

Metro Bakersfield TIF - p. 2
Tehachapi/Kern TIF - p. 48
Rosamond/Kern TIF - p. 69
Delano TIF - p. 71

1.97 REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program												6/21/2010		Exhibit "A"			
		LIMITS															
Global Project Number	Street Name	From	To	Improvement Length Miles	Completed Improvement Length Miles	Number of Lanes Striped	Number of Lanes Proposed	Lanes Funded by Fee	Number of Lane-Miles	Cat_desc	Notes	Cost R/W	Cost Construct.	Signal Cost	Additional/ Undifferentiated Cost	Total Cost	Fee Funding
BAKERSFIELD RTIF FACILITY LIST (NON-CORE)*																	
B303	7th Standard Road	Airport Drive								Traffic Signals	Install Signal	\$0	\$0	\$161,400		\$161,400	\$161,400
B595	7th Standard Road	Chester Avenue								Modified Traffic Signals	Signal Modification	\$0	\$0	\$58,400		\$58,400	\$58,400
B307	7th Standard Road	McCray Street								Traffic Signals	Install Signal	\$0	\$0	\$148,400		\$148,400	\$148,400
E125	7th Standard Road	Greeley Road	Santa Fe Way	1.50		2	4	2	3.0	2 Lane Additions	Add 2 lanes		\$1,561,696			\$1,561,696	\$1,561,696
E267	7th Standard Road	SR 43/Enos Lane		1.00		2	6	4	4.0	Expand Intersection	Expand Intersection		\$1,267,200			\$1,267,200	\$1,267,200
B311	7th Standard Road	SR 99	I-5	3.00						Freeway Projects	Advance Planning	\$0	\$0		\$5,500,000	\$5,500,000	\$5,500,000
B309	7th Standard Road	SR 99								State Hwy Bridges, Interchanges	Replace EB Bridge: add WB-SB ramp	\$0	\$0		\$7,000,000	\$7,000,000	\$7,000,000
E159	7th Standard Road	Wings Way	Airport Drive	0.50		2	4	2	1.0	2 Lane Additions	Add 2 Lanes		\$520,565			\$520,565	\$520,565
E340	7th Standard Road	Quail Creek Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E336	7th Standard Road	Zachary Road	Coffee Road							2 Lane Additions	Add 2 Lanes, 4 to 6 Lane widening		\$0		\$3,437,500	\$3,437,500	\$3,437,500
E337	7th Standard Road	UPRR/SR 99								Railroad Grade Separations	Grade Separation		\$0		\$27,021,000	\$27,021,000	10,361,000
E338	7th Standard Road	Santa Fe Way	Coffee Road							2 Lane Additions	Add 2 lanes, 4 Lane Widening		\$0		\$45,154,000	\$45,154,000	1,203,500
E160	Airport Drive	Norris Road	Olive Drive	2.00		4	6	2	4.0	2 Lane Additions	Add 2 lanes, BORDER		\$2,082,262			\$2,082,262	\$1,041,131
B1	Airport Drive	Norris Road								Expand Intersection	Expand Intersection, BORDER	\$687,656	\$687,656		\$0	1,375,311	\$687,656
E185	Airport Drive	Olive Drive			0.50					Expand Intersection	BORDER		\$500,000			\$500,000	\$250,000
B2	Airport Drive	Olive Drive n/o	State Road	0.60		4	6	2	1.2	2 Lane Additions	Add 2 lanes/Expand Intersection, BORDER	\$0	\$5,000,000		\$0	5,000,000	\$2,500,000
B3	Airport Drive	UP RR								Railroad Grade Separations	Widen RR Bridge, BORDER	\$0	\$0		\$1,222,498	\$1,222,498	\$611,249
B450	Akers Road	Pacheco Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E302	Alfred Harrell Highway	China Grade Loop	Fairfax Road	0.50		4	6	2	1.0	2 Lane Additions	Add 2 Lanes	\$0	\$520,565		\$0	\$520,565	\$520,565
B577	Alfred Harrell Highway	Lake Ming Road								Traffic Signals	Install traffic signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B540	Alfred Harrell Highway	West End Hart Park	SR 178	5.50		2	4	2	11.0	2 Lane Additions	Add 2 lanes	\$0	\$5,726,220		\$611,249	\$6,337,469	\$6,337,469
B158	Allen Road	Ming Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E4	Allen Road	Panama Lane	SR 119/Taft Highway	2.00		0	2	2	4.0	2 Lane Additions	Construct 2 lanes		\$2,082,262			\$2,082,262	\$2,082,262
E344	Allen Road	SR 58/Rosedale Highway	Brimhall Road	1.00	0.75	4	6	1	0.3	1 Lane Additions	Add 1 lanes		\$130,141			\$130,141	\$130,141
E186	Allen Road	SR 58/Rosedale Highway								Expand Intersection	Widen to 6 lanes		\$500,000			\$500,000	\$500,000
B4	Allen Road	Brimhall Road	Stockdale Highway	1.00	0.75	2	6	2	0.5	2 Lane Additions	Add 2 lanes	\$0	\$260,283		\$0	\$260,283	\$260,283
B5	Allen Road	Campus Park								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B6	Allen Road	Chamber Boulevard								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B8	Allen Road	Goose Lake Slough								Canal Culverts	Construct new Culvert @ Sta. 236+60 (Goose Lake)	\$0	\$220,050		\$0	\$220,050	\$220,050
B9	Allen Road	Harris Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B11	Allen Road	Kern River Canal								Canal Bridges	Construct canal bridge at Sta. 150+00 (River Canal)	\$0	\$0		\$611,249	\$611,249	\$611,249
B13	Allen Road	Meacham Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B15	Allen Road	Noriega Road	Hageman Road	0.38		2	2	1	0.4	1 Lane Additions	NB only	\$36,122	\$121,723		\$611,249	\$769,094	\$769,094
B16	Allen Road	Noriega Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B18	Allen Road	Panama Lane	Ming Avenue	3.00		0	2	2	6.0	2 Lane Additions	Construct 2 lanes	\$0	\$3,123,393		\$0	\$3,123,393	\$3,123,393
B19	Allen Road	Reina Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B20	Allen Road	Snow Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B21	Allen Road	UP RR								Improve Railroad Grade Crossings	Improve grade crossing	\$0	\$1,000,000		\$0	\$1,000,000	\$1,000,000
E342	Allen Road	N/o Rosedale Hwy								Relocate Obstruction	PG&E Tower Relocation, 2 Towers 1165ft North of Rosedale	\$0	\$0		\$200,000	\$200,000	\$200,000
E341	Allen Road	N/o Rosedale Hwy	Meacham Road + .36miles	0.60		2	4	1	0.6	1 Lane Additions	Road widening	\$0	\$312,339		\$0	\$312,339	\$312,339
B574	Ashe Road	Harris Road								Traffic Signals	Install traffic signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B541	Ashe Road	Panama Lane	Taft Highway	2.00		2	6	2	4.0	2 Lane Additions	Add 2 lanes	\$0	\$2,082,262		\$0	\$2,082,262	\$2,082,262
