 9,645
Route 99	Pond Rd - reconstruct grade separation / interchange	\$ 55,100	\$ 72,901	\$ 17,800
Route 99	Perkins Ave - reconstruct hook ramps	\$ 5,909	\$ 7,818	\$ 1,909
Route 99	Sherwood Ave - reconstruct hook ramps	\$ 5,909	\$ 7,818	\$ 1,909

NORTH KERN SUBAREA

Subarea includes: Cities of Delano, McFarland, Shafter and Wasco and the unincorporated communities (and surrounding county areas) of Buttonwillow, Lost Hills, Belridge and Pond.		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Route 99	Sherwood Ave - pedestrian bridge/improvements	\$ 4,075	\$ 5,391	\$ 1,316
Route 99	Hanawalt - construct new grade separation / interchange	\$ 66,091	\$ 88,811	\$ 22,720
Route 99	Whistler grade separation / interchange - reconstruct	\$ 55,100	\$ 72,901	\$ 17,800
Route 155	Rt 99 to Browning Rd - four lanes; reconstruct	\$ 24,186	\$ 32,000	\$ 7,814
Route 155	Rt 155 @ UPRR - construct grade separation	\$ 29,855	\$ 39,500	\$ 9,645
Garces Highway	Interstate 5 to Rt 99 - widen to four lanes	\$ 218,422	\$ 288,983	\$ 70,562
Cecil Ave.	Wasco Pond Rd to Albany St - widen to four lanes	\$ 13,454	\$ 17,800	\$ 4,346
Kimberlina Road	Kimberlina Rd @ BNSF - construct grade separation	\$ 44,594	\$ 59,000	\$ 14,406
Elmo Highway	Elmo Hwy @ UPRR - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
Lerdo Highway	Lerdo Hwy / Beech Ave @ BNSF - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
Burbank Street	Burbank St @ BNSF - construct grade separation	\$ 44,594	\$ 59,000	\$ 14,406
Zachary Rd	7th Standard Rd to Lerdo Hwy - widen to four lanes	\$ 26,080	\$ 34,505	\$ 8,425
7th Standard Rd	² I-5 to Santa Fe Way - widen to four lanes	\$ 68,461	\$ 90,577	\$ 22,116
7th Standard Rd	² Rt 43 to Santa Fe Way - widen existing roadway	\$ 11,857	\$ 14,000	\$ 2,143
Route 204	² (Golden State Ave) Rt 99 to M St - construct operational improvements	\$ 75,583	\$ 100,000	\$ 24,417
North Corridor - Shafter	I-5 to SR 65 - Burbank Street Alignment - construct new highway	\$ 372,086	\$ 500,000	\$ 127,914
Amtrak Stations - NW Bksfld, Shafter	Up to 4 Amtrak San Joaquins stops on BNSF - platform, track turnout, park&ride, ticket both,	\$ 27,024	\$ 34,049	\$ 7,024
Intermodal rail hub - Delano	RailEx Expansion Phase 2 (Draft SJV Interregional Goods Movement Plan IGM)	\$ 8,107	\$ 10,215	\$ 2,107
Intermodal rail hub - Shafter	Shafter Inland Port Phases 2 & 3 (Draft SJV IGM)	\$ 81,073	\$ 102,146	\$ 21,073
Next-In-Line, Regional Projects	Sub-Total including zone of Benefit	\$ 2,168,193	\$ 2,870,653	\$ 702,460
	Sub-total Projects Subarea	\$ 1,993,188	\$ 2,638,837	\$ 645,649
Advanced Tech, Safe, Clean Transportation				
Delano - potential new funds	Cost-efficient, safe, clean transportation	\$ 12,316	\$ 12,316	\$ -
Delano - non-potential new funds	Cost-efficient, safe, clean transportation	\$ 51,758	\$ 51,758	\$ -
Delano - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 12,425	\$ 12,425	\$ -
Delano - active transportation	Safe complete streets, pedestrian enhancements	\$ 29,672	\$ 29,672	\$ -
Delano - Bulbouts	10th Av - Main St	\$ 60	\$ 60	\$ -
Delano - Bulbouts	13th Av - Main St	\$ 60	\$ 60	\$ -
Delano - Bulbouts	Garces Hwy - S Lexington St	\$ 60	\$ 60	\$ -
Delano - Corridor Improvement	11th Av (Timmons Av to Randolph St) 2.3 mi.	\$ 623	\$ 623	\$ -
Delano - Corridor Improvement	Albany St (County Line Rd to Woollomes Av) 3. mi.	\$ 825	\$ 825	\$ -
Delano - Corridor Improvement	Ellington St (Cecil Av to Garces Hwy) 1. mi.	\$ 280	\$ 280	\$ -
Delano - Corridor Improvement	Jefferson St (Cecil Av to Garces Hwy) 1. mi.	\$ 280	\$ 280	\$ -
Delano - Corridor Improvement	Woollomes Av (Albany St to Ellington St) .8 mi.	\$ 218	\$ 218	\$ -
Delano - High-Visibility Crosswalk	Cecil Av - Clinton St	\$ 11	\$ 11	\$ -
Delano - RRFB	Norwalk St - 17th Av	\$ 30	\$ 30	\$ -
Kern County - Sidewalk Improvement	Mathews Av (Christina Street to Melcher Road) .3 mi.	\$ 1,500	\$ 1,500	\$ -
Delano - Complete Streets/ITS Improv	Other Future developments funded by a transportation impact fee and mitigation	\$ 25,724	\$ 25,724	\$ -
Delano - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 9,661	\$ 9,661	\$ -
Delano - Class II Bike Ln	11th St (Randolph St to Albany St) 1.5 mi.	\$ 136	\$ 136	\$ -
Delano - Class II Bike Ln	20th St (Girard St to Browning Rd) 1.5 mi.	\$ 135	\$ 135	\$ -
Delano - Class II Bike Ln	Albany St (Garces Hwy to Woollomes Av) 1. mi.	\$ 90	\$ 90	\$ -
Delano - Class II Bike Ln	Cecil Av (Hiatt Av to Albany St) 5. mi.	\$ 45	\$ 45	\$ -
Delano - Class II Bike Ln	Garces Hwy (Hiatt Av to Albany St) 5. mi.	\$ 45	\$ 45	\$ -
Delano - Class II Bike Ln	Girard St (20th St to County Line Rd) .5 mi.	\$ 45	\$ 45	\$ -
Delano - Class II Bike Ln	Hiatt Rd (Cecil Av to SR 155) 1. mi.	\$ 90	\$ 90	\$ -

NORTH KERN SUBAREA

Subarea includes: Cities of Delano, McFarland, Shafter and Wasco and the unincorporated communities (and surrounding county areas) of Buttonwillow, Lost Hills, Belridge and Pond.

Cost Estimate (\$ x 1,000)

Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Delano - Class II Bike Ln	High St (SR 155 to Woollomes Av) 1.1 mi.	\$ 95	\$ 95	\$ -
Delano - Class II Bike Ln	Randolph St (Garces St to County Line Rd) 2. mi.	\$ 180	\$ 180	\$ -
Delano - Class II Bike Ln	S Lexington St (Schuster Rd to Garces Hwy) 2.1 mi.	\$ 186	\$ 186	\$ -
Delano - Class II Bike Ln	Ellington St (11th Av to Woollomes Av) 1. mi.	\$ 146	\$ 146	\$ -
Delano - Class II Bike Ln	Dover Pkwy (Millenium Pkwy to Garzoli Av) .6 mi.	\$ 54	\$ 54	\$ -
Delano - Class II Bike Ln	Schuster Rd (Lexington St to Browning Rd) .6 mi.	\$ 54	\$ 54	\$ -
Delano - Class II Bike Ln	Hiett Av (County Line Rd to Cecil Av) 1. mi.	\$ 90	\$ 90	\$ -
Delano - Class II Bike Ln	Garzoli Av (Woollomes Av to Pond Rd) 2. mi.	\$ 180	\$ 180	\$ -
Delano - Class II Buffered Bike Ln	Browning St (Garces Hwy to 9th Av) .5 mi.	\$ 90	\$ 90	\$ -
Delano - Class II Buffered Bike Ln	Browning St (9th Av to County Line Rd) 1.5 mi.	\$ 271	\$ 271	\$ -
Delano - Class II Buffered Bike Ln	High St (Garces Hwy to Girard St) 1.7 mi.	\$ 309	\$ 309	\$ -
Delano - Class III Bike Blvd	Clinton St (Cecil Av to Garces Hwy) 1. mi.	\$ 51	\$ 51	\$ -
Delano - Class III Bike Blvd	Lexington St (Garces Hwy to Cecil Av) 1. mi.	\$ 50	\$ 50	\$ -
Delano - Class III Bike Blvd	Norwalk Av (Cecil Av to County Line Rd) 1. mi.	\$ 50	\$ 50	\$ -
Delano - Class III Bike Route	11th Av (Albany St to Hiett Av) .5 mi.	\$ 5	\$ 5	\$ -
Delano - Class III Bike Route	20th Av (Albany St to Belmont St) .1 mi.	\$ 1	\$ 1	\$ -
Delano - Class III Bike Route	9th St (High St to Browning Rd) 1.3 mi.	\$ 12	\$ 12	\$ -
Delano - Class III Bike Route	Belmont St (20th Av to Cecil Av) .5 mi.	\$ 5	\$ 5	\$ -
Delano - Class III Bike Route	Browning Rd (SR 155 to Skyline Rd) 2. mi.	\$ 18	\$ 18	\$ -
Delano - Class III Bike Route	County Line Rd (Hiett Av to Veneto St) 3. mi.	\$ 27	\$ 27	\$ -
Delano - Class III Bike Route	Melcher Rd (County Line Rd to Cecile Wy) 1. mi.	\$ 9	\$ 9	\$ -
Delano - Class III Bike Route	Veneto St (County Line Rd to 20th St) .5 mi.	\$ 5	\$ 5	\$ -
Delano - Class III Bike Route	Garzoli Av (Pond Rd to Delano City Limit) .5 mi.	\$ 50	\$ 50	\$ -
Delano - Complete Streets	Cecil Av (Browning Rd to Albany St) 2. mi.	\$ 1,146	\$ 1,146	\$ -
Delano - Complete Streets	Garces Hwy (Albany St to Browning Rd) 2. mi.	\$ 1,140	\$ 1,140	\$ -
Delano - Complete Streets	Lexington St (Garces Hwy to Cecil Av) 1. mi.	\$ 575	\$ 575	\$ -
Delano - Complete Streets	Albany St (County Line Rd to Garces Hwy) 2. mi.	\$ 1,150	\$ 1,150	\$ -
Delano - Complete Streets	Woollomes Av (Albany St to Lexington St) 1. mi.	\$ 575	\$ 575	\$ -
Kern County - Class II Bike Ln	Garzoli Av (Peterson Rd to Delano City Limit) .8 mi.	\$ 68	\$ 68	\$ -
	Lake Woollomes Loop from Lake Woollomes to Lake Woollomes - 5.3 miles - Class I	\$ 2,104	\$ 2,104	\$ -
	Stradley Avenue from SR 155 to Sherwood Avenue - 6 miles - Class II	\$ 179	\$ 179	\$ -
	Pond Road from Benner Avenue to Stradley Avenue - 3 miles - Class II	\$ 91	\$ 91	\$ -
	Mast Avenue from Garces Hwy to Airport Avenue - 1 miles - Class II	\$ 30	\$ 30	\$ -
	Airport Avenue from Mast Avenue to Proposed Woollomes - 2.7 miles - Class II	\$ 81	\$ 81	\$ -
McFarland - potential new funds	Cost-efficient, safe, clean transportation	\$ 3,406	\$ 3,406	\$ -
McFarland - non-potential new funds	Cost-efficient, safe, clean transportation	\$ 14,286	\$ 14,286	\$ -
McFarland - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 3,407	\$ 3,407	\$ -
McFarland - active transportation	Safe complete streets, pedestrian enhancements	\$ 4,898	\$ 4,898	\$ -
McFarland - Corridor Improvement	5th St (Perkins Av to Sherwood Av) .5 mi.	\$ 137	\$ 137	\$ -
McFarland - Corridor Improvement	Browning Rd (Glenwood Av to Sherwood Av) .7 mi.	\$ 187	\$ 187	\$ -
McFarland - Corridor Improvement	E Kern Av (McFarland Bridge to Wiley St) .5 mi.	\$ 135	\$ 135	\$ -
McFarland - Corridor Improvement	Perkins Av Access Ramp (West Perkins Av to Christopher Court) .3 mi.	\$ 89	\$ 89	\$ -
McFarland - Corridor Improvement	Sherwood Av Access Ramp (West Sherwood Av to East Sherwood Av) .3 mi.	\$ 90	\$ 90	\$ -
McFarland - High-Visibility	2nd St - Kern Av	\$ 11	\$ 11	\$ -
McFarland - High-Visibility	Mast Av - Cliff Av	\$ 11	\$ 11	\$ -
McFarland - High-Visibility	Taylor Av - Mast Av	\$ 11	\$ 11	\$ -
McFarland - Sidewalk Improvement	1st St (W Kern Av to W Sherwood Av) .2 mi.	\$ 47	\$ 47	\$ -
McFarland - Sidewalk Improvement	1st St (W Perkins Av to W Kern Av) .3 mi.	\$ 49	\$ 49	\$ -
McFarland - Sidewalk Improvement	W Kern Av (9th St to 1st St) .6 mi.	\$ 108	\$ 108	\$ -

