

ATTACHMENT 3

2007 RTP Amendment #2

**DESTINATION 2030 REGIONAL TRANSPORTATION PLAN
KERN COUNCIL OF GOVERNMENTS
KERN COUNTY, CALIFORNIA
AMENDMENT NO. 2
JULY 2009**

**PUBLIC REVIEW PERIOD
July 8, 2009 – August 21, 2009**

**Contact: Marilyn J. Beardslee, Senior Planner
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
Phone: 661/861-2191
E-mail: mbeardslee@kerncog.org**



**DESTINATION 2030 REGIONAL TRANSPORTATION PLAN
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INTRODUCTION

The 2007 Destination 2030 Regional Transportation Plan (RTP), originally adopted in May 2007, is Kern COG's long-term policy document that represents the vision of the region's transportation system through 2030. It is required under state and federal planning regulations; projects cannot be programmed for state or federal funding, nor implemented without first being identified in the RTP.

The scope of the proposed RTP Amendment #2 will be narrow and targeted at incorporating project updates from outlying areas, updates to the Metropolitan Bakersfield Impact Fee program list and Thomas Road Improvement Program, as well as the latest planning assumptions to measure air quality.

This proposed RTP Amendment necessitates preparation of a transportation/air quality conformity analysis and an Addendum to the programmatic EIR for the Destination 2030 RTP.

PURPOSE AND NEED

Kern Council of Governments (Kern COG) adopted its current Destination 2030 Regional Transportation Plan in May 2007 to comply with planning regulations from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Kern COG's long-range plan substantially meets these regulations; the Congestion Management Program will be updated by its next certification review in May 2011. SAFETEA-LU planning regulations require that the RTP's revenues and costs be shown in year of expenditure dollars. All projects included in the Federal Transportation Improvement Program (FTIP) are shown as fully funded in the RTP with estimated total project cost at year of expenditure.

The proposed amendment is needed to include projects not fully developed at the time the 2007 Destination 2030 RTP was originally adopted to incorporate changes in funding assumptions, and to reflect changing priorities. Amending the 2007 Destination 2030 RTP allows the projects to be programmed into the Transportation Improvement Program, making them eligible for funding.

The total net change for these amendments equals an increase of approximately \$600 million.

The amendment process requires that all proposed projects undergo the same evaluation as the original RTP. These evaluations are summarized as:

- The financial analysis indicates that the 2007 RTP remains fiscally constrained with these projects as amendments;

- The air quality conformity analysis indicates emissions for ozone precursors, particulate matter, and carbon monoxide remain below established mobile source emissions budgets;
- Confirmation that the project changes do not interfere with the timely implementation of approved transportation control measures
- The environmental justice analysis indicates impacts related to implementation of the 2007 RTP remain balanced across the region;
- The public has been provided opportunities to comment on the projects.

The California Environmental Quality Act (CEQA) permits a lead agency to prepare an Addendum to a previously certified Environmental Impact Report (EIR) if changes or additions are necessary but none of the changes or additions would require major revisions of the previous EIR because of the involvement of new significant environmental effects. Kern COG staff has prepared an Addendum to the Programmatic EIR for the 2007 Destination 2030 RTP to assess this proposed RTP Amendment.

Changes addressed in the Addendum do not raise any new issues or new significant regional environmental impacts resulting from this proposed RTP Amendment. Except for minor technical revisions, the environmental assessment for the 2007 RTP remains unchanged as a result of this Amendment. The Addendum does not need to be circulated for public review. The Kern COG Board of Directors will consider the Addendum to the Final EIR prior to making a decision on the proposed RTP Amendment.

PROPOSED SCHEDULE

Kern COG has prepared the RTP Amendment and Addendum EIR and is opening a 45-day public comment period on the proposed RTP Amendment on July 8, 2009. At that time, Kern COG also will commence its review of the draft air quality conformity determination analysis and the 2009 Federal Transportation Improvement Program required as part of this RTP amendment process.

The comment period will close August 21, 2009. Kern COG Board of Directors will formally consider the RTP Amendment, its Addendum EIR, the FTIP Amendment #8 and the related Air Quality Conformity determination on September 17, 2009.

POLICY ELEMENT

The Policy Element of the RTP addresses legislative, planning, financial and institutional issues and requirements, as well as any areas of regional consensus, such as land use. This Element provides guidance to decision-makers regarding the implications, impacts, opportunities and foreclosed options that will result from RTP implementation.

This proposed Amendment to the 2007 RTP continues to carry out the intentions of the RTP's goals, policies, and actions.

ACTION ELEMENT

The Action Element sets forth plans of action for the region to pursue and meet identified transportation needs and issues. Planned investments must be consistent with the goals and policies of the RTP, and must be financially constrained. These projects are listed below in the Constrained Program of Projects (Table 4-1) and are modeled in the Air Quality Conformity Analysis.

The Constrained Program of Projects (Table 4-1) includes projects that move the Kern region toward a financially constrained and balanced, multi-modal transportation system (i.e., budgeted using foreseeable funding). Constrained projects have undergone air quality conformity analyses to ensure that they contribute to the region's compliance with state and federal air quality regulations.

The Unconstrained Program and Projects (Table 4-2) incorporates the region's unbudgeted "vision". These projects represent alternatives that could be moved to the constrained program if support for an individual project remains strong and if proper funding can be identified. Status as an unconstrained project does not imply that the project is not needed; rather, it simply cannot be accomplished given the fiscal constraints facing the Kern region. Kern COG is vigilant in its search for funding to support these projects.

No unconstrained projects are included in the air quality conformity analysis. In the future, as the funding picture changes and community values and priorities for transportation projects are refined, unconstrained projects may be moved to the constrained program. Should this occur, the RTP would be once again amended and a new assessment made of the Plan's conformity with state and federal air quality rules and standards.

TABLE 4.1 - Constrained Program of Projects

2007 through 2010 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
I-5	Kern	Interchange improvements at Laval Rd	11,300,000	KER08RTP002	2009
Route 46	Lost Hills	SLO County Line to Halloway Rd - widen to four lanes (Segments 1 - 3)	232,070,000	KER08RTP003	2009
Route 99	Metro Bkfd	Hosking Ave - Construct interchange	35,000,000	KER08RTP009	2010
Challenger Dr. Ext.	Tehachapi	Viena St to Dennison Rd - construct new street	1,500,000	KER08RTP015	2010
W Ridgecrest Blvd	Ridgecrest	Mahan St to China Lake Blvd - widen to four lanes	10,200,000	KER08RTP001	2010
7th Standard Rd	Shafter	Santa Fe Way to Coffee Rd - widen to four/six lanes	57,000,000	KER08RTP005	2009
Westside Parkway	Metro Bkfd	SR 99 / Oak St to Heath Rd - construct local freeway	340,000,000	KER08RTP004	2009
Sub-total			\$687,070,000		
2011 through 2015 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase1)	42,000,000	KER08RTP006	2014
Route 58	Metro Bkfd	Rosedale Hwy - Calloway Dr to SR 99 - widen to six lanes; grade separation at Landco	35,900,000	KER08RTP007	2011
Route 58	Metro Bkfd	Rosedale Hwy - Allen Rd to Calloway Dr - widen to four /six lanes	8,800,000	KER08RTP090	2011
Route 58	Bakersfield	Rt 99 to Cottonwood Rd. - widen to six lanes	50,000,000	KER08RTP019	2015
Route 99	Bakersfield	Olive Drive - Construct interchange upgrades	6,100,000	KER08RTP091	2012
Route 178	Bakersfield	Morning Dr to Vineland Rd - new 4/6 lane freeway w/ interchange	58,800,000	KER08RTP010	2011
Route 178	Bakersfield	Vineland Rd to Miramonte Dr - widen to four lanes	36,500,000	KER08RTP011	2011
Hageman Extension	Bakersfield	Knudsen Dr to Rt 204 - construct four/six lane extension	68,900,000	KER08RTP013	2012
Oak St/24th Street	Bakersfield	Rt 178 (24th St) and Oak St - construct improvements	19,100,000	KER08RTP012	2012
Centennial Corridor	Bakersfield	Westside Parkway to SR-58 - construct 6-lane freeway on 8-lane ROW	645,000,000	KER08RTP020	2015
24th Street	Bakersfield	Rt 178 SR-99 to M Street - widen to six/eight lanes	34,000,000	KER08RTP014	2013
Sub-total			\$1,005,100,000		