E6	Ashe Road	SR 119/Taft Highway	Curnow Road	0.50		2	4	2	1.0	2 Lane Additions	Construct 2 lanes		\$520,565			\$520,565	\$520,565
B24	Ashe Road	Berkshire Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B25	Ashe Road	Hosking Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B26	Ashe Road	McKee Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B454	Berkshire Road	Akers Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B455	Berkshire Road	Buena Vista Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B456	Berkshire Road	Mountain Ridge Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B457	Berkshire Road	Mountain Vista Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B458	Berkshire Road	Reliance Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B29	Berkshire Road	South H Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B30	Berkshire Road	South Union Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B615	Berkshire Road (Star Lake Pkwy)	Sunset Spur								Improve Railroad Grade Crossings	New at-grade crossing	\$0	\$800,000		\$0	\$800,000	\$800,000
B32	Breckenridge Road	SR 184/Morning Drive	Vineland Road	1.00		2	4	2	2.0	2 Lane Additions	Add 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B37	Brimhall Road	Jenkins Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B41	Brimhall Road	Renfro Road	Allen Road	0.50	0.25	2	4	2	0.5	2 Lane Additions	Add 2 lanes (excluding Westdale Avenue to Jenkins Road KEN664)	\$0	\$260,283		\$0	\$260,283	\$260,283
E172	Brimhall Road	Rudd Road	Renfro Road	0.50		0	2	2	1.0	2 Lane Additions	Add 2 lanes	\$0	\$520,565			\$520,565	\$520,565
B43	Brimhall Road	Verdugo Lane								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B613	Buena Vista Road	Campus Park Drive								Relocate Obstruction	Relocate PG&E Tower	\$0	\$0		\$273,456	\$273,456	\$273,456
B48	Buena Vista Road	Campus Park Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B49	Buena Vista Road	Harris Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B51	Buena Vista Road	Pacheco Road	Panama Lane	1.00													

1.97	REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program												6/21/2010	Exhibit "A"			
		LIMITS															
Global Project Number	Street Name	From	To	Improvement Length Miles	Completed Improvement Length Miles	Number of Lanes Striped	Number of Lanes Proposed	Lanes Funded by Fee	Number of Lane-Miles	Cat_desc	Notes	Cost R/W	Cost Construct.	Signal Cost	Additional/ Undifferentiated Cost	Total Cost	Fee Funding
B75	Coffee Road	7th Standard Road	Norris Road	1.50		2	6	2	3.0	2 Lane Additions	Add 2 lanes	\$61,125	\$1,561,696		\$0	\$1,622,821	\$1,622,821
E209	Coffee Road	7th Standard Road 320' s/o								Canal Bridges	from 2 to 6 lanes, Widen Canal Crossing		\$600,000			\$600,000	\$600,000
E339	Coffee Road	Rosedale Highway								Expand Intersection	Expand Intersection		\$0		\$9,000,000	\$9,000,000	\$9,000,000
E342	Coffee Road	Truxtun Ave								Expand Intersection	Expand Intersection		\$0			\$3,000,000	\$3,000,000
E343	Coffee Road	Stockdale Highway								Expand Intersection	Expand Intersection		\$0		\$3,200,000	\$3,200,000	\$3,200,000
B571	Coffee Road	Norris Road								Relocate Obstruction	Relocate PG&E transmission tower	\$0	\$0		\$273,457	\$273,457	\$273,457
E16	Comanche Drive	Alfred Harrell Highway	SR 58	6.00		2	4	2	12.0	2 Lane Additions	Add 2 lanes		\$6,246,786			\$6,246,786	\$6,246,786
E189	Comanche Drive	SR 58								State Hwy Bridges, Interchanges	Widen overpass		\$5,000,000			\$5,000,000	\$5,000,000
E304	Comanche Drive	SR 58								Traffic Signals	Install Signal, State	\$0		\$250,000	\$250,000	\$500,000	\$500,000
E17	Comanche Drive	UPRR								Railroad Grade Separations	Grade Separation		\$0		\$20,000,000	\$20,000,000	\$15,000,000
E217	Cottonwood Road	Hosking Avenue 1700' s/o								Canal Bridges	pictures, Widen Canal Crossing		\$300,000			\$300,000	\$300,000
E218	Cottonwood Road	Hosking Avenue 3200' s/o								Canal Bridges	Widen Canal Crossing		\$300,000			\$300,000	\$300,000
E216	Cottonwood Road	Panama Lane 1500' s/o								Canal Bridges	Widen Canal Crossing		\$300,000			\$300,000	\$300,000
E163.1	Cottonwood Road	SR 58	Panama Lane	4.00		2	4	2	8.0	2 Lane Additions	Add 2 lanes		\$2,133,516			\$2,133,516	\$2,133,516
B80	Day Avenue	Airport Drive								Traffic Signals	Install Signal	\$0	\$0	\$155,100		\$155,100	\$155,100
B81	Day Avenue	Chester Avenue								Traffic Signals	Install Signal	\$0	\$0	\$147,800		\$147,800	\$147,800
B82	Day Avenue	Manor Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B83	Day Avenue	McCray Street								Traffic Signals	Install Signal	\$0	\$0	\$143,200		\$143,200	\$143,200
B85	Edison Road	Breckenridge Road	Edison Highway	1.25		0	4	2	2.5	2 Lane Additions	Construct 2 lanes	\$0	\$1,301,414		\$0	\$1,301,414	\$1,301,414
B86	Edison Road	SR 178	Breckenridge Road	2.50		0	4	2	5.0	2 Lane Additions	Construct 2 lanes	\$0	\$2,602,827		\$0	\$2,602,827	\$2,602,827
B148	El Toro Viejo Road	BNSF RR								Railroad Grade Separations	Grade Separation	\$0	\$0		\$10,000,000	\$10,000,000	\$10,000,000
B464	Etchart Road	Calloway Drive	Borel Street	0.50		2	4	1	0.5	1 Lane Additions	Add 1 eastbound lane & move ditch	\$0	\$160,162		\$177,507	\$337,668	\$337,668
B465	Etchart Road	Calloway Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B468	Etchart Road	Jenkins Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B466	Etchart Road	Old Farm Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B87	Fairfax Road	Alfred Harrell Highway	Paladino Drive	1.00		2	6	2	2.0	2 Lane Additions	Add 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
E203	Fairfax Road	Alfred Harrell Highway								State Hwy Bridges, Interchanges	Expand Underpass, Widen Intersection		\$5,000,000			\$5,000,000	\$5,000,000