NORTH KERN SUBAREA

Subarea includes: Cities of Delano, McFarland, Shafter and Wasco and the unincorporated communities (and surrounding county areas) of Buttonwillow, Lost Hills, Belridge and Pond.		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
McFarland - Sidewalk Improvement	W Perkins Av (Garzoli Av to Frontage Rd) .7 mi.	\$ 130	\$ 130	\$ -
McFarland - Complete Streets/ITS Imp	Other Future developments funded by a transportation impact fee and mitigation	\$ 3,894	\$ 3,894	\$ -
McFarland - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 5,980	\$ 5,980	\$ -
McFarland - Class I Shared Use Path	Union Pacific RR (Sherwood Av to Elmo Hwy) 1.1 mi.	\$ 1,004	\$ 1,004	\$ -
McFarland - Class II Bike Ln	Browning Rd (Elmo Hwy to W Taylor Av) 1.5 mi.	\$ 135	\$ 135	\$ -
McFarland - Class II Bike Ln	Davis Av (Elmo Hwy to Perkins Av) .5 mi.	\$ 45	\$ 45	\$ -
McFarland - Class II Bike Ln	Elmo Hwy (Browning Rd to West City Limits) 3.5 mi.	\$ 315	\$ 315	\$ -
McFarland - Class II Bike Ln	Frontage Rd (Sherwood Av to Taylor Av) .6 mi.	\$ 54	\$ 54	\$ -
McFarland - Class II Bike Ln	Frontage Rd (Hail Ln to Perkins Av) .3 mi.	\$ 27	\$ 27	\$ -
McFarland - Class II Bike Ln	Hail Ln (Garzoli Av to Frontage Rd) .7 mi.	\$ 59	\$ 59	\$ -
McFarland - Class II Bike Ln	Kendra St (Elmo Hwy to Perkins Av) .5 mi.	\$ 45	\$ 45	\$ -
McFarland - Class II Bike Ln	Mast Av (Taylor Av to Whisler Rd) 1.5 mi.	\$ 135	\$ 135	\$ -
McFarland - Class II Bike Ln	Perkins Av (Garzoli Av to Stradley Av) 1. mi.	\$ 90	\$ 90	\$ -
McFarland - Class II Bike Ln	Sherwood Access Ramps (SR 49/99 to Sherwood Av) .3 mi.	\$ 23	\$ 23	\$ -
McFarland - Class II Bike Ln	Sherwood Av (Wiley St to Driver Rd) .7 mi.	\$ 65	\$ 65	\$ -
McFarland - Class II Bike Ln	Taylor Av (Mast Av to Frontage Rd) .4 mi.	\$ 36	\$ 36	\$ -
McFarland - Class II Bike Ln	Taylor Av (SR 99 to Driver Rd) 1.1 mi.	\$ 100	\$ 100	\$ -
McFarland - Class II Bike Ln	W Kern Av (5th St to Garzoli Av) .4 mi.	\$ 35	\$ 35	\$ -
McFarland - Class II Buffered Bike Ln	E Perkins Av (Industrial St to Bowman Rd) .7 mi.	\$ 128	\$ 128	\$ -
McFarland - Class II Buffered Bike Ln	E Sherwood Av (Industrial St to Wiley St) .4 mi.	\$ 76	\$ 76	\$ -
McFarland - Class II Buffered Bike Ln	Garzoli Av (Hanahwalt Av to Elmo Hwy) 2. mi.	\$ 359	\$ 359	\$ -
McFarland - Class II Buffered Bike Ln	Perkins Av (Garzoli Av to Frontage Rd) .7 mi.	\$ 123	\$ 123	\$ -
McFarland - Class II Buffered Bike Ln	Perkins Av Access Ramp (W Prkns Av to E Prkns Av) .3 mi.	\$ 53	\$ 53	\$ -
McFarland - Class III Bike Blvd	3rd St (Perkins Av to Sherwood Av) .5 mi.	\$ 25	\$ 25	\$ -
McFarland - Class III Bike Blvd	5th St (Hail Ln to Ebell St) .9 mi.	\$ 44	\$ 44	\$ -
McFarland - Class III Bike Blvd	E Kern Av (McFarland Bridge to Wiley St) .5 mi.	\$ 24	\$ 24	\$ -
McFarland - Class III Bike Blvd	Ebell St (5th St to Mast Av) .1 mi.	\$ 5	\$ 5	\$ -
McFarland - Class III Bike Blvd	W Kern Av (1st St to 5th St) .3 mi.	\$ 17	\$ 17	\$ -
McFarland - Complete Streets	W Sherwood Av (1st St to Garzoli Av) .8 mi.	\$ 440	\$ 440	\$ -
Kern County - Class II Bike Ln	Bowman Rd (Peterson Rd to Whisler Rd) 4. mi.	\$ 360	\$ 360	\$ -
Kern County - Class II Bike Ln	Driver Rd (Whisler Rd to Peterson Rd) 4. mi.	\$ 359	\$ 359	\$ -
Kern County - Class II Bike Ln	Garzoli Av (Peterson Rd to Elmo Hwy) 1. mi.	\$ 90	\$ 90	\$ -
Kern County - Class II Bike Ln	Garzoli Av (Hanawalt Av to Whisler Rd) 1. mi.	\$ 90	\$ 90	\$ -
Kern County - Class II Bike Ln	Hanawalt Av (SR 99 to Stradley Av) 2. mi.	\$ 181	\$ 181	\$ -
Kern County - Class II Bike Ln	Hanawalt Av (SR 99 to Driver Rd) 1. mi.	\$ 90	\$ 90	\$ -
Kern County - Class II Bike Ln	Nill Av (Garzoli Av to SR 99) 1.1 mi.	\$ 100	\$ 100	\$ -
Kern County - Class II Bike Ln	Perkins Av (Bowman Rd to Driver Rd) .5 mi.	\$ 45	\$ 45	\$ -
Kern County - Class II Bike Ln	Peterson Rd (Stradley Av to Garzoli Av) 1. mi.	\$ 89	\$ 89	\$ -
Kern County - Class II Bike Ln	Peterson Rd (Driver Rd to Scheitlin Av) 1.5 mi.	\$ 139	\$ 139	\$ -
Kern County - Class II Bike Ln	Scheitlin Av (Peterson Rd to Elmo Hwy) 1.1 mi.	\$ 101	\$ 101	\$ -
Kern County - Class II Bike Ln	Sherwood Av (Stradley Av to Garzoli Av) 1. mi.	\$ 90	\$ 90	\$ -
Kern County - Class II Bike Ln	Stradley Av (Peterson Rd to Whisler Rd) 4. mi.	\$ 360	\$ 360	\$ -
Kern County - Class II Bike Ln	Taylor Av (Stradley Av to Garzoli Av) 1. mi.	\$ 91	\$ 91	\$ -
Kern County - Class II Bike Ln	Whisler Rd (Stradley Av to Driver Rd) 3.1 mi.	\$ 275	\$ 275	\$ -
	Sherwood Avenue from Stradley Avenue to S Garzoli Avenue - 1 miles - Class II	\$ 30	\$ 30	\$ -
	Perkins Avenue from Stradley Avenue to S Garzoli Avenue - 1 miles - Class II	\$ 30	\$ 30	\$ -
Shafter - potential new funds	Cost-efficient, safe, clean transportation	\$ 4,194	\$ 4,194	\$ -
Shafter - non-potential new funds	Cost-efficient, safe, clean transportation	\$ 17,625	\$ 17,625	\$ -

NORTH KERN SUBAREA

Subarea includes: Cities of Delano, McFarland, Shafter and Wasco and the unincorporated communities (and surrounding county areas) of Buttonwillow, Lost Hills, Belridge and Pond.

Cost Estimate (\$ x 1,000)

Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Shafter - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 4,231	\$ 4,231	\$ -
Shafter - active transportation	Safe complete streets, pedestrian enhancements	\$ 8,259	\$ 8,259	\$ -
Caltrans - Corridor Improvement	Lerdo Hwy (Shafter Av to Hwy 43) .4 mi.	\$ 121	\$ 121	\$ -
Shafter - Crossing Improvements	E Munzer St (E Lerdo Hwy to Shafter Av) .2 mi.	\$ 20	\$ 20	\$ -
Shafter - Crossing Improvements	James St (E Lerdo Hwy to Shafter Av) .4 mi.	\$ 36	\$ 36	\$ -
Shafter - Crossing Improvements	Shafter Av (W Munzer St to Poso Av) .2 mi.	\$ 18	\$ 18	\$ -
Shafter - High-Visibility Crosswalk	Central Av - Calloway St	\$ 11	\$ 11	\$ -
Shafter - High-Visibility Crosswalk	Kern St - Central Av	\$ 3	\$ 3	\$ -
Shafter - High-Visibility Crosswalk	N Shafter Av - BNSF Railroad	\$ 11	\$ 11	\$ -
Shafter - Complete Streets/ITS Impro	Other Future developments funded by a transportation impact fee and mitigation	\$ 8,039	\$ 8,039	\$ -
Shafter - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 5,135	\$ 5,135	\$ -
Caltrans - Complete Streets	Central Valley Hwy SR 43 (Mayer Ln to Beech Av) 2.5 mi.	\$ 1,430	\$ 1,430	\$ -
Kern County - Class III Bike Route	Kimberlina Rd (Central Av to Shafter Av) 4.6 mi.	\$ 41	\$ 41	\$ -
Shafter - Class II Bike Ln	Beech Av (SR 43 to 7th Std Rd) 4.8 mi.	\$ 435	\$ 435	\$ -
Shafter - Class II Bike Ln	Fresno Av (Palm Av to Cherry Av) 6.1 mi.	\$ 545	\$ 545	\$ -
Shafter - Class II Bike Ln	Poplar Av (Fresno Av to Riverside St) 2. mi.	\$ 181	\$ 181	\$ -
Shafter - Class II Buffered Bike Ln	E Lerdo Hwy (Cherry Av to Mannel Av) 1.5 mi.	\$ 275	\$ 275	\$ -
Shafter - Class II Buffered Bike Ln	E Tulare Av (Mannel Av to N Beech Av) .5 mi.	\$ 90	\$ 90	\$ -
Shafter - Class II Buffered Bike Ln	Lerdo Hwy (Poplar Av to SR 43) 1.4 mi.	\$ 258	\$ 258	\$ -
Shafter - Class II Buffered Bike Ln	Los Angeles Av (Mettler Av to Thompson St) .7 mi.	\$ 134	\$ 134	\$ -
Shafter - Class II Buffered Bike Ln	Mannel Av (E Tulare Av to E Lerdo Hwy) .5 mi.	\$ 90	\$ 90	\$ -
Shafter - Class II Buffered Bike Ln	Shafter Av (Redwood Dr to Lerdo Hwy) .7 mi.	\$ 135	\$ 135	\$ -
Shafter - Class II Buffered Bike Ln	Shafter Av (Lerdo Hwy to Riverside St) 1. mi.	\$ 180	\$ 180	\$ -
Shafter - Class III Bike Blvd	E Tulare Av (Shafter Av to Mannel Av) .5 mi.	\$ 25	\$ 25	\$ -
Shafter - Class III Bike Blvd	James St (Shafter Av to E Lerdo Hwy) .4 mi.	\$ 21	\$ 21	\$ -
Shafter - Class III Bike Blvd	Mark Av (Knight St to N Valley St) .4 mi.	\$ 20	\$ 20	\$ -
Shafter - Class III Bike Blvd	N Beech Av (E Tulare Av to E Lerdo Hwy) .5 mi.	\$ 25	\$ 25	\$ -
Shafter - Class III Bike Blvd	N Wall St (Richland Dr to W Tulare Av) .2 mi.	\$ 8	\$ 8	\$ -
Shafter - Class III Bike Blvd	Poso Av (N Valley St to Shafter Av) .2 mi.	\$ 12	\$ 12	\$ -
Shafter - Class III Bike Blvd	Schneider St (W Los Angeles St to Mark Av) .7 mi.	\$ 37	\$ 37	\$ -
Shafter - Class III Bike Blvd	Valley St (Poso Av to Rodriguez Av) .7 mi.	\$ 34	\$ 34	\$ -
Shafter - Class III Bike Route	Beech Av (Fresno Av to Tulare Av) .5 mi.	\$ 5	\$ 5	\$ -
Shafter - Class III Bike Route	Burbank St (Drr Rd to Zachary Av) 1. mi.	\$ 9	\$ 9	\$ -
Shafter - Class III Bike Route	Cherry Av (Fresno Av to Riverside St) 2. mi.	\$ 18	\$ 18	\$ -
Shafter - Class III Bike Route	Drr Rd (Riverside St to Burbank St) 1. mi.	\$ 9	\$ 9	\$ -
Shafter - Class III Bike Route	E Los Angeles Av (Thompson St to SR 43) .8 mi.	\$ 7	\$ 7	\$ -
Shafter - Class III Bike Route	Mannel Av (Redwood Dr to E Tulare Av) .2 mi.	\$ 2	\$ 2	\$ -
Shafter - Class III Bike Route	Redwood Dr (Shafter Av to Mannel Av) .5 mi.	\$ 5	\$ 5	\$ -
Shafter - Class III Bike Route	Riverside St (SR 99 to Drr Rd) 5.1 mi.	\$ 46	\$ 46	\$ -
Shafter - Class III Bike Route	Shafter Av (Kimberlina Rd to Redwood Dr) 3.3 mi.	\$ 30	\$ 30	\$ -
Shafter - Class III Bike Route	Zachary Av (Burbank St to 7th Std Rd) 2. mi.	\$ 18	\$ 18	\$ -
Shafter - Complete Streets	Kern Av (Sunset Av to State Av) .3 mi.	\$ 170	\$ 170	\$ -
	Shafter Avenue from Sierra Avenue (Shafter) to Kimberlina Road - 3.3 miles - Class II	\$ 98	\$ 98	\$ -
	Riverside Street from Central Valley Hwy to Driver Road - 2.6 miles - Class II	\$ 78	\$ 78	\$ -
	Riverside Street from Poplar Avenue to Charry Avenue - 2.5 miles - Class II	\$ 75	\$ 75	\$ -
	Poplar Avenue from Fresno Avenue to Riverside Street - 2 miles - Class II	\$ 60	\$ 60	\$ -
	Palm Avenue from Kimberlina Road to Fresno Avenue - 3 miles - Class II	\$ 90	\$ 90	\$ -
	Palm Avenue from Lupine Court to Kimberlina Road - 1.5 miles - Class II	\$ 45	\$ 45	\$ -

NORTH KERN SUBAREA

Subarea includes: Cities of Delano, McFarland, Shafter and Wasco and the unincorporated communities (and surrounding county areas) of Buttonwillow, Lost Hills, Belridge and Pond.

		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
	Magnolia Avenue from McCombs Road to Kimbelina Road - 4 miles - Class II	\$ 121	\$ 121	\$ -
	Kimberlina Road from Magnolia Avenue to Shafter Avenue - 5.1 miles - Class II	\$ 152	\$ 152	\$ -
	Fresno Avenue from Palm Avenue to Shafter Avenue - 4.1 miles - Class II	\$ 122	\$ 122	\$ -
Shafter - Freight Rail	Shafter Intermodal Rail Facility	\$ 30,000	\$ 30,000	\$ -
Wasco - potential new funds	Cost-efficient, safe, clean transportation	\$ 6,151	\$ 6,151	\$ -
Wasco - existing funds	Cost-efficient, safe, clean transportation	\$ 25,828	\$ 25,828	\$ -
Wasco - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 6,183	\$ 6,183	\$ -
Wasco - active transportation	Safe complete streets, pedestrian enhancements	\$ 3,736	\$ 3,736	\$ -
Caltrans - Sidewalk Improvement	Paso Robles Hwy (46) (Central Av to F St) 1.4 mi.	\$ 261	\$ 261	\$ -
Wasco - Corridor Improvement	1st St (Peters St to E St) .9 mi.	\$ 254	\$ 254	\$ -
Wasco - Corridor Improvement	7th St (Magnolia Av to Griffith Av) 1.5 mi.	\$ 413	\$ 413	\$ -
Wasco - Corridor Improvement	F St (Filburn Av to Poso Dr) .5 mi.	\$ 137	\$ 137	\$ -
Wasco - Corridor Improvement	Palm Av (Gromer Av to Filburn St) 2. mi.	\$ 551	\$ 551	\$ -
Wasco - Corridor Improvement	Poso Av (Central Av to G St) 1.5 mi.	\$ 408	\$ 408	\$ -
Wasco - Crossing Improvements	7th St (Griffith Av to G St) .4 mi.	\$ 38	\$ 38	\$ -
Wasco - Crossing Improvements	8th St (D St to G St) .2 mi.	\$ 19	\$ 19	\$ -
Wasco - Sidewalk Improvement	F St, Hwy (43) (Paso Robles Hwy (46) to Poso Av) 1. mi.	\$ 190	\$ 190	\$ -
Wasco - Complete Streets/ITS Improv	Other Future developments funded by a transportation impact fee and mitigation	\$ 1,465	\$ 1,465	\$ -
Wasco - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 15,909	\$ 15,909	\$ -
Caltrans - Class II Bike Ln	SR 46 (East City Limits to SR 43) .6 mi.	\$ 52	\$ 52	\$ -
Caltrans - Class IV Cycle Track	SR 46 (Central Av to F St) 1.4 mi.	\$ 411	\$ 411	\$ -
Wasco - Class I Shared Use Path	Filburn/Central Av Path (Palm Av to North Palm Av) 2.5 mi.	\$ 2,237	\$ 2,237	\$ -
Wasco - Class I Shared Use Path	Filburn/McCombs Path (I-5 N to SR 43) 22.6 mi. (partial funding)	\$ 7,210	\$ 7,210	\$ -
Wasco - Class I Shared Use Path	Wasco Av & SR 46 (Filburn Av to Palm Av) 2.5 mi.	\$ 2,235	\$ 2,235	\$ -
Wasco - Class II Bike Ln	6th St (Broadway St to D St) .1 mi.	\$ 9	\$ 9	\$ -
Wasco - Class II Bike Ln	Central Av (Flower St to Poso Av) .3 mi.	\$ 25	\$ 25	\$ -
Wasco - Class II Bike Ln	Central Av (Filburn St to Jackson St) .5 mi.	\$ 44	\$ 44	\$ -
Wasco - Class II Bike Ln	D St (Filburn St to 4th St) 1.3 mi.	\$ 113	\$ 113	\$ -
Wasco - Class II Bike Ln	E St (6th St to SR 46) .4 mi.	\$ 37	\$ 37	\$ -
Wasco - Class II Bike Ln	Filburn St (Central Av to G St) 1.4 mi.	\$ 130	\$ 130	\$ -
Wasco - Class II Bike Ln	Jackson St (Central Av to Shared Use Path) 1.5 mi.	\$ 133	\$ 133	\$ -
Wasco - Class II Buffered Bike Ln	4th St (F St to G St) .1 mi.	\$ 13	\$ 13	\$ -
Wasco - Class II Buffered Bike Ln	6th St (D St to Wasco Av) .5 mi.	\$ 83	\$ 83	\$ -
Wasco - Class II Buffered Bike Ln	7th St (Central Av to Griffith Av) 1. mi.	\$ 180	\$ 180	\$ -
Wasco - Class II Buffered Bike Ln	Central Av (Paso Robles Hwy SR 46 to Posos Av) 1. mi.	\$ 180	\$ 180	\$ -
Wasco - Class II Buffered Bike Ln	Palm Av (Gromer Av to Jackson St) 2.5 mi.	\$ 451	\$ 451	\$ -
Wasco - Class II Buffered Bike Ln	Poplar Av (Filburn St to Sunset St) .8 mi.	\$ 148	\$ 148	\$ -
Wasco - Class III Bike Blvd	16th St (Shamrock Court to G St) .5 mi.	\$ 28	\$ 28	\$ -
Wasco - Class III Bike Blvd	1st St (Peters St to E St) .9 mi.	\$ 46	\$ 46	\$ -
Wasco - Class III Bike Blvd	5th St (Woodside Dr to G St) 1.4 mi.	\$ 71	\$ 71	\$ -
Wasco - Class III Bike Blvd	7th St (G St to Griffith Av) .5 mi.	\$ 23	\$ 23	\$ -
Wasco - Class III Bike Blvd	9th Pl (Beckes St to D St) 1. mi.	\$ 49	\$ 49	\$ -
Wasco - Class III Bike Blvd	9th St (G St to D St) .2 mi.	\$ 11	\$ 11	\$ -
Wasco - Class III Bike Blvd	Beckes St (Camellia St to SR 46) 1.2 mi.	\$ 61	\$ 61	\$ -
Wasco - Class III Bike Blvd	Krista St (Beckes St to Central Av) .3 mi.	\$ 13	\$ 13	\$ -
Wasco - Class III Bike Blvd	Poplar Av (Sunset Av to SR 46) .7 mi.	\$ 33	\$ 33	\$ -
Wasco - Class IV Cycle Track	SR 43 (Paso Robles Hwy SR 46 to Filburn St) 1.5 mi.	\$ 448	\$ 448	\$ -
Wasco - Complete Streets	Griffith St (Gromer Av to Jackson St) 2.5 mi.	\$ 1,438	\$ 1,438	\$ -