TABLE 4.1 - Constrained Program of Projects (Cont'd)

2016 through 2020 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 2)	42,000,000	KER08RTP017	2018
Route 99	Delano	Woollomes Ave - interchange upgrades	5,000,000	KER08RTP114	2016
Route 178	Metro Bkfd	West of Fairfax Rd to west of Morning Drive - widen to six lanes	806,000	KER08RTP111	2020
Route 178	Metro Bkfd	West of Morning Dr to Vineland Rd - widen to six lanes	806,000	KER08RTP112	2020
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Way - widen to four/six lanes	11,500,000	KER08RTP113	2016
West Beltway	Metro Bkfd	Rosedale Hwy to Pacheco Rd - construct four/six lane facility	173,200,000	KER08RTP016	2018
Sub-total			\$233,312,000		
2021 through 2025 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 3)	32,000,000	KER08RTP024	2022
Route 58	Bakersfield	Rosedale Hwy - Rt 43 to Allen Rd - widen to four lanes	59,000,000	KER08RTP092	2025
Route 58	Bakersfield	Rt 99 to Cottonwood Rd. - widen to eight lanes	47,400,000	KER08RTP093	2025
Route 65	Bakersfield	James Rd to Merle Haggard Blvd - widen to four lanes	3,000,000	KER08RTP094	2021
Route 119	Taft	Cherry Ave to Elk Hills - widen to four lanes (Phase 1)	115,000,000	KER08RTP022	2022
Route 178	Bakersfield	At Rt 204 - Construct interchange	25,700,000	KER08RTP095	2025
Route 178	Bakersfield	Miramonte Dr to Rancheria Rd widen to four lanes	11,700,000	KER08RTP084	2025
Route 184	Bakersfield	At Union Pacific Railroad - Construct grade separation	26,400,000	KER08RTP108	2025
Route 204	Bakersfield	Airport Drive to Rt 178 widen to six lanes	38,500,000	KER08RTP083	2025
Route 204	Bakersfield	F St - construct interchange	25,700,000	KER08RTP081	2025
US 395	Ridgecrest	Between Rt 178 and China Lake Blvd - construct passing lanes	20,000,000	KER08RTP089	2022
West Beltway	Metro Bkfd	Taft Hwy to Pacheco Rd - construct four/six lane facility	80,400,000	KER08RTP097	2025
Sub-total			\$484,800,000		

TABLE 4.1 - Constrained Program of Projects (Cont'd)

2026 through 2030 - Major Highway Improvements					
Project	Location	Scope	YOE Cost	Project ID	Start
Route 46	Lost Hills	Halloway Rd to I-5 - interchange upgrade at I-5 (Phase 4)	97,000,000	KER08RTP018	2026
Route 119	Bakersfield	I-5 to Buena Vista - widen to four lanes	31,300,000	KER08RTP099	2026
Route 178	Bakersfield	Vineland Rd to Miramonte Dr - new Interchange; widen to six lanes	231,500,000	KER08RTP025	2028
Route 178	Bakersfield	Existing west terminus to Oswell St - widen to eight lanes	140,500,000	KER08RTP026	2026
Route 184	Bakersfield	Panama Rd to Rt 58 - widen to four lanes	10,500,000	KER08RTP100	2029
Route 184	Bakersfield	Morning Dr to Rt 178 - widen to four lanes	5,000,000	KER08RTP101	2026
West Beltway	Metro Bkfd	Rosedale Hwy to 7th Standard Rd - new four/six lane facility	128,500,000	KER08RTP102	2028
Sub-total			\$644,300,000		
Total Major Highway Improvements			\$3,054,582,000		

TABLE 4.2 - Unconstrained Program of Projects

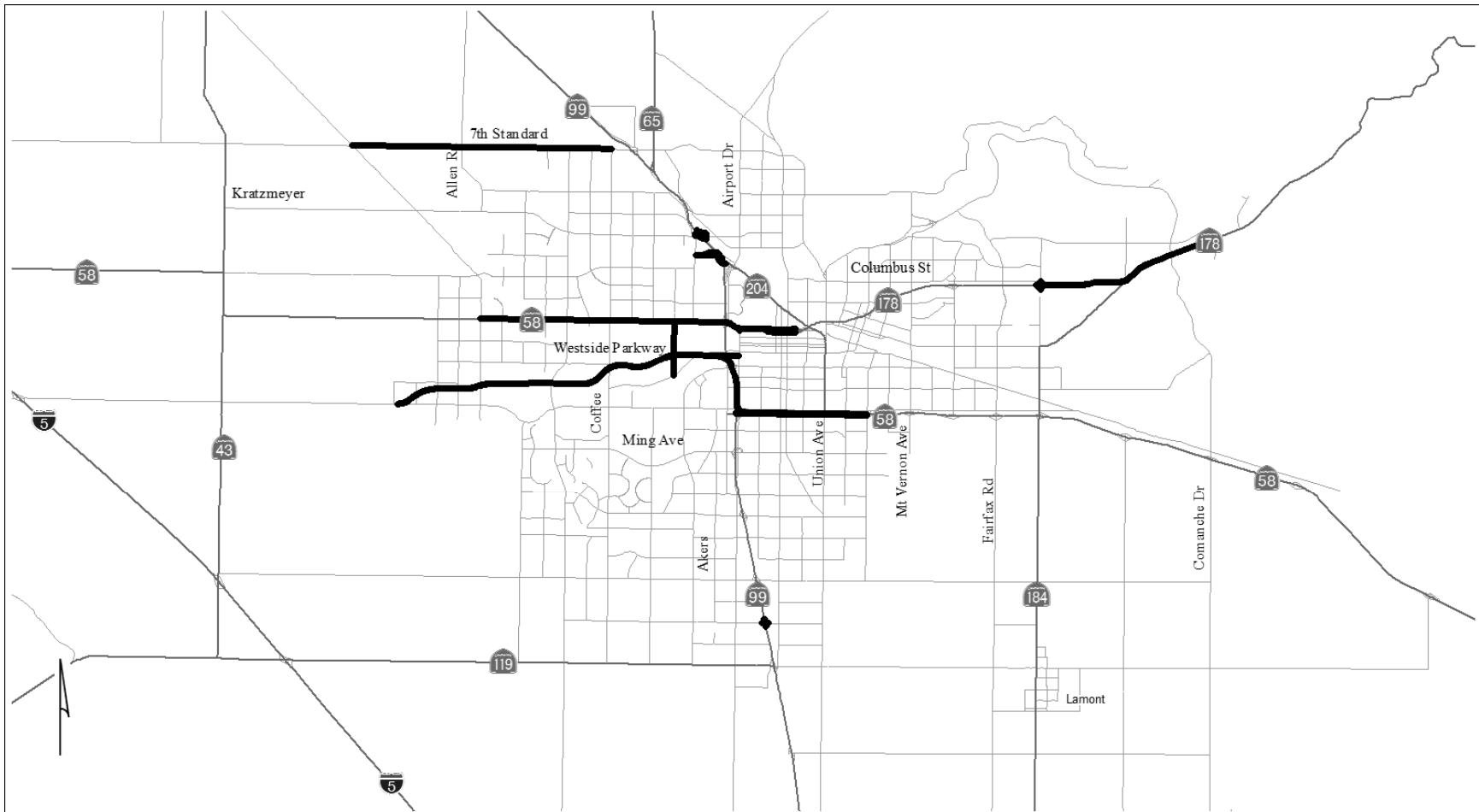
2031 through 2035 - Major Highway Improvements				
Project	Location	Scope	YOE Cost	Project ID
Route 46	Wasco	Juniper Ave (North) to Rt 43 - widen to four lanes	130,000,000	KER08RTP079
Route 46	Kern	Near Lost Hills at Interstate 5 - upgrade and widen interchange	130,000,000	KER08RTP033
Route 58	Kern	Rosedale Highway - I-5 to Rt 43 - widen to four lanes	31,000,000	KER08RTP038
Route 58	Bakersfield	At various locations - ramp improvements	32,600,000	KER08RTP103
Route 58	Tehachapi	Dennison Rd - construct interchange	33,000,000	KER08RTP036
Route 99	Bakersfield	Rt 204 to 7th Standard Rd - widen to eight lanes	91,100,000	KER08RTP104
Route 99	Bakersfield	At Olive Dr - interchange reconstruction	108,000,000	KER08RTP021
Route 99	Bakersfield	At Snow Rd - construct new interchange	138,200,000	KER08RTP115
Route 99	Bakersfield	Wilson Rd to Rt 119 - widen to eight lanes	90,800,000	KER08RTP077
Route 99	Bakersfield	At various locations - ramp improvements	37,000,000	KER08RTP105
Route 119	Taft / Bakersfield	Elk Hills - from County Rd to Tupman Ave - widen to four lanes	48,000,000	KER08RTP086
Route 178	Bakersfield	At Rt 204 and 178 - reconstruct freeway ramps	50,000,000	KER08RTP085
Route 178	Bakersfield	At various locations - ramp improvements	37,000,000	KER08RTP106
Route 184	Lamont	Rt 58 to Rt 178 - widen to four lanes	90,000,000	KER08RTP045
US 395	Johannesburg	San Bdo County Line to Rt 14 - widen to four lanes	244,000,000	KER08RTP050
Cecil Ave	Delano	Albany St to Browning Rd - widen to four lanes	21,000,000	KER08RTP055
South Beltway	Bakersfield	I-5 to Rt 58 - new expressway	610,000,000	KER08RTP074
Beyond 2035 - Major Highway Improvements				
Interstate 5	Kern	From Fort Tejon to Rt 99 - widen to ten lanes	86,000,000	KER08RTP027
Interstate 5	Kern	7th Standard Rd Interchange - reconstruction	54,000,000	KER08RTP028
Route 33	Maricopa	Welch St to Midway Rd - widen to four lanes	88,000,000	KER08RTP029
Route 43	Shafter	7th Standard Rd to Euclid Ave - widen to four lanes	37,000,000	KER08RTP030
Route 46	Wasco	I-5 to Juniper Ave - widen to four lanes	118,000,000	KER08RTP031
Route 46	Wasco	Rt 46 @ BNSF (Wasco) - construct grade separation	39,500,000	KER08RTP119
Route 46	Wasco	Rt 43 to Rt 99 - widen to four lanes	70,000,000	KER08RTP032
Route 58	Bakersfield	Future Rt 58 from I-5 to Heath Rd at Stockdale Hwy - construct new freeway	500,000,000	KER08RTP137
Route 58	Bakersfield	Rt 58 / Rosedale Hwy @ Minkler Spur (Metro) - construct grade separation	39,500,000	KER08RTP118
Route 58	Bakersfield	Near General Beale Rd - new truck weigh station	11,000,000	KER08RTP034
Route 58	Kern/Tehachapi	East of Tehachapi to General Beale Rd - truck auxillary lanes / escape ramp	86,000,000	KER08RTP035
Route 58	Bakersfield	General Beale Rd - construct new interchange	54,000,000	KER08RTP037
Route 65	Kern	Merle Haggard Dr to County Line - widen to four lanes	216,000,000	KER08RTP039