B92	Fairfax Road	Highland Knolls Drive s/o	Niles Street	0.26		4	6	1	0.3	Construct Medians	Westside and Median, BORDER	\$20,139	\$135,347		\$0	\$155,486	\$77,743
E167	Fairfax Road	Redbank Road	Panama Lane	3.00		2	4	2	6.0	2 Lane Additions	Construct 2 lanes		\$3,123,393			\$3,123,393	\$3,123,393
B90	Fairfax Road	Redbank Road	SR 58	0.75		2	4	2	1.5	2 Lane Additions	Add 2 lanes	\$0	\$780,848		\$0	\$780,848	\$780,848
B91	Fairfax Road	Redbank Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000		\$190,000	\$190,000
B95	Fairfax Road	SR 58								State Hwy Bridges, Interchanges	Widen SR 58 bridge at Sta. 45+75, REGIONAL	\$0	\$0		\$1,222,498	\$1,222,498	\$1,068,463
B96	Fairfax Road	SR 58 Off Ramps								Traffic Signals	Install Signals (2nd signal cost in Additional costs), State, REGIONAL		\$0	\$250,000	\$250,000	\$500,000	\$437,000
B97	Fairview Road	Monitor Street	South Union Avenue	0.50		2	4	2	1.0	2 Lane Additions	Add 2 lanes	\$13,797	\$320,323		\$0	\$334,121	\$334,121
B99	Fruitvale Avenue	Downing Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B100	Fruitvale Avenue	Hageman Road	SR 58/Rosedale Highway	1.25		2	6	2	2.5	2 Lane Additions	Add 2 lanes	\$1,008,561	\$1,301,414		\$0	\$2,309,975	\$2,309,975
E206	Fruitvale Avenue	Hageman Road								Expand Intersection	S.E. Corner		\$500,000			\$500,000	\$500,000
B101	Fruitvale Avenue	Meany Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B102	Fruitvale Avenue	Snow Road	Norris Road	0.50		2	4	2	1.0	2 Lane Additions	Add 2 lanes	\$0	\$520,565		\$0	\$520,565	\$520,565
B98	Fruitvale Avenue	Snow Road 600' s/o								Canal Culverts	Widen Culvert @ Beardsley Canal		\$0		\$250,000	\$250,000	\$250,000
E207	Fruitvale Avenue	SR 58/Rosedale Highway								Canal Bridges	Widen canal 20' n/o Rosedale Highway, Widen Canal Crossing		\$300,000			\$300,000	\$300,000
E300	Gilmore Avenue	Calloway Canal								Canal Bridges	Construct Calloway Canal Bridge	\$0	\$0		\$611,249	\$611,249	\$611,249
E164	Gilmore Avenue	Fruitvale Avenue	Landco Drive	0.86		0	2	2	1.7	2 Lane Additions	Construct 2 lanes		\$550,956		\$1,000,000	\$1,550,956	\$1,550,956
B489	Gilmore Avenue	Landco Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E301	Gilmore Avenue	RR								Railroad Grade Separations	New at grade crossing	\$0	\$0		\$500,000	\$500,000	\$500,000
B103	Gosford Road	Berkshire Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B105	Gosford Road	Hosking Avenue/McCutchen Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E210	Gosford Road	McCutchen Road 1500' n/o		4.00		2	4			Canal Bridges	Widen Canal Crossing		\$400,000			\$400,000	\$400,000
B106	Gosford Road	McKee Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B543	Gosford Road	Panama Lane	SR 119/Taft Highway	2.00		2	6	2	4.0	2 Lane Additions	Add 2 lanes	\$0	\$2,082,262		\$0	\$2,082,262	\$2,082,262
B107	Hageman Road	Allen Road		0.25		2	6	4	1.0	Expand Intersection	Install Signal, Expand Intersection	\$0	\$520,565	\$190,000	\$0	\$710,565	\$710,565
E38	Hageman Road	Heath Road	Rudd Road	0.50		2	3	2	1.0	2 Lane Additions	Construct 2 additional lanes		\$520,565			\$520,565	\$520,565
E45	Hageman Road	Heath Road								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
B109	Hageman Road	Jenkins Road	Allen Road	0.53	0.20	2	6	4	1.3	2 Lane Additions	partial - only along non-residential frontage	\$16,987	\$680,900		\$305,625	\$1,003,511	\$1,003,511
B110	Hageman Road	Jenkins Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B111	Hageman Road	Jewetta Avenue	Verdugo Lane	0.20		2	6	4	0.8	1 Lane Additions	only additional RW and improvements	\$43,735	\$416,452		\$305,625	\$765,812	\$765,812
B112	Hageman Road	Jewetta Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B473	Hageman Road	Landco Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B114	Hageman Road	Mohawk Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E40	Hageman Road	Nord Road	Wegis Avenue	0.50		2	4	2	1.0	2 Lane Additions	Construct 2 additional lanes		\$520,565			\$520,565	\$520,565
B115	Hageman Road	Old Farm Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B117	Hageman Road	Renfro Road	Jenkins Road	0.50		2	4	2	1.0	2 Lane Additions	Add 2 lanes	\$0	\$520,565		\$0	\$520,565	\$520,565
B118	Hageman Road	Renfro Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B119	Hageman Road	Santa Fe Way	Old Farm Road	0.50		2	6	2	1.0	2 Lane Additions	Add 2 lanes	\$0	\$520,565		\$0	\$520,565	\$520,565
B581	Hageman Road	Santa Fe Way								Railroad Grade Separations	Grade Separation	\$0	\$0		\$37,600,000	\$37,600,000	6,000,000
E39	Hageman Road	Wegis Avenue	Heath Road	0.50		2	4	2	1.0	2 Lane Additions	Construct 2 additional lanes		\$520,565			\$520,565	\$520,565
E46	Hageman Road	Wegis Avenue								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
E335	Hageman Road	Knudsen Road	SR 204/Golden State Highway							State Hwy Bridges, Interchanges	Hageman flyover		\$0		\$68,894,000	\$68,894,000	65,512,000
B125	Heath Road	Brimhall Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E53	Heath Road	Hageman Road	SR 58/Rosedale Highway	1.00		2	4	2	2.0	2 Lane Additions	Construct 2 additional lanes (reconstruct existing)		\$1,041,131			\$1,041,131	\$1,041,131
E57	Heath Road	Johnson Road								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
E59	Heath Road	Kratzmeyer Road								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
B477	Heath Road	Palm Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B126	Heath Road	SR 58/Rosedale Highway	Stockdale Highway	2.50	1.50	2	4	2	2.0	2 Lane Additions	Construct 2 Lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B127	Heath Road	Stockdale Highway								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B550	Highland Knolls Drive	Monica Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B479	Highland Knolls Drive	Morning Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B128	Hosking Avenue	Akers Road	Wible Road	0.50	0.40	2	4	2	0.2	2 Lane Additions	Construct 4 lanes	\$0	\$104,113		\$0	\$104,113	\$104,113