NORTH KERN SUBAREA

Subarea includes: Cities of Delano, McFarland, Shafter and Wasco and the unincorporated communities (and surrounding county areas) of Buttonwillow, Lost Hills, Belridge and Pond.		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
	Central Avenue from Filburn Avenue to Kimberlina Road - 1.5 miles - Class II - other (SHOPP)	\$ -	\$ -	\$ -
	Hwy 46 from Gun Club Road to Magnolia Ave - 8 miles - Caltrans Shoulder - other (SHOPP)	\$ -	\$ -	\$ -
County Areas - potential new funds	Cost-efficient, safe, clean transportation	\$ 4,392	\$ 4,392	\$ -
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 20,560	\$ 20,560	\$ -
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 6,533	\$ 6,533	\$ -
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 9,038	\$ 9,038	\$ -
Buttonwillow - High-Visibility Crosswalk	Buttonwillow Dr - W 1st St	\$ 6	\$ 6	\$ -
Buttonwillow - Corridor Improvement	Tracy Av (Willow Dr to Hwy 58) .4 mi.	\$ 118	\$ 118	\$ -
Lost Hills - Bicycle and Ped Bridge	Lost Hills Rd (Lost Hill Park to Woodward Av) 1. mi.	\$ 5,000	\$ 5,000	\$ -
Kern County - Complete Streets/ITS I	Other Future developments funded by a transportation impact fee and mitigation	\$ 3,915	\$ 3,915	\$ -
County Areas - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 4,989	\$ 4,989	\$ -
Caltrans - Class I Shared Use Path	McKittrick Hwy SR 58 (Wasco Wy to Interstate 5) 3.7 mi.	\$ 3,335	\$ 3,335	\$ -
Caltrans - Complete Streets	SR 58 (Buttonwillow Dr to Meadow St) .9 mi.	\$ 518	\$ 518	\$ -
Buttonwillow - Class I Shared Use Path	East Side Canal (Milo Av to McKittrick Hwy SR 58) .4 mi.	\$ 332	\$ 332	\$ -
Buttonwillow - Class I Shared Use Path	Irrigation Ditch (Buttonwillow Dr to Cotton Av) .6 mi.	\$ 535	\$ 535	\$ -
Buttonwillow - Class II Bike Ln	Main St (McKittrick Hwy SR 58 to Irrigation Ditch) .2 mi.	\$ 18	\$ 18	\$ -
Buttonwillow - Class II Bike Ln	Tracy Av (Willow Dr to SR 58) .4 mi.	\$ 39	\$ 39	\$ -
Buttonwillow - Class II Buffered Bike	1st St (Buttonwillow Dr to Miller Dr) .5 mi.	\$ 89	\$ 89	\$ -
Buttonwillow - Class III Bike Blvd	Buttonwillow Dr (McKittrick Hwy SR 58 to 4th St) .5 mi.	\$ 27	\$ 27	\$ -
Buttonwillow - Class III Bike Blvd	Cotton Av (Miller Rd to Meadow St) .3 mi.	\$ 13	\$ 13	\$ -
Buttonwillow - Class III Bike Blvd	Meadow St (Milo Av to Cotton Av) .1 mi.	\$ 3	\$ 3	\$ -
Buttonwillow - Class III Bike Route	Buttonwillow Dr (Irrigation Ditch to Sullivan Rd) .7 mi.	\$ 6	\$ 6	\$ -
Buttonwillow - Class III Bike Route	Milo Av (Leslie St to Meadow St) .1 mi.	\$ 1	\$ 1	\$ -
Buttonwillow - Class III Bike Route	Mirasol Av (2nd St to South Community Limits) .4 mi.	\$ 3	\$ 3	\$ -
Buttonwillow - Class III Bike Route	Old Tracy Av (Sullivan Rd to SR 58) .7 mi.	\$ 6	\$ 6	\$ -
Buttonwillow - Class III Bike Route	Sullivan Rd (Buttonwillow Dr to Old Tracy Av) 3.6 mi.	\$ 32	\$ 32	\$ -
Buttonwillow - Class III Bike Route	Wasco Wy (7th Std Rd to SR 58) 3.4 mi.	\$ 31	\$ 31	\$ -
Tupman	Tule Elk Reserve Path from Tupman Path to Tule Elk Reserve State Park - 1.3 miles - Other	\$ -	\$ -	\$ -
Sub-total Projects in Subarea		\$ 160,515	\$ 160,515	\$ -

NORTH KERN SUBAREA	Total Projects Benefiting Subarea	\$ 3,453,168	\$ 4,248,092	\$ 1,169,015
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Notes:

- A. Inflation savings assumes a 3% inflation rate per year
 - B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenance costs when pavement condition index is kept above 75
 - C. The projects in each phase or category are not necessarily listed by priority
 - D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP
 - 1 Project was in the 2006 transportation measure expenditure plan
 - 2 Project outside subarea that benefits the subarea
- Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.)

SOUTHEAST KERN SUBAREA

Subarea includes: City of California City and the unincorporated communities (and surrounding county areas) of Rosamond, Mojave, Boron, North Edwards, Fremont Valley, Cantil, and Johannesburg/Randsburg		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Fix-It-First, Keep-It-Local / Cost-Efficient				
California City - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 24,894	\$ 24,894	\$ 11,700
California City - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 63,603	\$ 63,603	\$ 29,893
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 43,879	\$ 43,879	\$ 20,623
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transp	\$ 150,449	\$ 150,449	\$ 70,711
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 73,842	\$ 73,842	\$ 34,706
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 356,667	\$ 356,667	\$ 167,633
Regional Projects				
Ready-To-Go, Regional Projects				
Passenger Rail - Rosamond	Metrolink extension - Lancaster to Rosamond - bus connector to Mojave/Cal City/Teh.	\$ 151,500	\$ 191,000	\$ 39,500
Route 14	² Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase1)	\$ 42,000	\$ 42,000	\$ -
Route 14	² Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 2)	\$ 40,166	\$ 42,000	\$ 1,834
Route 14	² Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 3)	\$ 25,533	\$ 32,000	\$ 6,467
Ready-To-Go, Regional Projects	Sub-Total including zone of Benefit	\$ 259,199	\$ 307,000	\$ 47,801
Next-In-Line, Regional Projects				
Twenty Mule Team Rd	¹ California City Blvd to Rt 58 - widen to four lanes	\$ 16,300	\$ 21,566	\$ 5,266
North Gate Road	¹ California City Blvd to North Edwards - construct new four lane road	\$ 45,640	\$ 60,385	\$ 14,744
K Street	¹ Mojave - extend K St to Rt 14	\$ 9,780	\$ 12,940	\$ 3,159
Rosamond Blvd	¹ Rosamond Blvd @ UPRR - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
California City Blvd	Rt 14 east six miles - widen to four lanes	\$ 16,628	\$ 22,000	\$ 5,372
K Street	K St @ UPRR - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
Teh. Willow Springs Rd	Rt 58 to Rosamond Blvd - widen to four lanes	\$ 114,101	\$ 150,961	\$ 36,861
US 395	San Bdo County Line to Rt 14 - widen to four lanes	\$ 184,422	\$ 244,000	\$ 59,578
Passenger Rail - Mojave, Cal City, Teh.	Metrolink Service Extension - Tehachapi Corridor (2012 Commuter Rail study)	\$ 312,536	\$ 393,773	\$ 81,236
Route 58	² Dennison Rd - construct interchange	\$ 24,942	\$ 33,000	\$ 8,058
Route 58	² East of Tehachapi to General Beale Rd - truck auxillary lanes / escape ramp	\$ 65,001	\$ 86,000	\$ 20,999
Next-In-Line, Regional Projects	Sub-Total including zone of Benefit	\$ 893,656	\$ 1,162,624	\$ 268,968
Advanced Tech, Safe, Clean Transportation				
California City - potential new funds	Cost-efficient, safe, clean transportation	\$ 3,251	\$ 3,251	\$ -
California City - existing funds	Cost-efficient, safe, clean transportation	\$ 13,668	\$ 13,668	\$ -
California City - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 3,284	\$ 3,284	\$ -
California City - active transportation	Safe complete streets, pedestrian enhancements	\$ 4,807	\$ 4,807	\$ -
Redwood Blvd / Neuralia Rd-California	Corridor Improvement - 2.9 mile - Pedestrian Improvement Corridor	\$ 807	\$ 807	\$ -
N Loop Blvd / Hacienda Blvd-Lake	Corridor Improvement - 1.3 mile - Pedestrian Improvement Corridor	\$ 351	\$ 351	\$ -
90th St / Fir Av--	High-Visibility Crosswalk - 1. mile - High-visibility crosswalk	\$ 3	\$ 3	\$ -
Catalpa Av / 90th St--	High-Visibility Crosswalk - 4. mile - High-visibility crosswalk	\$ 11	\$ 11	\$ -
Complete Streets/ITS Improvements	Other future developments funded by mitigation, fees, etc.	\$ 3,636	\$ 3,636	\$ -
California City - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 5,577	\$ 5,577	\$ -
California City Blvd / Hwy 14-Yerba Blvd	Class III Bike Route - 6.8 mile - Class III Bicycle Route	\$ 61	\$ 61	\$ -
Mendiburu Path / California City Blvd-88	Class I Shared Use Path - 1.6 mile - Add new off-St class I shared use path	\$ 1,445	\$ 1,445	\$ -
California City Blvd / Yerba Blvd-Californ	Complete Streets - 3.6 mile - Narrow traffic lanes and add buffered bike lane to existing bi	\$ 2,047	\$ 2,047	\$ -
California City Blvd / Redwood Blvd-San	Class III Bike Route - .8 mile - Class III Bicycle Route	\$ 8	\$ 8	\$ -
Hacienda Blvd / North Loop Blvd-Californ	Class II Bike Lane - .6 mile - Class II Bicycle Lane	\$ 51	\$ 51	\$ -
Neuralia Rd / Redwood Blvd-Poppy Blvd	Class II Bike Lane - 1.5 mile - Add new class II bike lane	\$ 135	\$ 135	\$ -