TABLE 4.2 - Unconstrained Program of Projects (Cont'd)

Beyond 2035 - Major Highway Improvements				
Project	Location	Scope	YOE Cost	Project ID
Route 99	Cnty/Bkfd	Rt 99 @ Minkler Spur (Metro) - construct grade separation	69,000,000	KER08RTP134
Route 119	Taft	Rt 33 to Cherry Ave - widen to four lanes	54,000,000	KER08RTP040
Route 119	Taft	Tupman Rd to I-5 - widen to four lanes	60,000,000	KER08RTP041
Route 155	Delano	Rt 99 to Browning Rd - four lanes; reconstruct	32,000,000	KER08RTP042
Route 155	Delano	Rt 155 @ UPRR (Delano) - construct grade separation	39,500,000	KER08RTP120
Route 166	Maricopa	Basic School Rd - reconstruct intersection grade	517,582	KER08RTP043
Route 178	Kern Canyon	Vineland Rd to China Garden - construct new freeway	500,000,000	KER08RTP044
Route 204	Bakersfield	(Golden State Ave) Rt 99 to M St - construct operational improvements	100,000,000	KER08RTP082
Route 184	Bakersfield	Rt 184 / Morning Dr. @ UPRR (Metro) - construct grade separation	69,000,000	KER08RTP122
Route 202	Tehachapi	Woodford-Tehachapi Rd to (Lower) Cummings Valley Rd - widen to four lanes	47,445,008	KER08RTP046
Route 202	Tehachapi	Tucker Rd to Woodford-Tehachapi Rd - widen to four lanes	9,704,661	KER08RTP047
Route 223	Near Arvin	Rt 99 to Rt 184 - widen to four lanes	69,010,921	KER08RTP048
Route 223	Arvin	East Arvin city limits to Rt 58 - widen to four lanes	64,697,738	KER08RTP049
Santa Fe Way	Bakersfield	Hageman Rd to Los Angeles Ave - widen to four lanes	127,238,885	KER08RTP051
East Beltway	Bakersfield	Rt 58 to Morning Drive - construct new expressway	200,000,000	KER08RTP078
Beale Ave	Bakersfield	L St./Beale Ave @ BNSF RR (Bakersfield) - construct grade separation	69,000,000	KER08RTP127
Q Street	Bakersfield	Q St @ UPRR near Golden State Hwy - construct grade separation	59,000,000	KER08RTP136
Comanche Drive	Cnty/Bkfd	Comanche Dr @ UPRR (Metro) - construct grade separation	59,000,000	KER08RTP123
Olive Drive	Cnty/Bkfd	Olive Dr @ UPRR (Metro) - construct grade separation	69,000,000	KER08RTP129
Renfro Rd	Cnty/Bkfd	Renfro Rd @ BNSF RR (Metro) - construct grade separation	59,000,000	KER08RTP130
California City Blvd	California City	Rt 14 east six miles - widen to four lanes	22,000,000	KER08RTP052
Twenty Mule Team Rd	California City	California City Blvd to Rt 58 - widen to four lanes	21,565,913	KER08RTP053
North Gate Rd	California City	California City Blvd to North Edwards - construct new four lane road	60,384,555	KER08RTP054
Woollomes Ave	Delano	Rt 99 - widen bridge to four lanes; reconstruct ramps	28,035,686	KER08RTP056
Garces Highway	Delano	I-5 to Rt 99 - widen to four lanes	288,983,230	KER08RTP057
Kimberlina Rd	Cnty/Wasco	Kimberlina Rd @ BNSF (Wasco) - construct grade separation	59,000,000	KER08RTP132
Red Apple Rd	Cnty/Tehachapi	Tucker Rd to Westwood Blvd - widen to four lanes	4,313,183	KER08RTP058
Sierra Way	Cnty/Lk Isabella	South Fork Bridge - reconstruct bridge	51,758,190	KER08RTP059
Frazier Park Blvd	Cnty/Frazier Pk	Construct Park and Ride facility near Frazier Park Blvd	12,939,548	KER08RTP060

TABLE 4.2 - Unconstrained Program of Projects (Cont'd)