1.97 REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program												6/21/2010		Exhibit "A"			
		LIMITS															
Global Project Number	Street Name	From	To	Improvement Length Miles	Completed Improvement Length Miles	Number of Lanes Striped	Number of Lanes Proposed	Lanes Funded by Fee	Number of Lane-Miles	Cat_desc	Notes	Cost R/W	Cost Construct.	Signal Cost	Additional/ Undifferentiated Cost	Total Cost	Fee Funding
B570	Hosking Avenue	Hughes Lane								Traffic Signals	Install traffic signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B130	Hosking Avenue	Monitor Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B131	Hosking Avenue	South H Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B133	Hosking Avenue	South Union Avenue	South H Street	0.30		2	4	2	0.6	2 Lane Additions	Add 2 lanes	\$0	\$312,339		\$0	\$312,339	\$312,339
B335	Hosking Avenue	South Union Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B134	Hosking Avenue	SR 99								State Hwy Bridges, Interchanges	Construct Interchange	\$0	\$0		\$35,000,000	\$35,000,000	\$35,000,000
B135	Hosking Avenue	Stine Road	Akers Road	0.50	0.25	0	4	2	0.5	2 Lane Additions	Construct 2 lanes	\$0	\$260,283		\$0	\$260,283	\$260,283
B136	Hosking Avenue	Wible Road	South H Street	0.80	0.10	2	6	4	2.8	4 Lane Additions	Add 4 lanes	\$0	\$1,457,583		\$0	\$1,457,583	\$1,457,583
B437	Hosking Avenue	Wible Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B480	Hosking Avenue/McCutchen Road	Akers Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E72	Hosking Avenue/McCutchen Road	Allen Road	Buena Vista Road	1.00		0	2	2	2.0	2 Lane Additions	Construct 2 lanes		\$1,041,131			\$1,041,131	\$1,041,131
E73	Hosking Avenue/McCutchen Road	Allen Road								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
B484	Hosking Avenue/McCutchen Road	Buena Vista Road	Gosford Road	2.00		2	4	2	4.0	2 Lane Additions	Add 2 lanes	\$0	\$2,082,262		\$0	\$2,082,262	\$2,082,262
B481	Hosking Avenue/McCutchen Road	Buena Vista Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B482	Hosking Avenue/McCutchen Road	Gosford Road	Stine Road	2.00		0	4	2	4.0	2 Lane Additions	Construct 2 lanes	\$0	\$2,082,262		\$0	\$2,082,262	\$2,082,262
B129	Hosking Avenue/McCutchen Road	Mountain Ridge Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B483	Hosking Avenue/McCutchen Road	Mountain Vista Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B154	Hosking Avenue/McCutchen Road	Progress Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B616	Hosking Avenue/McCutchen Road	Sunset Spur								Improve Railroad Grade Crossings	New at-grade crossing	\$0	\$1,000,000		\$0	\$1,000,000	\$1,000,000
E215	Jewetta Avenue	Hageman Road								Expand Intersection	Expand Intersection	\$100,000	\$500,000			\$600,000	\$350,000
B141	Jewetta Avenue	Meacham Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B142	Jewetta Avenue	Noriega Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B143	Jewetta Avenue	Reina Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B144	Jewetta Avenue	Hageman Road	Meacham Road	0.50	0.30	3	4	1	0.2	1 Lane Additions	Add 1 lanes	\$0	\$104,113		\$0	\$104,113	\$104,113
B145	Jewetta Avenue	Snow Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E61	Kratzmeyer Road	Nord Road	Santa Fe Way	1.50		2	4	2	3.0	2 Lane Additions	Construct 2 additional lanes (reconstruct existing)		\$1,561,696			\$1,561,696	\$1,561,696
E65	Kratzmeyer Road	Nord Road								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
B295	Kratzmeyer Road	Olive Drive/Santa Fe Way								Railroad Grade Separations	Railroad Grade Separation	\$0	\$0		\$20,000,000	\$20,000,000	15,000,000
E268	Kratzmeyer Road	SR 43/Enos Lane		0.75		2	6	4	3.0	Expand Intersection	Expand Intersection		\$1,561,696			\$1,561,696	\$1,561,696
E69	Kratzmeyer Road	SR 43/Enos Lane								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
E64	Kratzmeyer Road	Wegis Avenue								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
E345	Knudsen Drive	Olive Drive	Hageman Road	0.75		4	6	2	1.5	2 Lane Additions	Construct 2 Lanes	\$385,784	\$480,485		\$0	\$866,269	\$866,269
B151	Masterson Street	Paladino Drive	Alfred Harrell Highway	1.20		0	4	4	4.8	4 Lane Additions	Construct 4 lanes	\$0	\$2,498,714		\$0	\$2,498,714	\$2,498,714
B518	Masterson Street	Panorama Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B152	Masterson Street	SR 178	Alfred Harrell Highway							Canal Bridges	4 box culverts & 2 bridges	\$0	\$3,227,273		\$0	\$3,227,273	\$3,227,273
B153	Masterson Street	SR 178	Paladino Drive	0.95		2	4	2	1.9	2 Lane Additions	Add 2 lanes	\$328,148	\$989,074		\$0	\$1,317,223	\$1,317,223
E71	Masterson Street/Edison Road	UPRR								Railroad Grade Separations	Grade Separation		\$20,000,000			\$20,000,000	15,000,000
B490	McKee Road	Akers Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B492	McKee Road	Buena Vista Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B493	McKee Road	Mountain Ridge Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B494	McKee Road	Mountain Vista Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B155	McKee Road	South H Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B156	McKee Road	South Union Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B157	McKee Road	SR 99								State Hwy Bridges, Interchanges	Construct Overpass	\$0	\$11,000,000		\$0	\$11,000,000	\$11,000,000
B617	McKee Road	Sunset Spur								Improve Railroad Grade Crossings	New at-grade crossing	\$0	\$800,000		\$0	\$800,000	\$800,000