SOUTHEAST KERN SUBAREA

Subarea includes: City of California City and the unincorporated communities (and surrounding county areas) of Rosamond, Mojave, Boron, North Edwards, Fremont Valley, Cantil, and Johannesburg/Randsburg		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
S Loop Blvd / California City Blvd-Hacienda	Class II Bike Lane - 1.2 mile - Extend new class II bike lane	\$ 108	\$ 108	\$ -
North City Path / 88th St-Hacienda Blvd	Class I Shared Use Path - .2 mile - Add new off-St class I shared use path	\$ 199	\$ 199	\$ -
Proctor Blvd / Randsburg Mojave Rd-Colton	Class II Bike Lane - .5 mile - Class II Bicycle Lane	\$ 43	\$ 43	\$ -
Redwood Blvd / California City Blvd-Hacienda	Class II Bike Lane - 1.4 mile - Maintain existing (covered in sand). Add bike lane on S side of	\$ 122	\$ 122	\$ -
California City Blvd / S College Blvd-Proctor	Class II Bike Lane - .7 mile - Fill gap in existing bikeWY	\$ 64	\$ 64	\$ -
Hacienda Blvd / Mendiburu Rd-N Loop Blvd	Class III Bike Route - .6 mile - Add new class III bike route	\$ 5	\$ 5	\$ -
Hacienda Blvd / Redwood Blvd-Sequoia Blvd	Class II Bike Lane - 1. mile - Class II Bicycle Lane	\$ 90	\$ 90	\$ -
Mendiburu Rd / Hacienda Blvd-Randsburg	Class III Bike Route - 2.1 mile - Add new class III bike route	\$ 19	\$ 19	\$ -
Redwood Blvd / Airway Blvd-Neuralia Rd	Class II Bike Lane - .7 mile - Extend new class II bike lane	\$ 67	\$ 67	\$ -
92nd St / Fir Av-S Loop Blvd	Class III Bike Boulevard - .2 mile - Add new class III bike Blvd	\$ 11	\$ 11	\$ -
Conklin Blvd / Mendiburu Rd-North Loop Blvd	Class III Bike Boulevard - .6 mile - Class III Bicycle Blvd	\$ 28	\$ 28	\$ -
Conklin Blvd, Heather Av / California City	Class II Bike Lane - .5 mile - Add class II bike lane to connect to central park lake	\$ 43	\$ 43	\$ -
Neuralia Rd / Redwood Blvd-Sequoia Blvd	Class II Bike Lane - 1. mile - Class II Bicycle Lane	\$ 91	\$ 91	\$ -
Randsburg Mojave Rd / McIntosh Wy-Hacienda	Class II Bike Lane - .7 mile - Extend new class II bike lane	\$ 65	\$ 65	\$ -
Redwood Blvd / Proctor Blvd-California City	Class II Bike Lane - .7 mile - Class II Bicycle Lane	\$ 64	\$ 64	\$ -
Yerba Blvd / Mendiburu Rd-California City	Class III Bike Route - 1. mile - Class III Bicycle Route	\$ 9	\$ 9	\$ -
90th St / California City Blvd-Catalpa Av	Class II Bike Lane - .2 mile - Add new class II bike lane	\$ 16	\$ 16	\$ -
Airway Blvd / Redwood Blvd-Sequoia Blvd	Class II Bike Lane - 1. mile - Class II Bicycle Lane	\$ 91	\$ 91	\$ -
Forest Blvd / Neuralia Rd-Desert Butte Blvd	Class III Bike Route - 2.6 mile - Class III Bicycle Route	\$ 23	\$ 23	\$ -
Mendiburu Rd / Baron Blvd-Rusche Blvd	Class III Bike Route - 2.5 mile - Class III Bicycle Route	\$ 23	\$ 23	\$ -
Rusche Blvd / Mendiburu Rd-Bolden Dr	Class III Bike Route - .3 mile - Class III Bicycle Blvd	\$ 2	\$ 2	\$ -
Catalpa Av / 92nd St-90th St	Class III Bike Boulevard - .2 mile - Add new class III bike Blvd	\$ 12	\$ 12	\$ -
92nd St / Catalpa Av-Fir Av	Class III Bike Boulevard - .1 mile - Add new class III bike Blvd	\$ 6	\$ 6	\$ -
Desert Butte Blvd / Forest Blvd-Sequoia Blvd	Class III Bike Route - .4 mile - Class III Bicycle Route	\$ 4	\$ 4	\$ -
Division Rd / Midway Rd-Ironwood St	Class III Bike Route - 1. mile - Class III Bicycle Route	\$ 9	\$ 9	\$ -
Fir Av / 92nd St-92nd St	Class III Bike Boulevard - .1 mile - Add new class III bike Blvd	\$ 5	\$ 5	\$ -
Neuralia Rd / Mendiburu Rd-Poppy Blvd	Class III Bike Route - .5 mile - Class III Bicycle Route	\$ 5	\$ 5	\$ -
Sequoia Blvd / Neuralia Rd-Desert Butte Blvd	Class III Bike Route - 2.5 mile - Class III Bicycle Route	\$ 23	\$ 23	\$ -
County Areas - potential new funds	Cost-efficient, safe, clean transportation	\$ 7,568	\$ 7,568	\$ -
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 35,428	\$ 35,428	\$ -
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 11,257	\$ 11,257	\$ -
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 12,241	\$ 12,241	\$ -
Mojave - active transportation	Safe complete streets, pedestrian enhancements			
O St / Cerro Gordo St-Park St	Corridor Improvement - .5 mile - Pedestrian Improvement Corridor	\$ 129	\$ 129	\$ -
M St / Belshaw St-Shasta St	Corridor Improvement - .4 mile -	\$ 100	\$ 100	\$ -
Douglas Av / Koch St-Mojave West Park	Corridor Improvement - .3 mile - Pedestrian Improvement Corridor	\$ 82	\$ 82	\$ -
Q St / Belshaw St--	Fence Removing - 1. mile - Provide access	\$ 1	\$ 1	\$ -
Gregory Dr / Pat Av--	High-Visibility Crosswalk - 4. mile -	\$ 11	\$ 11	\$ -
Hwy 14 / Cypress-Silver Queen	Corridor Improvement - 5.4 mile - Pedestrian Improvement Corridor	\$ 2,500	\$ 2,500	\$ -
Hwy 58 / Sierra Hwy-Nadene St	Corridor Improvement - .7 mile - Pedestrian Improvement Corridor	\$ 180	\$ 180	\$ -
Hwy 58 / Kern County Fire Department--	High-Visibility Crosswalk - 4. mile -	\$ 11	\$ 11	\$ -
Rosamond - active transportation	Safe complete streets, pedestrian enhancements			
20th St W / Marie Av-Rosamond Blvd	Sidewalk Improvement - 1. mile - Sidewalk Gap Closure	\$ 190	\$ 190	\$ -
35th St W / Holiday Av-Felsite Av	Sidewalk Improvement - 1.5 mile - Sidewalk Gap Closure	\$ 283	\$ 283	\$ -
Rosamond Blvd / Mojave Tropico Rd-10th St	Sidewalk Improvement - 4.5 mile - Sidewalk Gap Closure	\$ 860	\$ 860	\$ -
Mojave Tropico Rd / Rosamond Blvd-Colton	Sidewalk Improvement - .3 mile - Sidewalk Gap Closure	\$ 52	\$ 52	\$ -
Sierra Hwy / Hillcrest Av-Orange St	Sidewalk Improvement - 1. mile - Sidewalk Gap Closure	\$ 195	\$ 195	\$ -
San Diego St / Burgundy Av-Wharton Av	Corridor Improvement - .5 mile - Pedestrian Improvement Corridor	\$ 141	\$ 141	\$ -

SOUTHEAST KERN SUBAREA

Subarea includes: City of California City and the unincorporated communities (and surrounding county areas) of Rosamond, Mojave, Boron, North Edwards, Fremont Valley, Cantil, and Johannesburg/Randsburg		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Park Rd / Madre St-Santa Maria Dr	Sidewalk Improvement - .2 mile - Close sidewalk gaps	\$ 38	\$ 38	\$ -
County Aeras Complete Streets/ITS Impro	Other future developments funded by mitigation, fees, etc.	\$ 7,469	\$ 7,469	\$ -
County Areas - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 11,929	\$ 11,929	\$ -
Mojave - bike facilities				
Oak Creek Rd / Koch St-West City Limits	Class II Bike Lane - 3.1 mile - Class II Bicycle Lane	\$ 282	\$ 282	\$ -
Sierra Hwy / Arroyo Av-Silver Queen Rd	Class I Shared Use Path - 5.3 mile - Class I Multi-Use Path (Previously Proposed)	\$ 4,736	\$ 4,736	\$ -
Holt St / Arroyo Av-Purdy Av	Class II Bike Lane - 3. mile - Class II Bicycle Lane	\$ 274	\$ 274	\$ -
K St / Oak Creek-Mojave Barstow Hwy	Class II Bike Lane - .8 mile - Class II Bicycle Lane (Previously Proposed)	\$ 73	\$ 73	\$ -
Inyo St / Q St-Sierra Hwy	Class III Bike Boulevard - .5 mile - Class III Bike Blvd	\$ 25	\$ 25	\$ -
Koch St / Arroyo Av-Purdy Av	Class II Bike Lane - 3.1 mile - Class II Bicycle Lane	\$ 277	\$ 277	\$ -
O St / Park St-Cerro Gordo St	Class II Bike Lane - .5 mile - Class II Bicycle Lane (Previously Proposed)	\$ 42	\$ 42	\$ -
Shasta St / Sierra Hwy-O St	Class III Bike Boulevard - .3 mile - Class III Bike Blvd	\$ 16	\$ 16	\$ -
M St / Belshaw St-Park St	Class III Bike Boulevard - .5 mile - Class III Bike Blvd	\$ 27	\$ 27	\$ -
Purdy Av / DPW Easement-East Commu	Class III Bike Route - 3.8 mile - Class III Bicycle Route	\$ 34	\$ 34	\$ -
40th St / Arroyo Av-Purdy Av	Class II Bike Lane - 3.1 mile - Class II Bicycle Lane	\$ 277	\$ 277	\$ -
Belshaw St / Q St-Mojave Barstow Hwy	Class III Bike Boulevard - .5 mile - Class III Bike Blvd	\$ 27	\$ 27	\$ -
Douglas Av / Holt St-Koch St	Class II Bike Lane - .5 mile -	\$ 45	\$ 45	\$ -
United St / Purdy Av-Silver Queen Rd	Class III Bike Route - 2. mile - Class III Bicycle Route	\$ 18	\$ 18	\$ -
Arroyo Av / 40th St-Hwy 14	Class III Bike Route - 1.4 mile -	\$ 13	\$ 13	\$ -
Camelot Blvd / Rutan Rd-Hwy 14	Class III Bike Route - 2. mile - Class III Bicycle Route	\$ 18	\$ 18	\$ -
Silver Queen Rd / United St-Backus Rd	Class III Bike Route - 6.1 mile - Class III Bicycle Route	\$ 55	\$ 55	\$ -
Rosamond - bike facilities				
Backus Rd / Lone Butte Rd-Mojave-Trop	Class III Bike Route - 3.6 mile - Class III Bicycle Route	\$ 32	\$ 32	\$ -
Rosamond Blvd / 60th St W-county line	Class II Buffered Bike Lane - 5.6 mile - Class II Buffered Bicycle Lane	\$ 999	\$ 999	\$ -
20th St W / Av A-Rosamond Blvd	Class II Buffered Bike Lane - 3. mile - Class II Buffered Bicycle Lane	\$ 542	\$ 542	\$ -
Sierra Hwy / W Av A-Hook Rd	Class II Buffered Bike Lane - 3.6 mile - Class II Buffered Bicycle Lane	\$ 656	\$ 656	\$ -
15th St W / Rosamond Blvd-Hook Av	Class II Bike Lane - .6 mile - Class II Bicycle Lane	\$ 57	\$ 57	\$ -
35th St W / Felsite Av-Holiday Av	Class II Buffered Bike Lane - 1.5 mile - Class II Buffered Bicycle Lane	\$ 267	\$ 267	\$ -
Glendower St / Rosamond Blvd-Hillcrest	Class III Bike Boulevard - .5 mile - Class III Bicycle Blvd	\$ 25	\$ 25	\$ -
40th St / Rosamond Blvd-Holiday Av	Class II Buffered Bike Lane - 1.1 mile - Class II Buffered Bicycle Lane	\$ 201	\$ 201	\$ -
Frontage Rd / Felsite Av-Rosamond Blvd	Class II Bike Lane - .6 mile - Class II Bicycle Lane	\$ 55	\$ 55	\$ -
Rosamond Blvd / 90th St-60th St	Class II Bike Lane - 3. mile - Class II Bicycle Lane	\$ 271	\$ 271	\$ -
Sierra Hwy / Felsite Av-Backus Rd	Class III Bike Route - 5.6 mile - Class III Bicycle Route	\$ 51	\$ 51	\$ -
25th St / Rosamond Blvd-Holiday Av	Class II Bike Lane - 1.1 mile - Class II Bicycle Lane	\$ 99	\$ 99	\$ -
30th St W / Patti Rose Av-Felsite Av	Class II Buffered Bike Lane - 1.4 mile - Class II Buffered Bicycle Lane	\$ 247	\$ 247	\$ -
Felsite Av / 35th St W-Frontage Rd	Class II Buffered Bike Lane - 1.2 mile - Class II Buffered Bicycle Lane	\$ 222	\$ 222	\$ -
Hillcrest Av / HAvn St-Sierra Hwy	Class III Bike Boulevard - .4 mile - Class III Bicycle Blvd	\$ 18	\$ 18	\$ -
Holiday Av / 40th St-35th St	Class III Bike Boulevard - .2 mile - Class III Bicycle Blvd	\$ 12	\$ 12	\$ -
60th St / Rosamond Blvd-Av A	Class II Bike Lane - 3. mile - Class II Bicycle Lane	\$ 271	\$ 271	\$ -
Desert Cloud Av / 35th St-Howard St	Class III Bike Boulevard - .2 mile - Class III Bicycle Blvd	\$ 13	\$ 13	\$ -
Mojave-Tropicco Rd / Backus Rd-Rosamo	Class III Bike Route - 6.3 mile - Class III Bicycle Route	\$ 57	\$ 57	\$ -
80th St / Rosamond Blvd-Av A	Class II Bike Lane - 3. mile - Class II Bicycle Lane	\$ 270	\$ 270	\$ -
90th St / Rosamond Blvd-Av A	Class II Bike Lane - 3. mile - Class II Bicycle Lane	\$ 270	\$ 270	\$ -
Av A / 90th St-Sierra Hwy	Class II Bike Lane - 7.6 mile - Class II Bicycle Lane	\$ 688	\$ 688	\$ -
Hook Av / 15th St W-United St	Class II Bike Lane - .5 mile - Class II Bicycle Lane	\$ 44	\$ 44	\$ -
Tehachapi-Willow Springs Rd / Favorito	Class II Bike Lane - 2.6 mile - Class II Bicycle Lane	\$ 230	\$ 230	\$ -
Elder Av / 80th St-60th St	Class III Bike Route - 2. mile - Class III Bicycle Route	\$ 18	\$ 18	\$ -
Holiday Av / 80th St-60th St	Class III Bike Route - 2. mile - Class III Bicycle Route	\$ 18	\$ 18	\$ -

SOUTHEAST KERN SUBAREA

Subarea includes: City of California City and the unincorporated communities (and surrounding county areas) of Rosamond, Mojave, Boron, North Edwards, Fremont Valley, Cantil, and Johannesburg/Randsburg		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Marie Av / Hwy 14-Sierra Hwy	Class III Bike Boulevard - .4 mile - Class III Bicycle Blvd	\$ 18	\$ 18	\$ -
Orange St / Granite St-Sierra Hwy	Class III Bike Boulevard - .3 mile - Class III Bicycle Blvd	\$ 14	\$ 14	\$ -
Buss St / Janine Av-Summer Breeze Av	Class III Bike Boulevard - .1 mile - Class III Bicycle Blvd	\$ 5	\$ 5	\$ -
Howard St / Summer Breeze Av-Desert C	Class III Bike Boulevard - .1 mile - Class III Bicycle Blvd	\$ 7	\$ 7	\$ -
Janine Av / Buss St-30th St	Class III Bike Boulevard - .2 mile - Class III Bicycle Blvd	\$ 9	\$ 9	\$ -
Summer Breeze Av / Howard St-Buss St	Class III Bike Boulevard - .1 mile - Class III Bicycle Blvd	\$ 4	\$ 4	\$ -
Advanced Tech, Safe, Clean Transportation		\$ 59,915	\$ 59,915	\$ -
Sub-total Projects in Subarea		\$ 59,915	\$ 59,915	\$ -

SOUTHEAST KERN SUBAREA	Total Projects Benefiting Subarea	\$ 1,569,437	\$ 1,886,206	\$ 484,402
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Notes:

A. Inflation savings assumes a 3% inflation rate per year

B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenance costs when pavement condition index is kept above 75

C. The projects in each phase or category are not necessarily listed by priority

D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP

1 Project was in the 2006 transportation measure expenditure plan

2 Project outside subarea that benefits the subarea

Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.)