Beyond 2035 - Major Highway Improvements				
Project	Location	Scope	YOE Cost	Project Id
Wheeler Ridge Rd	Kern	I-5 to Rt 223 - widen to four lanes	129,395,476	KER08RTP061
Rosamond Blvd	Cnty/Rosamond	Rosamond Blvd at UP RR - grade separation	32,348,869	KER08RTP062
K Street	Cnty/Mojave	Extend K St to Rt 14	12,939,548	KER08RTP063
Kratzmeyer Rd	Kern	Kratzmeyer Rd @ BNSF (Metro) - construct grade separation	59,000,000	KER08RTP128
Airport Drive	Kern	Airport Dr @ UPRR (Metro) - construct grade separation	69,000,000	KER08RTP131
Rosamond Blvd	Kern	Rosamond Blvd @ UPRR (Rosamond) - construct grade separation	69,000,000	KER08RTP133
K Street	Kern	K St @ UPRR (Mojave) - construct grade separation	69,000,000	KER08RTP135
Elmo Highway	McFarland	Elmo Hwy @ UPRR (McFarland) - construct grade separation	69,000,000	KER08RTP124
Dennison Rd	Tehachapi	Green St/ Dennison Rd @ UPRR (Tehachapi) - construct grade separation	69,000,000	KER08RTP121
Teh. Willow Springs Rd	Tehachapi	Rt 58 to Rosamond Blvd - widen to four lanes	150,961,389	KER08RTP064
Valley Blvd	Tehachapi	Tucker Rd to Curry St - widen to four lanes	23,722,504	KER08RTP065
Kern Ave	McFarland	Reconstruct pedestrian bridge at Rt 99	5,391,470	KER08RTP066
Mahan St	Ridgecrest	Inyokern to South China Lake - widen to four lanes	32,348,869	KER08RTP067
Richmond Rd	Ridgecrest	E Ridgecrest Blvd - widen to four lanes	6,469,774	KER08RTP068
Bowman Rd	Ridgecrest	China Lake Blvd to San Bernardino Blvd - reconstruction	4,313,183	KER08RTP069
S China Lake Blvd	Ridgecrest	US 395 to College Heights - reconstruction	36,662,052	KER08RTP070
Lerdo Highway	Shafter	Lerdo Hwy / Beech Ave @ BNSF RR (Shafter) - construct grade separation	69,000,000	KER08RTP125
Burbank Street	Shafter	Burbank St @ BNSF (Shafter) - construct grade separation	59,000,000	KER08RTP126
7th Standard Rd	Shafter	I-5 to Santa Fe Way - widen to four lanes	90,576,833	KER08RTP072
7th Standard Rd	Cnty/Shftr/Bkfd	7th Standard Rd. @ BNSF (Metro) - construct grade separation	39,500,000	KER08RTP116
Hageman Rd	Cnty/Shftr/Bkfd	Hageman/Santa Fe Way @ BNSF (Metro) - construct grade separation	39,500,000	KER08RTP117
Zachary Rd	Shafter	7th Standard Rd to Lerdo Hwy - widen to four lanes	34,505,460	KER08RTP073
West Beltway-South	South Metro	Taft Hwy to I-5 - extend freeway	100,000,000	KER08RTP075
West Beltway-North	North Metro	7th Standard Rd to Rt 99 - extend freeway	100,000,000	KER08RTP076
Total			\$6,997,430,525	



-  Projects
-  Highways
-  Major Roads

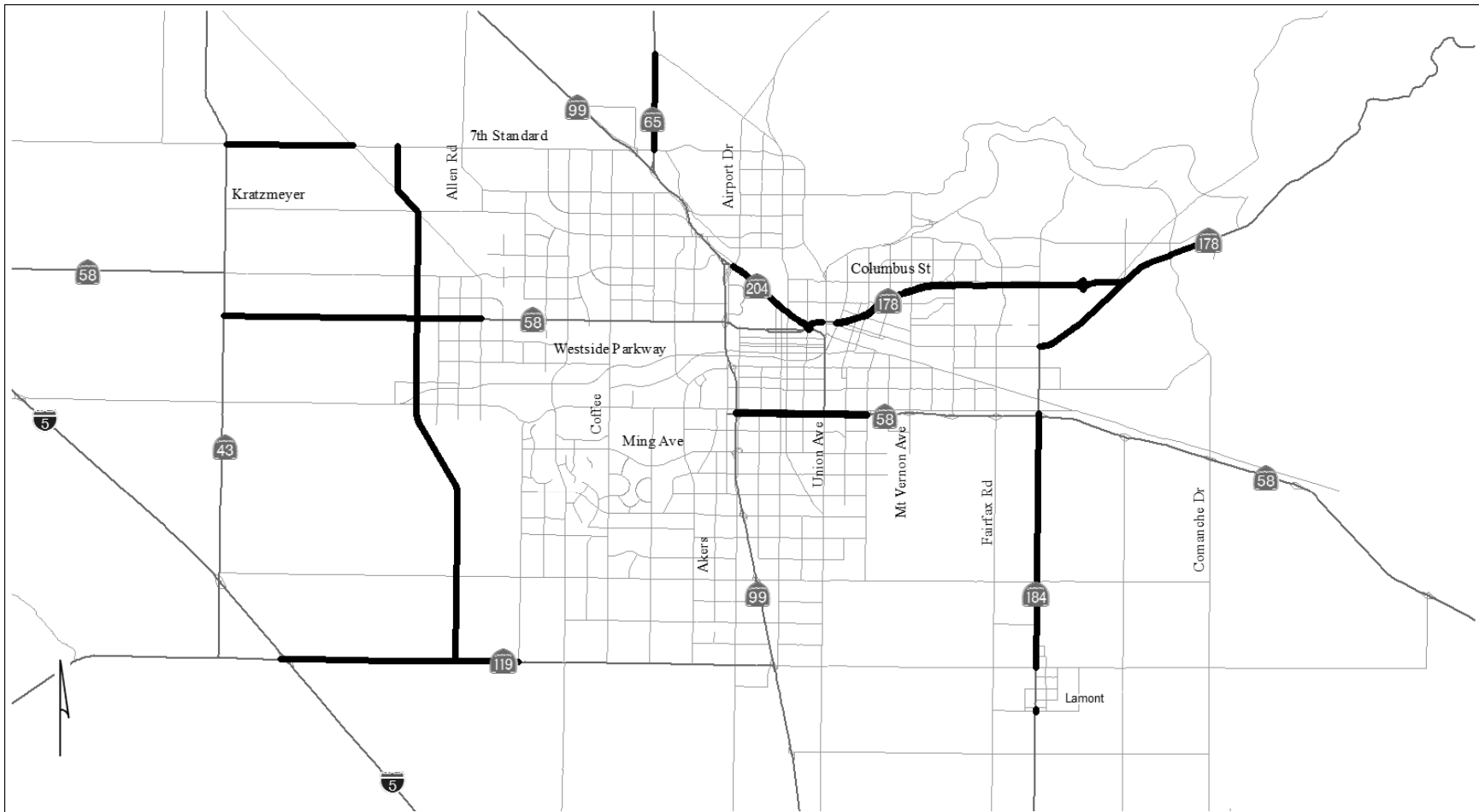





Metropolitan Bakersfield Projects (2011-2015)

Figure 4-7

TABLE 4.1 - Metro Bakersfield Near-Term Constrained Program of Projects

2007 through 2015 - Major Highway Improvements - Metro Bakersfield			
Project	Scope	YOE Cost	Start
Route 99	Hosking Ave - Construct interchange	35,000,000	2010
Westside Parkway	SR 99 / Oak St to Heath Rd - construct local freeway	340,000,000	2009
Route 58	Rosedale Hwy - Calloway Dr to SR 99 - widen to six lanes; grade separation at Landco	35,900,000	2011
Route 58	Rosedale Hwy - Allen Rd to Calloway Dr - widen to four /six lanes	8,800,000	2011
Route 58	Rt 99 to Cottonwood Rd. - widen to six lanes	50,000,000	2015
Route 99	Olive Drive - Construct interchange upgrades	6,100,000	2012
Route 178	Morning Dr to Vineland Rd - new 4/6 lane freeway w/ interchange	58,800,000	2011
Route 178	Vineland Rd to Miramonte Dr - widen to four lanes	36,500,000	2011
Hageman Extension	Knudsen Dr to Rt 204 - construct four/six lane extension	68,900,000	2012
Oak St/24th Street	Rt 178 (24th St) and Oak St - construct improvements	19,100,000	2012
Centennial Corridor	Westside Parkway to SR-58 - construct 6-lane freeway on 8-lane ROW	645,000,000	2015
24th Street	Rt 178 SR-99 to M Street - widen to six/eight lanes	34,000,000	2013
Sub-total		\$1,338,100,000	