B440	McKee Road	Wible Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B496	Meacham Road	Allen Road	Jenkins Road	0.50		2	4	1	0.5	2 Lane Additions	Construct 2 lanes	\$0	\$160,162		\$0	\$160,162	\$160,162
B140	Meacham Road	Jenkins Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B498	Meacham Road	Renfro Road	Jenkins Road	0.50		2	4	1	0.5	2 Lane Additions	Construct 2 lanes	\$0	\$160,162		\$122,250	\$282,412	\$282,412
B161	Ming Avenue	West Beltway	Allen Road	1.50	0.00	4	5	4	6.0	4 Lane Additions	Construct 4 lanes - north half 2 Lanes adjacent to Berrenda Mesa	\$0	\$3,123,393		\$0	\$3,123,393	\$3,123,393
B164	Mohawk Avenue	Calloway Canal								Canal Bridges	Construct Calloway Canal Bridge	\$0	\$0		\$1,000,000	\$1,000,000	\$1,000,000
B166	Mohawk Avenue	Hageman Road	SR 58/Rosedale Highway	1.25		0	6	4	5.0	4 Lane Additions	Construct 4 Lanes	\$0	\$2,602,827		\$0	\$2,602,827	\$2,602,827
B172	Morning Drive	Alfred Harrell Highway	Paladino Drive	1.80		0	6	2	3.6	2 Lane Additions	Construct 2 lanes	\$0	\$1,874,036		\$0	\$1,874,036	\$1,874,036
B173	Morning Drive	Alfred Harrell Highway	Paladino Drive							Canal Bridges	Construct 3 Culverts/Bridges	\$0	\$0		\$4,034,244	\$4,034,244	\$4,034,244
B175	Morning Drive	Auburn Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B463	Morning Drive	College Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B176	Morning Drive	Paladino Drive	SR 178	1.00		2	6	2	2.0	2 Lane Additions	Add 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
E346	SR 184	Edison Highway	SR 58	0.50		4	6	2	1.0	2 Lane Additions	Add 2 lanes	\$0	\$520,565		\$0	\$520,565	\$520,565
B274	Morning Drive	Panorama Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B177	Morning Drive	SR 178	College Avenue	0.90		0	6	4	3.6	4 Lane Additions	Construct 4 lanes	\$0	\$1,874,036		\$0	\$1,874,036	\$1,874,036
B501	Morningside Drive	Juniper Ridge Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B502	Morningside Drive	Masterson Street															

1.97	REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program													6/21/2010	Exhibit "A"		
		LIMITS															
Global Project Number	Street Name	From	To	Improvement Length Miles	Completed Improvement Length Miles	Number of Lanes Striped	Number of Lanes Proposed	Lanes Funded by Fee	Number of Lane-Miles	Cat_desc	Notes	Cost R/W	Cost Construct.	Signal Cost	Additional/ Undifferentiated Cost	Total Cost	Fee Funding
B193	Oak Street	California Avenue	SR 178/24th Street	1.00		4	6	2	2.0	2 Lane Additions	Add 2 lanes, BORDER	\$1,290,958	\$1,041,131		\$0	\$2,332,089	\$1,166,044
B195	Old Farm Road	Noriega Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B196	Old Farm Road	Reina Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B197	Old River Road	Berkshire Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B198	Old River Road	Campus Park Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B199	Old River Road	Harris Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B200	Old River Road	Hosking Avenue/McCutchen Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B201	Old River Road	McKee Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B203	Old River Road	Pacheco Road	Campus Park Drive	0.50		2	4	2	1.0	2 Lane Additions	Add 2 lanes	\$0	\$520,565		\$0	\$520,565	\$520,565
B204	Old River Road	Panama Lane	Pacheco Road	1.00		2	4	2	2.0	2 Lane Additions	Add 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B206	Old River Road	SR 119/Taft Highway	Panama Lane	2.00		2	4	2	4.0	2 Lane Additions	Add 2 lanes	\$0	\$2,082,262		\$0	\$2,082,262	\$2,082,262
E316	Old River Road	SR 119/Taft Highway								Canal Culverts	Canal Crossing	\$0	\$600,000		\$0	\$600,000	\$600,000
E305	Old River Road	SR 119/Taft Highway		0.17						Relocate Canals	Relocate Canal	\$0	\$225,000		\$0	\$225,000	\$225,000
E264	Old River Road	SR 119/Taft Highway								Canal Bridges	Realign Old River Road and Canal Crossing	\$500,000	\$3,000,000		\$500,000	\$4,000,000	\$4,000,000
B510	Olive Drive	Old Farm Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B511	Olive Drive	Renfro Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B214	Olive Drive	Rudd Road (West Beltway)	Allen Road	1.50		2	4	2	3.0	2 Lane Additions	Construct 2 Lanes	\$0	\$1,561,696		\$645,479	\$2,207,175	\$2,207,175
B221	Olive Drive	SR 99	Beardsley Canal	0.80		4	6	2	1.6	State Hwy Bridges, Interchanges	Widen SR 99 Interchange; Widen Beardsley Canal Culvert	\$1,613,697	\$832,905		\$3,602,303	\$6,048,905	\$6,048,905
B220	Olive Drive	UP RR w/o Roberts Lane								Railroad Grade Separations	Grade Separation	\$0	\$0		\$20,000,000	\$20,000,000	15,000,000
E347	Olive Drive	Knudsen Road								Expand Intersection	Expand Intersection	\$0	\$1,000,000		\$0	\$1,000,000	\$1,000,000
B512	Olive Drive	Verdugo Lane								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B609	Oswell Street	White Lane	Panama Lane	2.00		0	6	2	4.0	2 Lane Additions	Add 2 lanes	\$0	\$2,082,262		\$0	\$2,082,262	\$2,082,262
B235	Paladino Drive	Fairfax Road	Morning Drive	1.25		0	6	4	5.0	4 Lane Additions	Construct 4 lanes	\$0	\$2,602,827		\$0	\$2,602,827	\$2,602,827
B578	Paladino Drive	Fairfax Road	Morning Drive							Relocate Obstruction	Relocate PG&E transmission tower	\$0	\$0		\$273,457	\$273,457	\$273,457
B236	Paladino Drive	Fairfax Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B237	Paladino Drive	Masterson Street	Alfred Harrell Highway	1.00		0	4	2	2.0	2 Lane Additions	Construct 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B238	Paladino Drive	Masterson Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B239	Paladino Drive	Morning Drive	Masterson Street	1.50		0	4	2	3.0	2 Lane Additions	Construct 2 lanes (Excluding Morning Drive to Cosmo KEN648)	\$0	\$1,561,696		\$0	\$1,561,696	\$1,561,696