TAFT-MARICOPA SUBAREA

Subarea includes: Cities of Taft and Maricopa and the unincorporated communities (county areas) of Ford City, South Taft, Taft Heights, Dustin Acres, Valley Acres, McKittrick, Tupman and Mettler		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Saving
Fix-It-First, Keep-It-Local / Cost-Efficient				
Taft - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Trans	\$ 8,331	\$ 8,331	\$ 3,915
Taft - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Trans	\$ 23,422	\$ 23,422	\$ 11,008
Maricopa - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Tra	\$ 1,136	\$ 1,136	\$ 534
Maricopa - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Trans	\$ 3,127	\$ 3,127	\$ 1,470
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Tra	\$ 24,324	\$ 24,324	\$ 11,432
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Trans	\$ 83,398	\$ 83,398	\$ 39,197
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 52,607	\$ 52,607	\$ 24,725
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 196,345	\$ 196,345	\$ 92,282
Regional Projects				
Ready-To-Go, Regional Projects				
Route 119	Elk Hills - County Rd to Tupman Ave - widen to four lanes (Phase 2)	\$ 36,280	\$ 48,000	\$ 11,720
Route 119	I-5 to Buena Vista - widen to four lanes	\$ 27,916	\$ 31,300	\$ 3,384
Route 119	Cherry Ave to Elk Hills Rd (Phase 1, bypass) - widen to four lanes	\$ 97,396	\$ 115,000	\$ 17,604
West Corridor	² Taft Hwy to Pacheco Rd - construct new facility	\$ 68,025	\$ 90,000	\$ 21,975
Ready-To-Go, Regional Projects	Sub-Total including zone of Benefit	\$ 229,616	\$ 284,300	\$ 54,684
Next-In-Line, Regional Projects				
Route 119	¹ Tupman Rd to I-5 - widen to four lanes	\$ 45,350	\$ 60,000	\$ 14,650
Route 58	² Future Rt 58 from I-5 to Heath Rd at Stockdale Hwy - construct new freeway	\$ 377,914	\$ 500,000	\$ 122,086
Route 119	Rt 33 to Cherry Ave - widen to four lanes	\$ 40,815	\$ 54,000	\$ 13,185
Route 33	Welch St to Midway Rd - widen to four lanes	\$ 66,513	\$ 88,000	\$ 21,487
Route 166	Basic School Rd - reconstruct intersection grade	\$ 391	\$ 518	\$ 126
Interstate 5	From Fort Tejon to Rt 99 - widen to ten lanes	\$ 65,001	\$ 86,000	\$ 20,999
South Corridor	² I-5 to Rt 58 - new expressway	\$ 453,945	\$ 610,000	\$ 156,055
West Corridor-South	² Taft Hwy to I-5 - extend freeway	\$ 75,583	\$ 100,000	\$ 24,417
Next-In-Line, Regional Projects	Sub-Total including zone of Benefit	\$ 1,125,511	\$ 1,498,518	\$ 373,006
Advanced Tech, Safe, Clean Transportation				
Taft - potential new funds	Cost-efficient, safe, clean transportation	\$ 2,185	\$ 2,185	\$ -
Taft - non-potential new funds	Cost-efficient, safe, clean transportation	\$ 9,574	\$ 9,574	\$ -
Taft - Transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 2,595	\$ 2,595	\$ -
Taft - active transportation	Safe complete streets, pedestrian enhancements	\$ 4,536	\$ 4,536	\$ -
Caltrans - Corridor Improvement	Kern Av (Cascade Pl to Taft Hwy) 1.2 mi.	\$ 337	\$ 337	\$ -
Taft - High-Visibility Crosswalk	E Main St - Highway 119	\$ 11	\$ 11	\$ -
Taft - High-Visibility Crosswalk	Kern St - 6th St	\$ 11	\$ 11	\$ -
Taft - Corridor Improvement	10th St (Ash St to Main St) .6 mi.	\$ 176	\$ 176	\$ -
Taft - Corridor Improvement	6th St (Ash St to Main St) .8 mi.	\$ 219	\$ 219	\$ -
Taft - Crossing Improvements	San Emidio St (N 10th St to 1st St) .8 mi.	\$ 68	\$ 68	\$ -
Taft - Sidewalk Improvement	Ash St (10th Street to 4th St) .7 mi.	\$ 136	\$ 136	\$ -
Taft - Sidewalk Improvement	Olive Av (Supply Row to South St) .5 mi.	\$ 92	\$ 92	\$ -
Taft - Sidewalk Improvement	Wood St (S 10th St to SR 33) 1.1 mi.	\$ 211	\$ 211	\$ -
Taft - Complete Streets/ITS Improve	Other future developments funded by mitigation, fees, etc.	\$ 3,274	\$ 3,274	\$ -
Taft - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 2,444	\$ 2,444	\$ -
Caltrans - Class II Bike Ln	SR 119 (Midway Rd to South City Limits) 6.6 mi.	\$ 596	\$ 596	\$ -
Caltrans - Class II Bike Ln	SR 33 (Kern St to SR 119) .5 mi.	\$ 41	\$ 41	\$ -

TAFT-MARICOPA SUBAREA

Subarea includes: Cities of Taft and Maricopa and the unincorporated communities (county areas) of Ford City, South Taft, Taft Heights, Dustin Acres, Valley Acres, McKittrick, Tupman and Mettler		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Saving
Caltrans - Class II Bike Ln	SR 33 (West City Limits to Cascade Pl) 1.2 mi.	\$ 104	\$ 104	\$ -
Caltrans - Class II Buffered Bike Ln	Kern St SR 33 (Cascade Pl to 1st St) 1.2 mi.	\$ 218	\$ 218	\$ -
Caltrans - Class III Bike Route	SR 33 (Cadet Rd to California St) 2.3 mi.	\$ 20	\$ 20	\$ -
Taft - Class II Bike Ln	10th St (Center St to F St) .7 mi.	\$ 67	\$ 67	\$ -
Taft - Class II Bike Ln	A St (Terrace Dr to S 10th St) .9 mi.	\$ 80	\$ 80	\$ -
Taft - Class II Bike Ln	Ash St (N 10th St to Airport Rd) 1.9 mi.	\$ 168	\$ 168	\$ -
Taft - Class II Bike Ln	Wood St (S 10th St to SR 33) 1.1 mi.	\$ 99	\$ 99	\$ -
Taft - Class II Buffered Bike Ln	1st St (West Side Hwy SR 33 to Calvin St) .3 mi.	\$ 57	\$ 57	\$ -
Taft - Class II Buffered Bike Ln	2nd St (Calvin St to Williams Wy) .3 mi.	\$ 47	\$ 47	\$ -
Taft - Class II Buffered Bike Ln	6th St (Oak St to Ash St) 1.1 mi.	\$ 191	\$ 191	\$ -
Taft - Class II Buffered Bike Ln	Cedar St (Division Rd to Airport Rd) 2.1 mi.	\$ 376	\$ 376	\$ -
Taft - Class III Bike Blvd	2nd St (Calvin St to Supply Row) .6 mi.	\$ 28	\$ 28	\$ -
Taft - Class III Bike Blvd	Harding Av (A St to E St) .4 mi.	\$ 19	\$ 19	\$ -
Taft - Class III Bike Blvd	Oak St (Lierly Av to S 10th St) .2 mi.	\$ 8	\$ 8	\$ -
Taft - Class III Bike Blvd	Olive Av (Supply Rd to South St) .5 mi.	\$ 24	\$ 24	\$ -
Taft - Class III Bike Blvd	Phillippine St (Quail St to S 10th St) 1. mi.	\$ 50	\$ 50	\$ -
Taft - Class III Bike Route	Airport Rd (Ash St to SR 119) 1.1 mi.	\$ 10	\$ 10	\$ -
Taft - Class III Bike Route	Cadet Rd (SR 33 to Duval Rd) 2. mi.	\$ 18	\$ 18	\$ -
Taft - Class III Bike Route	Church St (F St to Ranier Av) .9 mi.	\$ 8	\$ 8	\$ -
Taft - Class III Bike Route	Gardner Field Rd (SR 33 to East City Limits) 4.2 mi.	\$ 38	\$ 38	\$ -
Taft - Class III Bike Route	Midoil Rd (Thomas St to Terrace Dr) .7 mi.	\$ 6	\$ 6	\$ -
Taft - Class IV Cycle Track	10th St (Center St to Ash St) .6 mi.	\$ 171	\$ 171	\$ -
Maricopa - potential new funds	Cost-efficient, safe, clean transportation	\$ 265	\$ 265	\$ -
Maricopa - existing funds	Cost-efficient, safe, clean transportation	\$ 1,371	\$ 1,371	\$ -
Maricopa - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 265	\$ 265	\$ -
Maricopa - active transportation	Safe complete streets, pedestrian enhancements	\$ 488	\$ 488	\$ -
Caltrans - Corridor Improvement	California St (Main St to Poso St) .4 mi.	\$ 116	\$ 116	\$ -
Caltrans - Corridor Improvement	Klipstein St (Fiester St to Stanislaus St) .4 mi.	\$ 115	\$ 115	\$ -
Caltrans - Sidewalk Improvement	Poso St (Stanislaus St to S Kern St) .2 mi.	\$ 34	\$ 34	\$ -
Maricopa - Sidewalk Improvement	Stanislaus St (School St to Klipstein St) .2 mi.	\$ 43	\$ 43	\$ -
Mcopa. - Complete Streets/ITS Impr	Other future developments funded by mitigation, fees, etc.	\$ 181	\$ 181	\$ -
Maricopa - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 618	\$ 618	\$ -
Caltrans - Class II Bike Ln	SR 33/166 (Clark St to South City Limits) 1. mi.	\$ 92	\$ 92	\$ -
Caltrans - Class II Buffered Bike Ln	California St SR 33 (Poso St to Kern St) .5 mi.	\$ 92	\$ 92	\$ -
Caltrans - Class II Buffered Bike Ln	Maricopa Hwy SR 166/33 (Fresno St to Scott Dr) 1.1 mi.	\$ 197	\$ 197	\$ -
Maricopa - Class I Shared Use Path	Wagy St (Maricopa Hwy to Welch St) .1 mi.	\$ 119	\$ 119	\$ -
Maricopa - Class II Bike Ln	Hazelton St (Main St to Poso St) .3 mi.	\$ 28	\$ 28	\$ -
Maricopa - Class II Bike Ln	Main St (Hazelton St to California St) .1 mi.	\$ 9	\$ 9	\$ -
Maricopa - Class III Bike Blvd	Chico St (California St to Welch St) .1 mi.	\$ 4	\$ 4	\$ -
Maricopa - Class III Bike Blvd	Elkhorn St (SR 33 to Fresno St) .4 mi.	\$ 22	\$ 22	\$ -
Maricopa - Class III Bike Blvd	Fresno St (Poso St to Elkhorn St) .2 mi.	\$ 8	\$ 8	\$ -
Maricopa - Class III Bike Blvd	Green St (Hazelton St to California St) .1 mi.	\$ 7	\$ 7	\$ -
Maricopa - Class III Bike Blvd	Hazelton St (SR 166 to South City Limits) .3 mi.	\$ 14	\$ 14	\$ -
Maricopa - Class III Bike Blvd	Union St (Maricopa Hwy SR 33 to Ruth St) .4 mi.	\$ 18	\$ 18	\$ -
Maricopa - Class III Bike Blvd	Welch St (Chico St to Wagy St) .1 mi.	\$ 5	\$ 5	\$ -
Maricopa - Class III Bike Route	Stanislaus St (Klipstein St to School St) .2 mi.	\$ 2	\$ 2	\$ -
County Areas - potential new funds	Cost-efficient, safe, clean transportation	\$ 2,881	\$ 2,881	\$ -