-  Projects
-  Highways
-  Major Roads

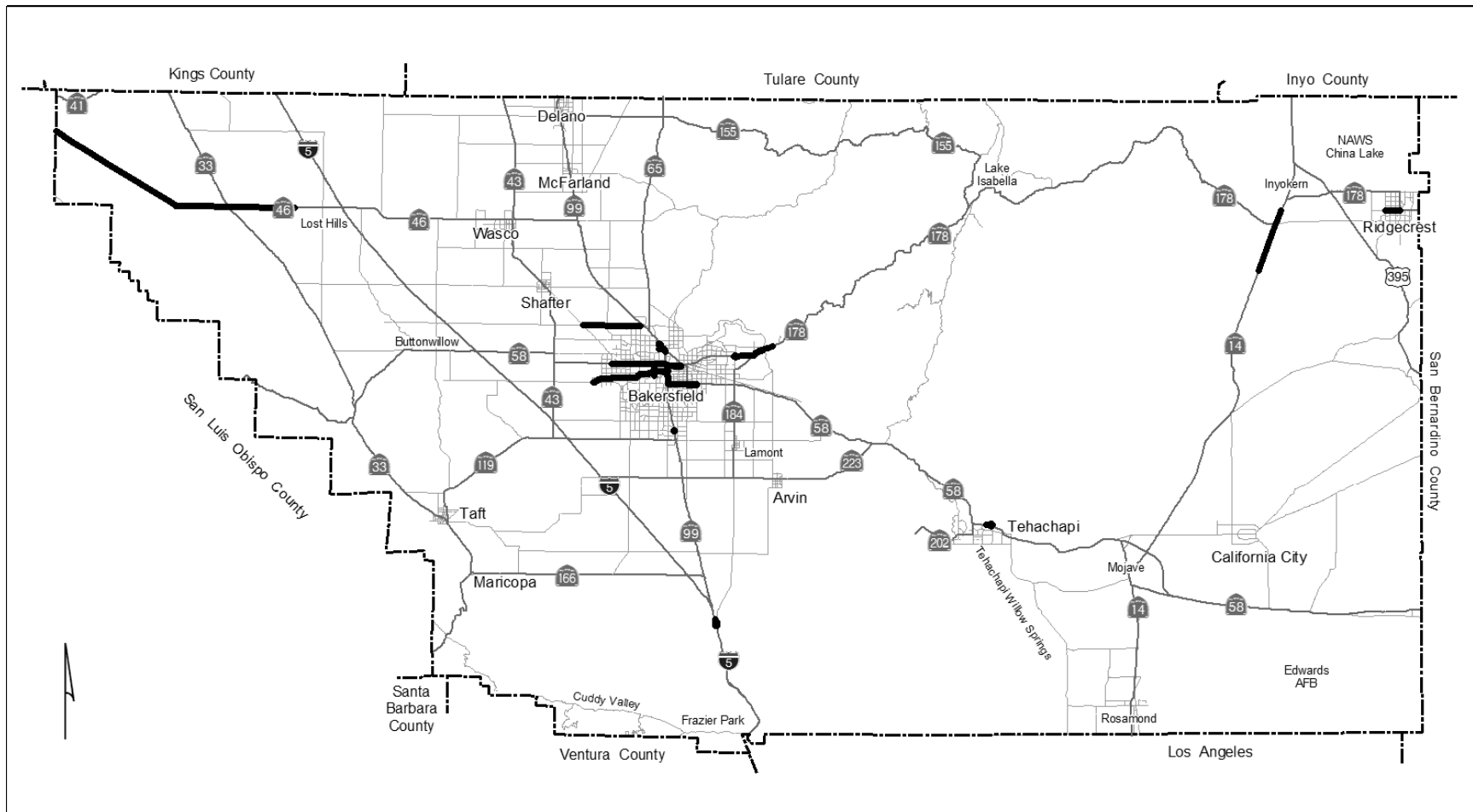
Metropolitan Bakersfield Long-Term Projects (2016-2030)



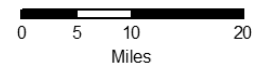
Figure 4-8

TABLE 4.1 - Metro Bakersfield Near-Term Constrained Program of Projects, cont'd

2016 through 2030 - Major Highway Improvements - Metro Bakersfield			
Project	Scope	YOE Cost	Start
Route 178	West of Fairfax Rd to west of Morning Drive - widen to six lanes	806,000	2020
Route 178	West of Morning Dr to Vineland Rd - widen to six lanes	806,000	2020
West Beltway	Rosedale Hwy to Pacheco Rd - construct four/six lane facility	173,200,000	2018
Route 58	Rosedale Hwy - Rt 43 to Allen Rd - widen to four lanes	59,000,000	2025
Route 58	Rt 99 to Cottonwood Rd. - widen to eight lanes	47,400,000	2025
Route 65	James Rd to Merle Haggard Blvd - widen to four lanes	3,000,000	2021
Route 178	At Rt 204 - Construct interchange	25,700,000	2025
Route 178	Miramonte Dr to Rancheria Rd widen to four lanes	11,700,000	2025
Route 184	At Union Pacific Railroad - Construct grade separation	26,400,000	2025
Route 204	Airport Drive to Rt 178 widen to six lanes	38,500,000	2025
Route 204	F St - construct interchange	25,700,000	2025
West Beltway	Taft Hwy to Pacheco Rd - construct four/six lane facility	80,400,000	2025
Route 119	I-5 to Buena Vista - widen to four lanes	31,300,000	2026
Route 178	Vineland Rd to Miramonte Dr - new Interchange; widen to six lanes	231,500,000	2028
Route 178	Existing west terminus to Oswell St - widen to eight lanes	140,500,000	2026
Route 184	Panama Rd to Rt 58 - widen to four lanes	10,500,000	2029
Route 184	Morning Dr to Rt 178 - widen to four lanes	5,000,000	2026
West Beltway	Rosedale Hwy to 7th Standard Rd - new four/six lane facility	128,500,000	2028
Sub-total		\$1,039,912,000	
Total Major Highway Improvements		\$2,378,012,000	