B240	Paladino Drive	Morning Drive	Masterson Street							Canal Culverts	Construct 5 Culverts	\$0	\$0		\$124,695	\$124,695	\$124,695
B241	Paladino Drive	Morning Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B242	Palm Avenue	Heath Road	Renfro Road	0.25		2	4	2	0.5	2 Lane Additions	Only at undeveloped SR area	\$0	\$160,162		\$0	\$160,162	\$160,162
E165	Panama Lane	Cottonwood Road	SR 184/Weedpatch Highway	4.00		2	4	2	8.0	2 Lane Additions	Construct 2 additional lanes		\$4,164,524			\$4,164,524	\$4,164,524
E89	Panama Lane	Heath Road								Traffic Signals	Install Signal		\$0	\$190,000	\$0	\$190,000	\$190,000
B516	Panama Lane	Mountain Vista Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E88	Panama Lane	Renfro Road								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
E87	Panama Lane	SR 43/Enos Lane	Allen Road	6.00		2	4	2	12.0	2 Lane Additions	Construct 2 additional lanes		\$6,246,786			\$6,246,786	\$6,246,786
E179	Panama Lane	SR 43/Enos Lane								Traffic Signals	Install Signal, State		\$0	\$250,000		\$250,000	\$250,000
E271	Panama Lane	SR 43/Enos Lane		0.75		2	6	4	3.0	Expand Intersection	Expand Intersection		\$1,561,696			\$1,561,696	\$1,561,696
E182	Panama Lane	West Beltway								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
B517	Panama Lane	Windermere Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B591	Panama Lane	Oswell Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B245	Panama Lane	Allen Road	Gosford Road	3.00	0.70	2	6	2	4.6	2 Lane Additions	Add 2 lanes	\$0	\$2,394,601		\$0	\$2,394,601	\$2,394,601
B257	Panama Lane	Allen Road	Windermere Street							Relocate Canals	Relocate canal parallel w/o. r/w ~ 2165'	\$0	\$0		\$695,601	\$695,601	\$695,601
B246	Panama Lane	Allen Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B250	Panama Lane	Cottonwood Road								Traffic Signals	Install Signal/Expand Intersection	\$0	\$611,249	\$190,000	\$0	\$801,249	\$801,249
B251	Panama Lane	Fairfax Road								Traffic Signals	Install Signal/Expand Intersection	\$0	\$611,249	\$190,000	\$0	\$801,249	\$801,249
B253	Panama Lane	Gosford Road	Stine Road	1.00		3	6	1	1.0	1 Lane Additions	Add 1 lanes	\$0	\$520,565		\$0	\$520,565	\$520,565
B252	Panama Lane	Mountain Ridge Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B255	Panama Lane	Old River Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B256	Panama Lane	Reliance Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B258	Panama Lane	South Union Avenue	Cottonwood Road	1.00		2	4	2	2.0	2 Lane Additions	Add 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B244	Panama Lane	South Union Avenue 1200' w/o	South Union Avenue	1.00		4	6	2	2.0	1 Lane Additions	Widen deficient section only	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B261	Panama Lane	Sunset RR								Improve Railroad Grade Crossings	Improve grade crossing at Sta. 186+70 (Sunset)	\$0	\$0		\$500,000	\$500,000	\$500,000
B266	Panama Road	Cottonwood Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B267	Panama Road	Fairfax Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B268	Panama Road	South Union Avenue	SP RR	4.50		2	4	2	9.0	2 Lane Additions	Add 2 lanes	\$0	\$4,685,089		\$0	\$4,685,089	\$4,685,089
B269	Panama Road	South Union Avenue								Modified Traffic Signals	Signal Modification	\$0	\$0	\$95,000	\$0	\$95,000	\$95,000
B263	Panama Road	South Union Avenue 0.4 mi e/o	South Union Avenue 0.9 mi e/o							Relocate Canals	Relocate Parallel Canal, So./side rdwy. @ Sta. 21+40 - 48+50	\$0	\$0		\$248,473	\$248,473	\$248,473
B264	Panama Road	South Union Avenue 0.95 mi e/o								Canal Culverts	Widen canal culvert at Sta. 50+30, Imp Gr Xing @ RR	\$0	\$0		\$171,150	\$171,150	\$171,150
B265	Panama Road	South Union Avenue 2.0 mi e/o	SR 184/Weedpatch Highway 0.3 mi w/o							Relocate Canals	Relocate parallel canal from Sta. 106+66 - 247+10	\$0	\$0		\$1,287,657	\$1,287,657	\$1,287,657
B270	Panama Road	SP RR	SR 184/Weedpatch Highway 0.2 mi w/o	0.30		2	4	2	0.6	2 Lane Additions	Add 2 lanes	\$0	\$312,339		\$0	\$312,339	\$312,339
B271	Panama Road	SR 184/Weedpatch Highway								Modified Traffic Signals	Signal Modification, State	\$0	\$0	\$125,000	\$0	\$125,000	\$125,000
B262	Panama Road	SR 184/Weedpatch Highway 0.2 mi w/o	SR 184/Weedpatch Highway	0.20		2	4	2	0.4	2 Lane Additions	Add 2 lanes	\$0	\$208,226		\$0	\$208,226	\$208,226
B554	Panorama Drive	Queen Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B277	Patton Way	Downing Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B520	Patton Way	Meany Avenue	SR 58/Rosedale Highway	0.75		2	4	2	1.5	2 Lane Additions	Add 2 lanes	\$167,552	\$480,485		\$764,061	\$1,412,098	\$1,412,098
B279	Patton Way	Meany Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B476	Pensinger Road	Windermere Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B521	Quail Creek Road	Norris Road	7th Standard Road	1.50		0	4	4	6.0	2 Lane Additions	Construct 2 lanes	\$0	\$1,921,941		\$0	\$1,921,941	\$1,921,941
E168	Redbank Road	Fairfax Avenue	SR 184/Weedpatch Highway	1.00		2	4	2	2.0	2 Lane Additions	Construct 2 additional lanes		\$640,647		\$171,150	\$811,797	\$811,797
B525	Renfro Road	7th Standard Road	Olive Drive	1.50		0	4	2	3.0	2 Lane Additions	Construct 2 lanes	\$0	\$1,561,696		\$122,250	\$1,683,946	\$1,683,946
B283	Renfro Road	Brimhall Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E315	Renfro Road	Goose Lake Slough								Canal Culverts	Widen Canal Culvert South of Brimhall Road	\$0	\$400,000			\$400,000	\$400,000
B284	Renfro Road	Johnson Road	Stockdale Highway	0.50	0.30	2	4	2	0.4	2 Lane Additions	Add 2 lanes	\$0	\$208,226		\$0	\$208,226	\$208,226