TAFT-MARICOPA SUBAREA

Subarea includes: Cities of Taft and Maricopa and the unincorporated communities (county areas) of Ford City, South Taft, Taft Heights, Dustin Acres, Valley Acres, McKittrick, Tupman and Mettler		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 15,015	\$ 15,015	\$ -
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 6,074	\$ 6,074	\$ -
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 1,182	\$ 1,182	\$ -
Kern County - Sidewalk Improvement	Cedar St (Lincoln Street to SR 119) 1. mi.	\$ 187	\$ 187	\$ -
Kern County - Sidewalk Improvement	Date St (Division Rd to Monroe St) .7 mi.	\$ 137	\$ 137	\$ -
Kern County - Sidewalk Improvement	Elm St (Lincoln Street to Harrison St) .5 mi.	\$ 95	\$ 95	\$ -
Kern County - Sidewalk Improvement	S 10th St (A Street to Buena Vista Place) .3 mi.	\$ 61	\$ 61	\$ -
Kern - Complete Streets/ITS Improvement	Other future developments funded by mitigation, fees, etc.	\$ 704	\$ 704	\$ -
County Areas - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 7,759	\$ 7,759	\$ -
Kern County - Class I Bike Path	Taft Path from Lake Webb to Gardner Field Road - 10.6 miles - Other	\$ 7,000	\$ 7,000	\$ -
Kern County - Class I Bike Path	Gardner Field Road from County to Aqueduct - 1.5 miles - Other	\$ 500	\$ 500	\$ -
Kern County - Class II Bike Ln	Division Rd (Ash St to Ironwood St) .9 mi.	\$ 79	\$ 79	\$ -
Kern County - Class II Bike Ln	Grevillea St (Division Rd to Harrison St) .5 mi.	\$ 45	\$ 45	\$ -
Kern County - Class II Bike Ln	Harrison St (Ash St to Grevillia St) .7 mi.	\$ 59	\$ 59	\$ -
Kern County - Class III Bike Blvd	Lierly Av (South St to Oak St) .4 mi.	\$ 21	\$ 21	\$ -
Kern County - Class III Bike Blvd	Taylor St (Grevillea St to Ash St) .8 mi.	\$ 39	\$ 39	\$ -
Kern County - Class III Bike Route	Lincoln St (Midway Rd to Ironwood St) 1.1 mi.	\$ 10	\$ 10	\$ -
Kern County - Class III Bike Route	Midway Rd (Division Rd to Taft Hwy) .6 mi.	\$ 6	\$ 6	\$ -
Advanced Tech, Safe, Clean Transport	Sub-total Projects in Subarea	\$ 31,292	\$ 31,292	\$ -
Total Projects in Sub Area		\$ 961,025	\$ 1,178,454	\$ 309,711

Notes:

- A. Inflation savings assumes a 3% inflation rate per year
 - B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenance costs when pavement condition index is kept above 75
 - C. The projects in each phase or category are not necessarily listed by priority
 - D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP
 - 1 Project was in the 2006 transportation measure expenditure plan
 - 2 Project outside subarea that benefits the subarea
- Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.)

TEHACHAPI SUBAREA

Subarea includes: City of Tehachapi and the unincorporated communities (and surrounding county areas) of Golden Hills, Bear Valley Springs, Stallion Springs, Cummings Valley, Alpine Forest, Sand Canyon, Bright Valley, Keene, Cantil, Paris-Lorraine and Twin Oaks		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Fix-It-First, Keep-It-Local / Cost-Efficient				
Tehachapi - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control	\$ 10,365	\$ 10,365	\$ 4,872
Tehachapi - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control M	\$ 30,393	\$ 30,393	\$ 14,285
County Areas - potential new funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control	\$ 31,883	\$ 31,883	\$ 14,985
County Areas - existing funds	street/bridge maintenance; reconstruction / pavement tech; widenings; signalization; Transportation Control M	\$ 109,319	\$ 109,319	\$ 51,380
State Highways - existing funds	State Highway Operations and Protection Program (SHOPP)	\$ 59,058	\$ 59,058	\$ 27,757
Fix-It-First, Keep-It-Local / Cost-Efficient	Sub-total Projects in Subarea	\$ 241,018	\$ 241,018	\$ 113,279
Regional Projects				
Ready-To-Go, Regional Projects				
Route 58	² Union Ave to Fairfax Rd - widen to eight lanes	\$ 42,849	\$ 47,400	\$ 4,551
Route 58	² At various locations - ramp improvements (HOV - ramp metering)	\$ 26,622	\$ 32,600	\$ 5,978
Rosamond, Tehachapi	Metrolink extension phase I - Lancaster to Rosamond - bus connector to Tehachapi	\$ 151,500	\$ 191,000	\$ 39,500
Ready-To-Go, Regional Projects	Sub-Total including zone of Benefit	\$ 220,971	\$ 271,000	\$ 50,029
	Sub-total Projects in Subarea	\$ 151,500	\$ 191,000	\$ 39,500
Next-In-Line, Regional Projects				
Route 58	¹ Dennison Rd - construct interchange	\$ 24,942	\$ 33,000	\$ 8,058
Route 202	¹ Tucker to Woodford-Tehachapi Rd - widen to four lane	\$ 7,335	\$ 9,705	\$ 2,370
Valley Blvd	¹ Tucker Rd to Curry St - widen to four lanes	\$ 17,930	\$ 23,723	\$ 5,792
Rosamond, Mojave, Tehachapi, Cal City	Metrolink service extension phase 2 - Rosamond to Tehachapi & Cal City	\$ 312,536	\$ 393,773	\$ 81,236
Route 58	East of Tehachapi to General Beale Rd - truck auxillary lanes / escape ramp	\$ 65,001	\$ 86,000	\$ 20,999
Route 58	Near General Beale Rd - new truck weigh station	\$ 8,314	\$ 11,000	\$ 2,686
Route 58	General Beale Rd - construct new interchange	\$ 40,815	\$ 54,000	\$ 13,185
Red Apple Rd	Tucker Rd to Westwood Blvd - widen to four lanes	\$ 3,260	\$ 4,313	\$ 1,053
Dennison Road	Green St/ Dennison Rd @ UPRR - construct grade separation	\$ 52,152	\$ 69,000	\$ 16,848
Teh. Willow Springs Rd	Rt 58 to Rosamond Blvd - widen to four lanes	\$ 114,101	\$ 150,961	\$ 36,861
Route 58	² Future Rt 58 from I-5 to Heath Rd at Stockdale Hwy - construct new freeway	\$ 377,914	\$ 500,000	\$ 122,086
South Corridor	² I-5 to Rt 58 - new expressway	\$ 453,945	\$ 610,000	\$ 156,055
Next-In-Line, Regional Projects	Sub-Total including zone of Benefit	\$ 1,478,246	\$ 1,945,475	\$ 467,229
Advanced Tech, Safe, Clean Transportation				
Tehachapi - potential new funds	Cost-efficient, safe, clean transportion	\$ 2,839	\$ 2,839	\$ -
Tehachapi - existing funds	Cost-efficient, safe, clean transportation	\$ 11,912	\$ 11,912	\$ -
Tehachapi - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 2,845	\$ 2,845	\$ -
Tehachapi - active transportation	Safe complete streets, pedestrian enhancements	\$ 3,244	\$ 3,244	\$ -
Tehachapi - Corridor Improvement	Curry St (E St to Pinon St) .9 mi.	\$ 251	\$ 251	\$ -
Tehachapi - Corridor Improvement	D St (Mt View Av to Robinson St) .7 mi.	\$ 198	\$ 198	\$ -
Tehachapi - Corridor Improvement	East E St (Mt View Av to Snyder Av) 1.2 mi.	\$ 329	\$ 329	\$ -
Tehachapi - Corridor Improvement	Green St (J St to C St) .5 mi.	\$ 137	\$ 137	\$ -
Tehachapi - Corridor Improvement	Hayes St (H St to Pepper Dr) .3 mi.	\$ 87	\$ 87	\$ -
Tehachapi - Corridor Improvement	I St (Curry St to Hayes St) .5 mi.	\$ 141	\$ 141	\$ -
Tehachapi - Corridor Improvement	Mt View Av (Tehachapi Blvd to Valley Blvd) .5 mi.	\$ 143	\$ 143	\$ -
Tehachapi - Corridor Improvement	Robinson St (E St to D St) .1 mi.	\$ 21	\$ 21	\$ -
Tehachapi - Corridor Improvement	Tehachapi Blvd (Tucker Rd to Pauley St) 1. mi.	\$ 277	\$ 277	\$ -
Tehachapi - Corridor Improvement	Valley Blvd (Curry St to Dennison Rd) 1. mi.	\$ 277	\$ 277	\$ -
Tehachapi - High-Visibility Crosswalk	Dennison Rd - Tehachapi Blvd	\$ 11	\$ 11	\$ -
Tehachapi - High-Visibility Crosswalk	Park Rd - Elementary School Entrance	\$ 3	\$ 3	\$ -
Tehachapi - High-Visibility Crosswalk	S Hayes St - E Tehachapi Blvd	\$ 3	\$ 3	\$ -
Tehachapi - Sidewalk Improvement	Hwy 202 (Woodford-Tehachapi Rd to Tucker Rd) 1.5 mi.	\$ 291	\$ 291	\$ -
Tehachapi - Complete Streets/ITS Imp	Other future developments funded by mitigation, fees, etc.	\$ 1,076	\$ 1,076	\$ -
Tehachapi - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 5,822	\$ 5,822	\$ -

TEHACHAPI SUBAREA

Subarea includes: City of Tehachapi and the unincorporated communities (and surrounding county areas) of Golden Hills, Bear Valley Springs, Stallion Springs, Cummings Valley, Alpine Forest, Sand Canyon, Bright Valley, Keene, Cantil, Paris-Loraine and Twin Oaks

Cost Estimate (\$ x 1,000)

Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Caltrans - Class II Bike Ln	Tucker Rd SR 202 (Enterprise Wy to Tehachapi Blvd) .7 mi.	\$ 63	\$ 63	\$ -
Tehachapi - Class I Shared Use Path	Class I (Orchard Path to Highline Rd) .3 mi.	\$ 283	\$ 283	\$ -
Tehachapi - Class I Shared Use Path	East City Path (Tucker Rd to Mount View Av) .5 mi.	\$ 461	\$ 461	\$ -
Tehachapi - Class I Shared Use Path	Pinon St (Brandon Ln to Dennison Rd) .5 mi.	\$ 476	\$ 476	\$ -
Tehachapi - Class I Shared Use Path	Tehachapi Blvd (Steuber Rd to Snyder Av) 1.4 mi.	\$ 1,260	\$ 1,260	\$ -
Tehachapi - Class I Shared Use Path	Valley Blvd (S Snyder Av to Steuber Rd) 1.4 mi.	\$ 1,241	\$ 1,241	\$ -
Tehachapi - Class II Bike Ln	Anita Dr (S Snyder Av to Dennison Rd) .4 mi.	\$ 33	\$ 33	\$ -
Tehachapi - Class II Bike Ln	Challenger Dr (Burnett Rd to Capital Hills Pkwy) 1.1 mi.	\$ 103	\$ 103	\$ -
Tehachapi - Class II Bike Ln	Cherry Ln (Tucker Rd to Elm St) .7 mi.	\$ 63	\$ 63	\$ -
Tehachapi - Class II Bike Ln	Classico Dr (Pinon St to Alder Av) .1 mi.	\$ 5	\$ 5	\$ -
Tehachapi - Class II Bike Ln	Dennison Rd (SR 58 to Highline Rd) 2.1 mi.	\$ 192	\$ 192	\$ -
Tehachapi - Class II Bike Ln	E C St (Pepper Dr to S Snyder Av) .2 mi.	\$ 14	\$ 14	\$ -
Tehachapi - Class II Bike Ln	E I St (N Curry St to N Mojave St) .4 mi.	\$ 33	\$ 33	\$ -
Tehachapi - Class II Bike Ln	E J St (N Curry St to N Hayes St) .4 mi.	\$ 39	\$ 39	\$ -
Tehachapi - Class II Bike Ln	E Orchard Pkwy (Classico Dr to S Curry St) .1 mi.	\$ 11	\$ 11	\$ -
Tehachapi - Class II Bike Ln	E St (Mulberry St to S Mojave St) .7 mi.	\$ 65	\$ 65	\$ -
Tehachapi - Class II Bike Ln	Enterprise Wy (Mill St to Tucker Rd) 1.1 mi.	\$ 95	\$ 95	\$ -
Tehachapi - Class II Bike Ln	H St (N Mill St to S Hayes St) .6 mi.	\$ 58	\$ 58	\$ -
Tehachapi - Class II Bike Ln	Industrial Pkwy (N Mill St to N Curry St) .2 mi.	\$ 18	\$ 18	\$ -
Tehachapi - Class II Bike Ln	Mojavee St (J St to E H St) .1 mi.	\$ 14	\$ 14	\$ -
Tehachapi - Class II Bike Ln	Mount View Av (W D St to Maple St) .1 mi.	\$ 11	\$ 11	\$ -
Tehachapi - Class II Bike Ln	N Curry St (E J St to W H St) .1 mi.	\$ 13	\$ 13	\$ -
Tehachapi - Class II Bike Ln	N Curry St (Industrial Pkwy to W J St) .1 mi.	\$ 9	\$ 9	\$ -
Tehachapi - Class II Bike Ln	N Mill St (Challenger Dr to W H St) .8 mi.	\$ 69	\$ 69	\$ -
Tehachapi - Class II Bike Ln	Pepper Dr (S Mojave St to E C St) .1 mi.	\$ 12	\$ 12	\$ -
Tehachapi - Class II Bike Ln	Pinon St (S Curry St to Brandon Ln) .5 mi.	\$ 43	\$ 43	\$ -
Tehachapi - Class II Bike Ln	Pinon St (Classico Dr to Applewood Dr) .1 mi.	\$ 5	\$ 5	\$ -
Tehachapi - Class II Bike Ln	S Hayes St (Pepper Dr to E H St) .3 mi.	\$ 28	\$ 28	\$ -
Tehachapi - Class II Bike Ln	S Snyder Av (E Tehachapi Blvd to Valley Blvd) .5 mi.	\$ 42	\$ 42	\$ -
Tehachapi - Class II Bike Ln	Steuber Rd (E Tehachapi Blvd to Highline Rd) 1.2 mi.	\$ 111	\$ 111	\$ -
Tehachapi - Class II Bike Ln	Tehachapi Willow Springs Rd (E Teh Blvd to Highline Rd) 1.1 mi.	\$ 96	\$ 96	\$ -
Tehachapi - Class II Buffered Bike Ln	E Tehachapi Blvd (Dennison Rd to Teh Willow Spr Rd) 1. mi.	\$ 183	\$ 183	\$ -
Tehachapi - Class II Buffered Bike Ln	Tucker Rd (Tehachapi Blvd to Highline Rd) 1.5 mi.	\$ 276	\$ 276	\$ -
Tehachapi - Class II Buffered Bike Ln	W Tehachapi Blvd (Mt View Av to S Snyder Av) 1.2 mi.	\$ 220	\$ 220	\$ -
Tehachapi - Class II Buffered Bike Ln	W Valley Blvd (McIntosh St to Las Colinas St) .3 mi.	\$ 50	\$ 50	\$ -
Tehachapi - Class III Bike Blvd	Brentwood Dr (Clearview St to Cherry Ln) .9 mi.	\$ 43	\$ 43	\$ -
Tehachapi - Class III Bike Blvd	Clearview St (Valley Blvd to White Oak Dr) .3 mi.	\$ 13	\$ 13	\$ -
Tehachapi - Class III Bike Blvd	Elm St (Maple St to Cherry Ln) .5 mi.	\$ 24	\$ 24	\$ -
Tehachapi - Class III Bike Blvd	Maple St (Mt View Av to S Mill St) .3 mi.	\$ 15	\$ 15	\$ -
Tehachapi - Class III Bike Blvd	S Mojave St (E Tehachapi Blvd to Pepper Dr) .3 mi.	\$ 13	\$ 13	\$ -
Tehachapi - Class III Bike Blvd	White Oak Dr (S Curry St to Clearview St) .2 mi.	\$ 11	\$ 11	\$ -
Tehachapi - Class III Bike Route	Applewood Dr (Elm St to Pinon St) .2 mi.	\$ 2	\$ 2	\$ -
Tehachapi - Class III Bike Route	Elm St (Cherry Ln to Applewood Dr) .2 mi.	\$ 1	\$ 1	\$ -
Tehachapi - Class III Bike Route	Pinon St (Applewood Dr to S Curry St) .2 mi.	\$ 2	\$ 2	\$ -
Tehachapi - Class III Bike Route	S Green St (H St to C St) .3 mi.	\$ 3	\$ 3	\$ -
County Areas - potential new funds	Cost-efficient, safe, clean transportation	\$ 4,911	\$ 4,911	\$ -
County Areas - existing funds	Cost-efficient, safe, clean transportation	\$ 28,524	\$ 28,524	\$ -
County Areas - transit	Senior/disabled & advanced technology transit, vanpools, shared ride, aviation	\$ 9,064	\$ 9,064	\$ -
County Areas - active transportation	Safe complete streets, pedestrian enhancements	\$ 16,066	\$ 16,066	\$ -
Kern County - Corridor Improvement	San Diego St (Burgundy Av to Wharton Av) .5 mi.	\$ 141	\$ 141	\$ -
Kern County - Sidewalk Improvement	Park Rd (Madre St to Santa Maria Dr) .2 mi.	\$ 38	\$ 38	\$ -
Kern County - Complete Streets/ITS I	Other future developments funded by mitigation, fees, etc.	\$ 15,888	\$ 15,888	\$ -
County Areas - bike facilities	Construct Class I (trails), II (lanes) or Class III (routes) Bike Paths; striping; signage	\$ 3,394	\$ 3,394	\$ -

TEHACHAPI SUBAREA

Subarea includes: City of Tehachapi and the unincorporated communities (and surrounding county areas) of Golden Hills, Bear Valley Springs, Stallion Springs, Cummings Valley, Alpine Forest, Sand Canyon, Bright Valley, Keene, Cantil, Paris-Lorraine and Twin Oaks		Cost Estimate (\$ x 1,000)		
Project	Scope	YOE w/ new revenue	YOE w/o new revenue	Maint./Inflation Savings
Caltrans - Class II Bike Ln	W Valley Blvd SR 202 (Wford-Teh Rd to McIntosh St) 1.4 mi.	\$ 126	\$ 126	\$ -
Caltrans - Class II Bike Ln	SR 202 (Cummings Valley Rd to Highline Rd) 3.4 mi.	\$ 307	\$ 307	\$ -
Kern County - Class I Shared Use Path	Golden Hills Blvd (Highline Rd to W Valley Blvd) 1.1 mi.	\$ 946	\$ 946	\$ -
Kern County - Class I Shared Use Path	Woodford-Tehachapi Rd (Highline Rd to W Valley Blvd) 1. mi.	\$ 923	\$ 923	\$ -
Kern County - Class II Bike Ln	Banducci Rd (W Valley Blvd to Highline Rd) .2 mi.	\$ 19	\$ 19	\$ -
Kern County - Class II Bike Ln	Cummings Valley Rd (SR 202 to Banducci Rd) 4.4 mi.	\$ 398	\$ 398	\$ -
Bear Valley	Bear Valley Road from Cumberland Road to Hwy 202 - 6.8 miles - Other	\$ 71	\$ 71	\$ -
Golden Hills	Woodford Tehachapi Road from Valley Blvd to Highline Road - 1 miles - Class II	\$ 31	\$ 31	\$ -
Golden Hills	Valley Blvd from Tucker Road to Woodford Tehachapi Road - 1.5 miles - Class II	\$ 46	\$ 46	\$ -
Golden Hills	SR 202 from Bear Valley Road to Woodford Tehachapi Road - 5.7 miles - Class II (see SHOPP funding)			
Golden Hills	Pellisier Road from Banducci Road to Giraudo Road - 2 miles - Class II	\$ 60	\$ 60	\$ -
Golden Hills	Old Town Road from Mariposa Road to Tehachapi Road - 0.7 miles - Class II	\$ 21	\$ 21	\$ -
Golden Hills	Highline Road from Tucker Road to Banducci Road - 3.1 miles - Class II	\$ 92	\$ 92	\$ -
Golden Hills	Golden Hills Blvd. from Santa Barbara Drive to Highline Road - 1.1 miles - Class II	\$ 33	\$ 33	\$ -
Golden Hills	Giraudo Road from Pellisier Road to Bailey Road - 0.5 miles - Class II	\$ 15	\$ 15	\$ -
Golden Hills	Cummings Valley Road from Bailey Road to Bear Valley Road - 1 miles - Class II	\$ 31	\$ 31	\$ -
Golden Hills	Cummings Valley Road from Bailey Road to SR 202 - 0.4 miles - Class II	\$ 12	\$ 12	\$ -
Golden Hills	Bear Valley Road from SR 202 to Proposed Road - 1.5 miles - Class II	\$ 44	\$ 44	\$ -
Golden Hills	Banducci Road from SR 202 to Highline Road - 0.2 miles - Class II	\$ 6	\$ 6	\$ -
Golden Hills	Banducci Road from Comanche Point Road to Pellisier Road - 2.5 miles - Class II	\$ 76	\$ 76	\$ -
Golden Hills	Bailey Road from Giraudo Road to Cummings Valley Road - 1.5 miles - Class II	\$ 45	\$ 45	\$ -
Golden Hills	Stallion Springs Road/Comanche Point Road from Banducci Road to Banducci Road - 3.1 miles - Other	\$ 92	\$ 92	\$ -
Advanced Tech, Safe, Clean Transporta	Sub-total Projects in Subarea	\$ 48,185	\$ 48,185	\$ -

TEHACHAPI SUBAREA	Total Projects Benefiting Subarea	\$ 1,988,421	\$ 2,505,678	\$ 630,536
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Notes:

A. Inflation savings assumes a 3% inflation rate per year

B. Road maintenance (local program reconstruction) savings assumes an average of 47% reduction in maintenance costs when pavement condition index is kept above 75

C. The projects in each phase or category are not necessarily listed by priority

D. The regional projects have been approved by Kern COG (cities/County) in the adopted 2014 RTP

1 Project was in the 2006 transportation measure expenditure plan

2 Project outside subarea that benefits the subarea

Abbreviations: YOE = Year of Expenditure, RTP = Regional Transportation Plan, TCMs = Transportation Control Measures that help reduce air pollution (congestion relief, signal synchronizing, etc.)