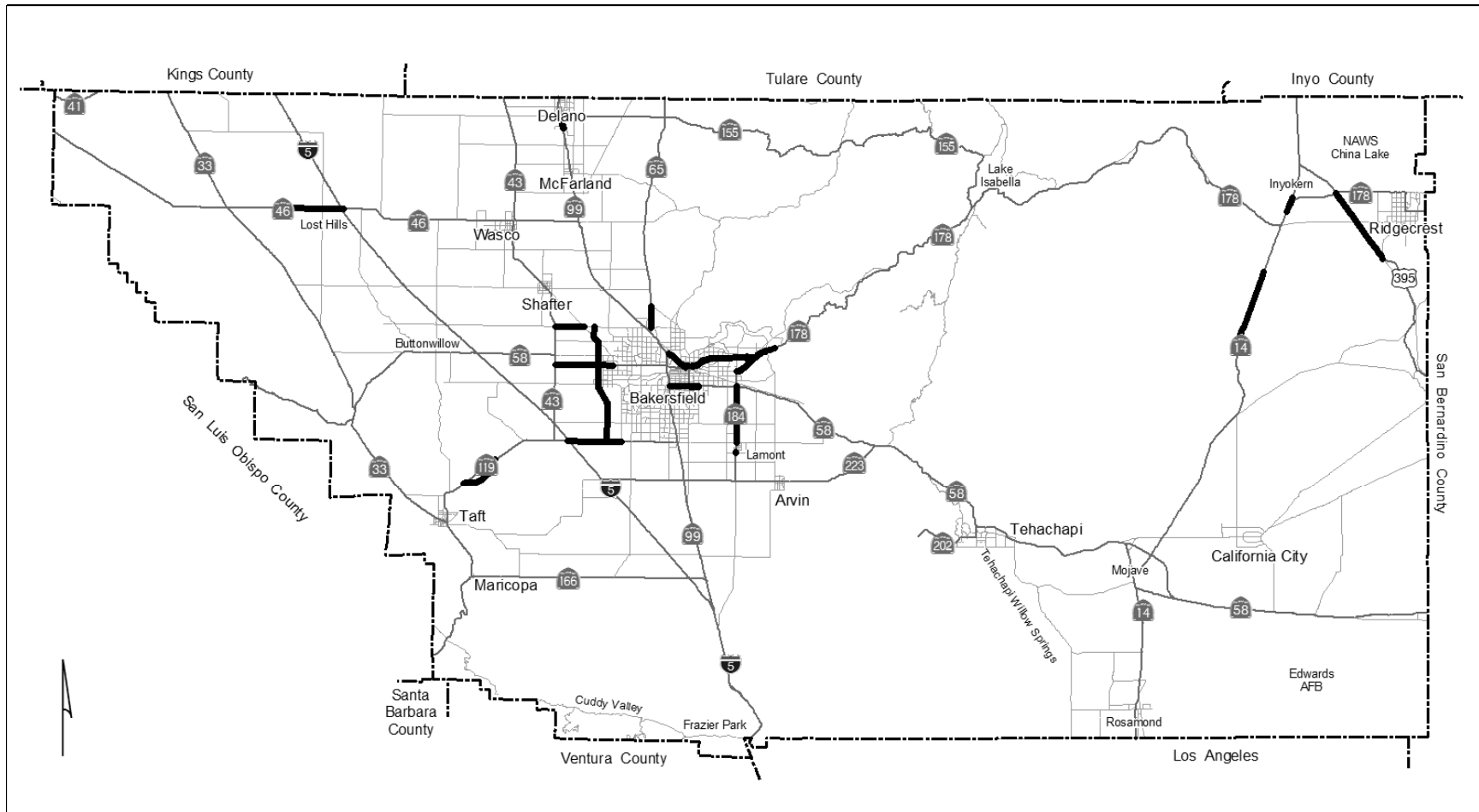





- Projects
- Highways
- Major Roads

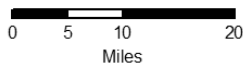


Near-Term Projects In Outlying Areas (2011-2015)

Figure 4-9



-  Projects
-  Highways
-  Major Roads



Long-Term Projects In Outlying Areas (2016-2030)

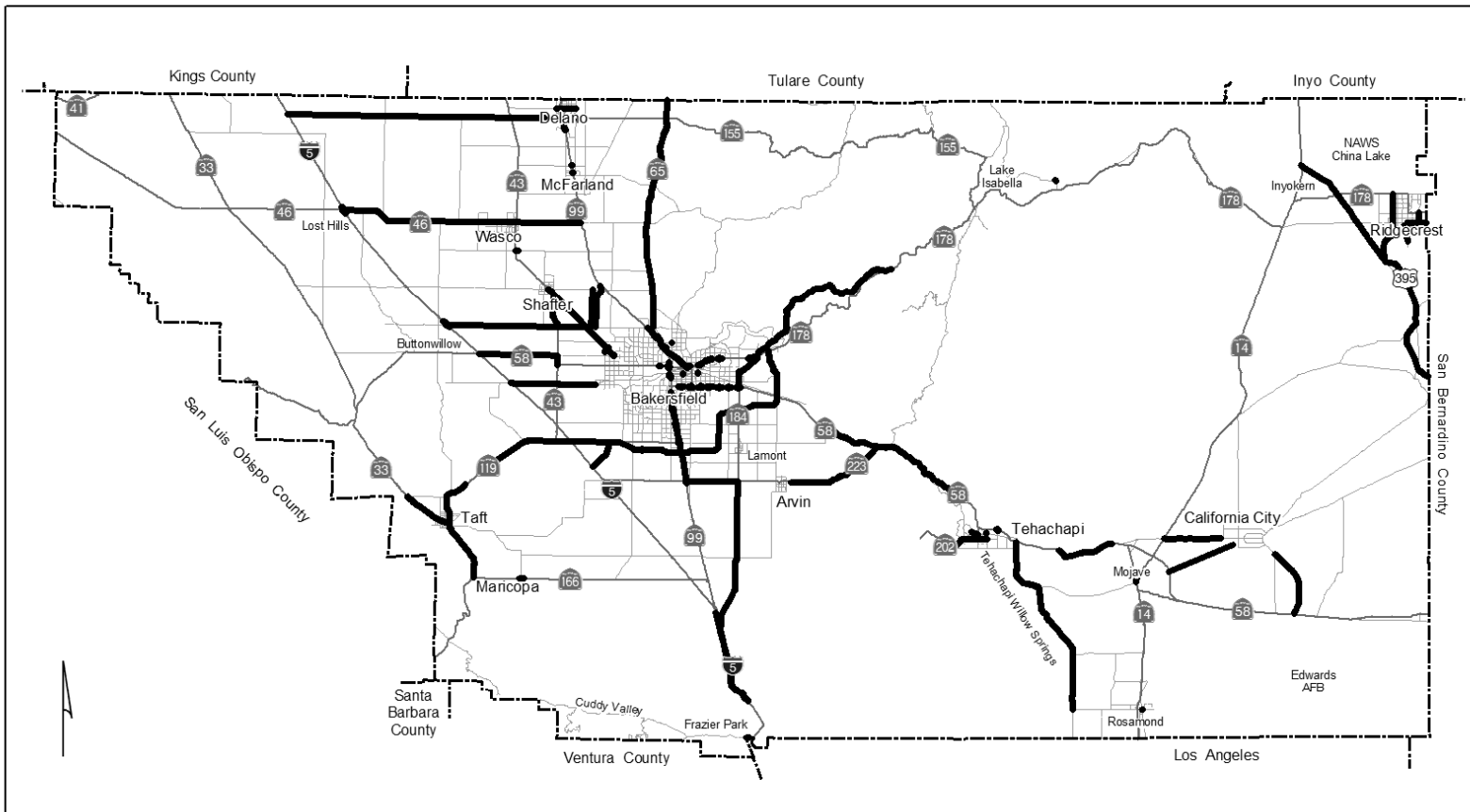
Figure 4-10




Outlying Areas Near-Term Constrained Program of Projects

2007 through 2015 - Major Highway Improvements - Outlying Areas				
Project	Location	Scope	YOE Cost	Start
I-5	Kern	Interchange improvements at Laval Rd	11,300,000	2009
Route 46	Lost Hills	SLO County Line to Halloway Rd - widen to four lanes (Segments 1 - 3)	232,070,000	2009
Challenger Dr. Ext.	Tehachapi	Viena St to Dennison Rd - construct new street	1,500,000	2010
W Ridgecrest Blvd	Ridgecrest	Mahan St to China Lake Blvd - widen to four lanes	10,200,000	2010
7th Standard Rd	Shafter	Santa Fe Way to Coffee Rd - widen to four/six lanes	57,000,000	2009
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase1)	42,000,000	2014
Sub-total			\$354,070,000	

2016 through 2030 - Major Highway Improvements - Outlying Areas				
Project	Location	Scope	YOE Cost	Start
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 2)	42,000,000	2018
Route 99	Delano	Woollomes Ave - interchange upgrades	5,000,000	2016
7th Standard Rd	Shafter/Bkfd	Rt 43 to Santa Fe Way - widen to four/six lanes	11,500,000	2016
Route 14	Inyokern	Redrock / Inyokern Rd to Rt 178 - widen to four lanes (Phase 3)	32,000,000	2022
Route 119	Taft	Cherry Ave to Elk Hills - widen to four lanes (Phase 1)	115,000,000	2022
US 395	Ridgecrest	Between Rt 178 and China Lake Blvd - construct passing lanes	20,000,000	2022
Route 46	Lost Hills	Halloway Rd to I-5 - interchange upgrade at I-5 (Phase 4)	97,000,000	2026
Sub-total			\$322,500,000	