B285	Renfro Road	Johnson Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B287	Renfro Road	Meacham Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B524	Renfro Road	Olive Drive	Reina Road	0.50		0	4	2	1.0	2 Lane Additions	Construct 2 lanes	\$0	\$520,565		\$0	\$520,565	\$520,565
B289	Renfro Road	Palm Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000

1.97	REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program												6/21/2010	Exhibit "A"			
		LIMITS															
Global Project Number	Street Name	From	To	Improvement Length Miles	Completed Improvement Length Miles	Number of Lanes Striped	Number of Lanes Proposed	Lanes Funded by Fee	Number of Lane-Miles	Cat_desc	Notes	Cost R/W	Cost Construct.	Signal Cost	Additional/ Undifferentiated Cost	Total Cost	Fee Funding
B290	Renfro Road	Reina Road	Johnson Road	3.70	1.20	2	4	2	5.0	2 Lane Additions	Add 2 lanes	\$0	\$2,602,827		\$0	\$2,602,827	\$2,602,827
B560	Renfro Road	Santa Fe Way/BNSF RR								Railroad Grade Separations	Railroad Grade Separation	\$0	\$0		\$18,000,000	\$18,000,000	13,000,000
B544	Santa Fe Way	Rudd Road (West Beltway)	Hageman Road	2.00		2	4	2	4.0	2 Lane Additions	Add 2 lanes	\$0	\$2,082,262		\$0	\$2,082,262	\$2,082,262
B594	Sante Fe Way	Reina Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B313	Snow Road	Allen Road	Old Farm Road	0.50		3	4	1	0.5	1 Lane Additions	1 on north side	\$0	\$260,283		\$0	\$260,283	\$260,283
B316	Snow Road	Calloway Drive	Quail Creek Road	0.50	0.40	2	6	2	0.2	2 Lane Additions	Add 2 Lanes	\$0	\$104,113		\$426,652	\$530,765	\$530,765
B317	Snow Road	Calloway Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B318	Snow Road	Coffee Road	Fruitvale Avenue	1.00		3	6	1	1.0	1 Lane Additions	Add 1 lane	\$0	\$520,565		\$500,000	\$1,020,565	\$1,020,565
B319	Snow Road	Coffee Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B320	Snow Road	Fruitvale Avenue	Golden State Highway	0.35		2	6	2	0.7	2 Lane Additions	Add 2 lanes	\$0	\$364,396		\$0	\$364,396	\$364,396
B321	Snow Road	Fruitvale Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000		\$190,000	\$190,000
B323	Snow Road	Jenkins Road	Allen Road	0.50		0	4	4	2.0	2 Lane Additions	Construct 2 lanes	\$0	\$1,041,131		\$274,382	\$1,315,513	\$1,315,513
B324	Snow Road	Jewetta Avenue	Calloway Drive	1.00		3	6	1	1.0	1 Lane Additions	1 on north side	\$0	\$520,565		\$305,625	\$826,190	\$826,190
B325	Snow Road	Old Farm Road	Jewetta Avenue	0.50		3	6	1	0.5	1 Lane Additions	1 on north side	\$0	\$260,283		\$0	\$260,283	\$260,283
B530	Snow Road	Old Farm Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B326	Snow Road	Patton Way								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B327	Snow Road	Quail Creek Road	Coffee Road	0.50		2	6	2	1.0	2 Lane Additions	Add 2 lanes	\$0	\$520,565		\$611,249	\$1,131,815	\$1,131,815
B596	Snow Road	Quail Creek Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B314	Snow Road	Renfro Road/Jenkins Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B322	Snow Road	SR 204/Golden State Highway								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B331	Snow Road	Verdugo Lane								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B700	South Beltway	I-5	SR 58	25.00		0	2	2	50.0	R/W Only	Acquisition of Right-of-way	\$20,000,000	\$0			\$20,000,000	\$20,000,000
B333	South H Street	Arvin-Edison Canal	Hosking Avenue	0.75		2	4	2	1.5	2 Lane Additions	Add 2 lanes	\$0	\$780,848		\$0	\$780,848	\$780,848
B334	South H Street	Hosking Avenue	Taft Highway	1.00		2	4	2	2.0	2 Lane Additions	Add 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B332	South H Street	Taft Highway	White Lane							Relocate Canals	Relocate Canal	\$0	\$1,500,000		\$1,936,437	\$3,436,437	\$3,436,437
B338.1	South Union Avenue	Taft Highway	White Lane	3.50		4	6	2	7.0	2 Lane Additions	Add 2 lanes	\$0	\$3,643,958		\$0	\$3,643,958	\$3,643,958
B607	SR 119/Taft Highway	Akers Road								Traffic Signals	Install signals, State	\$0	\$0	\$250,000		\$250,000	\$250,000
E112	SR 119/Taft Highway	Allen Road								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B339	SR 119/Taft Highway	Ashe Road								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B341	SR 119/Taft Highway	Buena Vista Road								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B342	SR 119/Taft Highway	Mountain Ridge Drive								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B532	SR 119/Taft Highway	Mountain Vista Road								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B344	SR 119/Taft Highway	Old River Road								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B533	SR 119/Taft Highway	Reliance Drive								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B346	SR 119/Taft Highway	Stine Road								Modified Traffic Signals	Signal Modification, State			\$125,000		\$125,000	\$125,000
B347	SR 119/Taft Highway	Wible Road								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B340	SR 119/Taft Highway	Buena Vista Road	SR 99	5.90		2	4	2	11.8	2 Lane Additions	R/W & Constr. Cost Based on Program Unit Costs	\$0	\$0		\$16,800,000	\$16,800,000	\$16,800,000
E111	SR 119/Taft Highway	I-5	Buena Vista Road	5.50		2	4	2	11.0	2 Lane Additions	Construct 2 additional lanes		\$0		\$12,500,000	\$12,500,000	\$12,500,000
E330	SR 119/Taft Highway	I-5								State Hwy Bridges, Interchanges	Improve Interchange	\$0	\$0		\$7,000,000	\$7,000,000	\$7,000,000
B410	SR 119/Taft Highway	SR 99	South Union Avenue	1.10		2	4	2	2.2	2 Lane Additions	Add 2 lanes	\$0	\$1,145,244		\$0	\$1,145,244	\$1,145,244
B345	SR 119/Taft Highway	SR 99								State Hwy Bridges, Interchanges	Improve Interchange	\$0	\$0		\$7,334,988	\$7,334,988	\$7,334,988