Total Major Highway Improvements \$676,570,000



-  Projects
-  Highways
-  Major Roads



Financially Unconstrained Projects

Figure 4-11

**REVENUE AND EXPENDITURE SUMMARY FOR AMENDED ELEMENTS
OF THE CAPITAL IMPROVEMENT PROGRAM**

Revenue Assumptions for Major Highway Improvements in Table 4.1

	Before Amendment	After Amendment
STIP Revenue - Programmed & Future		
STIP - Programmed	\$497,000,000	\$497,000,000
STIP - Future Estimate	\$900,000,000	\$900,000,000
Subtotal	\$1,397,000	\$1,397,000,000
Federal Demonstration	\$722,000,000	\$722,000,000
Local Fees & Developer Contributions	\$374,000,000	\$935,582,000
Total Highway Improvements Revenue Estimates	\$1,097,397,000	\$3,054,582,000

Programming Changes for Major Highway Improvements in Table 4.1

	Before Amendment	After Amendment
Programming for Major Highway Improvements	\$2,450,070,000	\$3,054,582,000

The following adjustment is included in the revised overall estimated revenue increase from \$2.4 billion upward to \$3 billion:

1. Approximately \$600 million increase in future Metropolitan Bakersfield Transportation Impact Fee Program funding over the next 22 years.

FINANCIAL ELEMENT

The federal surface transportation act (SAFETEA-LU) requires that the RTP be fiscally constrained; that is, the sum of the costs for planned projects cannot exceed reasonably available financial resources.

SAFETEA-LU also requires “year of expenditure” project cost estimates to be included in the Regional Transportation Plan. Revenue estimates must reflect reasonably available dollars and that the project lists identified for construction be constrained by the projected level of revenue. Year of expenditure is defined as the anticipated fiscal year that construction would begin. Regional highway projects in Table 4.1 (Constrained Program of Projects) and Table 4.2 (Unconstrained Program of Projects) have been reviewed and adjusted to meet these requirements. A statewide annual average of 3 percent for expected inflation was applied to project estimates. The impact of this adjustment is the deferral of projects previously identified for construction within the financially constrained planning range of the RTP (at least 20 years throughout its tenure) because expected revenue projections are less than the financing needed for these projects.

Revenue estimates for major highway improvements reflected in Table 4.1 were adjusted from \$2.4 billion to \$3.0 billion. The approximately \$600 million increase reflects anticipated changes to the Metropolitan Bakersfield Impact Fee schedule, as well as modifications to the existing Thomas Road Improvement Program.

Regional project priorities for projects outside metropolitan Bakersfield continue to reflect commitments set in motion in 1999. Table 4.2 has been updated to reflect year of expenditure cost estimates and has been separated into two planning bands – “2031 to 2035” and “Beyond 2035”. The 2031-2035 planning bandwidth includes projects identified in the updated Metropolitan Bakersfield Fee Program. While these projects are considered financially constrained with anticipated revenue from the fee program, they are not expected to be built before 2030 and are not currently included in the air quality impact analysis. They will be incorporated, however, when the Regional Transportation Plan is updated in 2010.

Modifications to the existing Financial Element of the 2007 Destination 2030 Regional Transportation Plan include the following:

Revenue Projection Assumptions

County-share estimates to fund state highway projects are based on Caltrans’ projections of Kern County’s share and are projected over a 20-year period. Inflation rates are not applied. The first five years of revenue estimates assumed current FTIP project funding plus an additional \$35 million. The second five years assumed a Regional Improvement Program (RIP) rate of \$35 million per year for five years and \$10 million per year from the discretionary Interregional Improvement Program (IIP) source. The final 10 years assumed \$35 million for RIP and \$10 million for IIP per year.

Revenue Sources

Revenues identified in the 2007 Destination 2030 RTP financial forecast are those that have been provided for the construction, operation, and maintenance of the Kern

region's current roadway, transit and airport system. Baseline revenues include existing local, state, and federal transportation funding sources. As Table 5-1 and Figure 5.2 summarize below, revenue forecasts for the Kern region are estimated to be approximately \$6.5 billion for the RTP's 20-plus-year timeframe. Revenue levels identified in Table 5-1 reflect reasonably available funding and include estimates for funding programs used over the last several years.

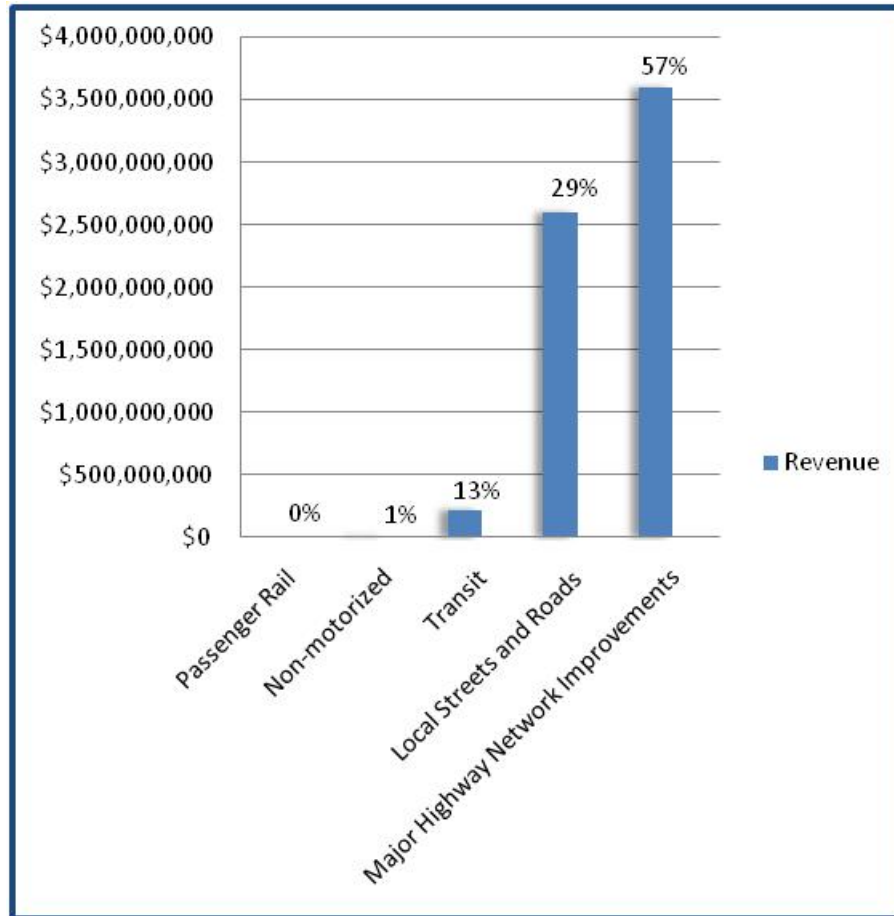
Table 5-1 Revenue Forecast 2007-2030

Funding Source	Regional Total \$	Percent of Total
Local Sources		
Local Transportation Funds	460,000,000	7
Bus Farebox	171,000,000	3
Local Agency Funds/Developer Fees/Regional Fees/Other	1,878,512,000	30
Subtotal	2,509,512,000	40
State Sources		
STIP (Regional and Interregional)	1,397,000,000	22
State Transit Assistance (STA)	460,500,000	7
State Highway Operation and Protection Program (SHOPP)	1,000,000,000	17
State Aid to Airports	3,000,000	<1
Subtotal	2,860,500,000	46
Federal Sources		
Surface Transportation Program	135,000,000	2
Transportation Enhancement Activities Program	10,400,000	<1
Congestion Mitigation and Air Quality Program	106,000,000	2
Local Assistance (HES, HBRR, Section 130, Emergency Relief)	82,000,000	1
Federal Aid to Airports	45,000,000	1
FTA Section 5307 (Transit – metro)	38,800,000	1
FTA Section 5310 (Transit – senior / disabled)	2,100,000	<1
FTA Section 5311 (Transit – rural)	5,400,000	<1
State/Federal Demonstration	720,000,000	11
Subtotal	1,144,700,000	14
Total	\$6,514,712,000	100%

Baseline Expenditures

Given the 2007 Destination 2030 RTP's baseline cost estimate of \$6.5 billion, Figure 5.2 illustrates the mode split for the region. The data show that about 86% of the region's baseline costs are dedicated to street and highway improvements or maintenance. Thirteen percent of expenditures are for transit operating and capital needs. The remaining 1% of RTP expenditures is for transportation control measures, aviation, and non-motorized projects.

Figure 5.2 Transportation Investments by Mode 2007-2030



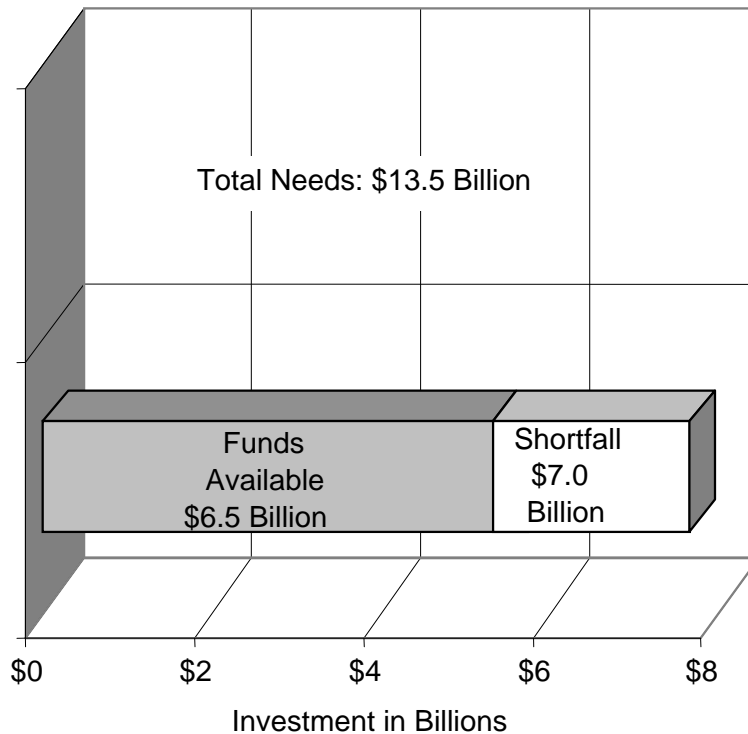
Funding Shortfall of \$7 Billion

To further assess the region's financial outlook, baseline revenues were matched against a program of projects that is divided into two groups: constrained and unconstrained. The Unconstrained Program of Projects (Table 4.2) lists projects considered necessary for development of Kern County's transportation infrastructure, but for which funding cannot be reasonably expected within the timeframe of the RTP. This comparison clearly indicated that the Kern region will experience funding deficits to operate, maintain, and rehabilitate its existing transportation system over the 2007 RTP timeframe. While the shortfall is shown as approximately \$7.0 billion, it is actually much greater because some projects do not as yet have actual cost estimates. Such projects as high-speed rail improvements and grade separation projects (over- and under-crossings) do not have identified funding. Some grade separations have been included as components of street widening, while many are stand-alone projects. Costs will vary based on right-of-way purchase in addition to construction costs.

The extensive list of unconstrained projects, including regionally significant highway improvements, interchanges, regional roadway improvements, rail and bus service, railroad grade crossings, transportation control measures and deferred roadway maintenance paints a vivid picture of Kern County's need for additional revenue.

Funds to support operations and maintenance, whether it be street and highway, bus and rail, or transportation demand management programs, are the most difficult to find. Historically, the Kern region has relied heavily on local monies for these operating funds.

Figure 5.9 Investment Shortfall



Operating funds for streets and road maintenance have been available traditionally through gas taxes, Transportation Development Act (TDA) funds and flexible federal transportation funds; however, TDA funds in support of street and road maintenance projects are not expected to continue. With increasingly fuel-efficient vehicles and the rising cost of gasoline, revenues from gas taxes are not expected to increase at more than a nominal rate.

ENVIRONMENTAL JUSTICE

The goal of the environmental justice process is to ensure that all people, regardless of race, color, national origin or income, are protected from disproportionate negative or adverse impacts caused by the RTP Program of Projects. As part of the RTP Amendment process, Kern COG reassessed Environmental Justice performance measures to determine what, if any, impacts would occur given the project changes discussed above.

Since the adoption of the 2007 RTP, the eight San Joaquin Valley COGs have enhanced their outreach to Tribal Nations with a California Department of Transportation Environmental Justice grant. The grant has funded a program that focuses on engaging both federally and non-federally recognized tribes in a series of forums throughout the San Joaquin Valley. Projects include an action plan, report, and potential protocol for tribal monitoring during excavation at construction sites. In addition, the tribes are considering creation of an archaeological sensitivity map for use as a potential “dissuasion” layer in land use modeling for the Valleywide Blueprint.

Equity

Equity is considered a key performance measure, and is defined as a fair and reasonable distribution of transportation investment benefits (as a share of benefits). Kern COG took a similar approach to equity as with cost-effectiveness, comparing the total investment in roads and transit through 2030 with total passenger miles traveled in Bakersfield, rural areas and the county as a whole. All numbers were converted to percentages for simplicity.

In 2030, metropolitan Bakersfield Environmental Justice (EJ) Transportation Analysis Zones (TAZs) will account for 15% of all passenger miles traveled in the region. However, approximately 24% of transportation expenditures will go directly into the Bakersfield EJ TAZs. Similarly, rural EJ TAZs will represent 13% of countywide passenger miles traveled (PMT); however, 29% of all transportation funding will be spent in those areas. Countywide, approximately 27% of all passenger miles traveled will occur in EJ TAZs, which will collect 29% of funding and projects. For Kern County as a whole, the percent of expenditures and passenger miles traveled in EJ areas are roughly equivalent, that is, 2% in favor of EJ areas. The greatest benefit is to Bakersfield EJ areas.

Although Kern COG cannot reliably project the number of passenger miles traveled by rural transit agencies in 2030, the model does predict that EJ TAZs in the metro Bakersfield region will make up approximately 57% of transit PMT. Those same TAZs, however, will receive 73% of all transit funding attributable to the metropolitan area. Stratification between metro and rural transit services is impractical because of the lack of a rural transit PMT variable.

Percent of Expenditures versus Passenger Miles Traveled in 2030 - Highways

Region	2030 PMT	Total investment	PMT (percent)	Investment (percent)
Bakersfield	21,073,399	\$2,389,512,000	42.1	78.2
Rural Areas	28,978,758	\$ 665,070,000	57.9	21.8
Countywide	50,052,157	\$3,054,582,000	100	100

**Percent of Expenditures versus
 Passenger Miles Traveled in EJ TAZs by 2030 - Highways**

Region	2030 PMT	Total investment	PMT (percent)	Investment (percent)
Bakersfield	7,340,145	\$729,616,053	53.9	81.6
Rural Areas	6,273,107	\$164,986,881	46.1	18.4
Countywide	13,613,252	\$894,602,934	27.2	29.3

**Percent of Expenditures versus
 Passenger Miles Traveled in 2030 - Transit**

Region	2030 PMT	Total investment	PMT (percent)	Investment (percent)
Bakersfield	94,240	\$96,000,000	N/A	85.1
Rural Areas	N/A	\$16,800,000	N/A	14.9
Countywide	N/A	\$112,800,000	N/A	100

**Percent of Expenditures versus
 Passenger Miles Traveled in EJ TAZs by 2030 - Transit**

Region	2030 PMT	Total investment	PMT (percent)	Investment (percent)
Bakersfield	64,273	\$48,800,000	N/A	73.1
Rural Areas	N/A	\$17,986,500	N/A	26.9
Countywide	N/A	\$66,786,500	N/A	59.2