E313	SR 119/Taft Highway	Stine Canal								Canal Culverts	Construct Canal Culvert East of Gosford Road	\$0	\$1,200,000			\$1,200,000	\$1,200,000
B350	SR 178	Edison Road								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
E118	SR 178	M Street	Fairfax Road	5.25		6	8	2	10.5	Freeway Projects	Construct freeway with interchanges , REGIONAL		\$0		\$82,500,000	\$82,500,000	\$72,105,000
E278	SR 178	Miramonte Drive	Rancheria Drive	0.80		2	6	4	3.2	4 Lane Additions	add 4 lanes		\$0		\$8,000,000	\$8,000,000	\$8,000,000
E261	SR 178	SR 204/Golden State Avenue								State Hwy Bridges, Interchanges	Improve Connection , REGIONAL		\$0		\$20,000,000	\$20,000,000	\$17,480,000
E233	SR 178	Various								State Hwy Bridges, Interchanges	Ramp Improvements - Various Locations, REGIONAL		\$0		\$20,000,000	\$20,000,000	\$17,480,000
B422	SR 178	Vineland Road								State Hwy Bridges, Interchanges	Construct Interchange	\$0	\$16,962,161		\$13,037,839	\$30,000,000	\$30,000,000
E253	SR 178	Vineland Road	Miramonte Drive							4 Lane Additions	Widening - add 2 Lanes, 4 to 6		\$0		\$86,630,000	\$86,630,000	\$86,630,000
E333	SR 178 (TRIP)	Vineland Road	Miramonte Drive							2 Lane Additions	Widening - TRIP add 2 Lanes, 2 to 4		\$0		\$36,512,000	\$36,512,000	\$19,075,000
E251	SR 178 (TRIP)	Morning Drive								State Hwy Bridges, Interchanges	Construct interchanges - TRIP		\$0		\$58,787,000	\$58,787,000	\$6,743,000
E259	SR 178/24th Street (TRIP)	Buck Owens Boulevard	M Street							Freeway Projects	Roadway Widening - TRIP , REGIONAL		\$0		\$34,040,000	\$34,040,000	\$13,965,646
E258	SR 178/24th Street (TRIP)	Oak Street	SR 99							Expand Intersection	Interchange Improvements - TRIP		\$0		\$19,025,000	\$19,025,000	\$2,182,000
B369	SR 184/Kern Canyon Road	Chase Avenue								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
B587	SR 184/Kern Canyon Road	Mesa Marin Drive								Traffic Signals	Install Signal, STATE	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
B555	SR 184/Kern Canyon Road	Monica Street								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
B370	SR 184/Kern Canyon Road	Morning Drive	SR 178	2.50		2	6	2	5.0	2 Lane Additions	Add 2 lanes	\$0	\$2,602,827		\$0	\$2,602,827	\$2,602,827
B371	SR 184/Kern Canyon Road	Vineland Road								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
B358	SR 184/Morning Drive	Breckenridge Road								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
B359	SR 184/Morning Drive	Edison Highway	Niles Street	1.25		2	6	4	5.0	4 Lane Additions	Add 4 lanes	\$0	\$2,602,827		\$0	\$2,602,827	\$2,602,827
B361	SR 184/Morning Drive	Eucalyptus Drive								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
B357	SR 184/Weedpatch Highway	Hermosa Road 0.54 mi n/o								Canal Culverts	Widen canal box culvert at Sta. 187+00	\$0	\$0		\$134,475	\$134,475	\$134,475
B363	SR 184/Weedpatch Highway	Panama Road	SR 58	5.80		2	4	2	11.6	2 Lane Additions	Add 2 lanes	\$0	\$6,038,560		\$0	\$6,038,560	\$6,038,560
B282	SR 184/Weedpatch Highway	Redbank Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B366	SR 184/Weedpatch Highway	SR 58 E/B & W/B Ramps								Traffic Signals	Install Signal, State 2 Signals	\$0	\$0	\$250,000	\$250,000	\$500,000	\$500,000
B364	SR 184/Weedpatch Highway	UP RR								Railroad Grade Separations	Construct grade separation at Sta. 335+40	\$0	\$0		\$20,000,000	\$20,000,000	15,000,000
B367	SR 184/Weedpatch Highway	White Lane/Muller Road								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
B368	SR 184/Weedpatch Highway	Wilson Road								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
E235	SR 204/Golden State Avenue	Airport Drive	SR 178							2 Lane Additions	Add 2 lanes, REGIONAL		\$0		\$30,000,000	\$30,000,000	\$26,220,000
E310	SR 204/Golden State Avenue	Calloway Canal								Canal Bridges	Widen Canal Bridge, REGIONAL	\$0	\$0		\$600,000	\$600,000	\$524,400
E309	SR 204/Golden State Avenue	Carrier Canal								Canal Bridges	Widen Canal Bridge, REGIONAL	\$0	\$0		\$600,000	\$600,000	\$524,400
E312	SR 204/Golden State Avenue	Chester Avenue								State Hwy Bridges, Interchanges	Bridge Widening, REGIONAL	\$0	\$0		\$6,000,000	\$6,000,000	\$5,244,000
E311	SR 204/Golden State Avenue	Kern River								Kern River Bridges	Widen River Bridge 2 lanes .2 Miles, REGIONAL	\$0	\$0		\$8,000,000	\$8,000,000	\$6,992,000
E236	SR 204/Golden State Highway	F Street								State Hwy Bridges, Interchanges	Construct interchange, REGIONAL		\$0		\$20,000,000	\$20,000,000	\$17,480,000
E266	SR 43/Enos Lane	I-5 EB								Traffic Signals	Install Signal, State		\$0	\$250,000		\$250,000	\$250,000
E269	SR 43/Enos Lane	I-5 EB		0.25		2	6	4	1.0	Expand Intersection	Expand Intersection		\$520,565			\$520,565	\$520,565
E265	SR 43/Enos Lane	I-5 WB								Traffic Signals	Install Signal, State		\$0	\$250,000		\$250,000	\$250,000
E270	SR 43/Enos Lane	I-5 WB		0.25		2	6	4	1.0	Expand Intersection	Expand Intersection		\$520,565			\$520,565	\$520,565
E273	SR 43/Enos Lane	SR 58/Rosedale Highway		1.00		2	6	4	4.0	Expand Intersection	Expand Intersection		\$2,082,262			\$2,082,262	\$2,082,262

1.97 REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program												6/21/2010		Exhibit "A"			
		LIMITS															
Global Project Number	Street Name	From	To	Improvement Length Miles	Completed Improvement Length Miles	Number of Lanes Striped	Number of Lanes Proposed	Lanes Funded by Fee	Number of Lane-Miles	Cat_desc	Notes	Cost R/W	Cost Construct.	Signal Cost	Additional/ Undifferentiated Cost	Total Cost	Fee Funding
E272	SR 43/Enos Lane	Stockdale Highway		1.00		2	6	4	4.0	Expand Intersection	Expand Intersection		\$2,082,262			\$2,082,262	\$2,082,262
E142	SR 43/Enos Lane	Stockdale Highway								Traffic Signals	Install Signal, State		\$0	\$250,000		\$250,000	\$250,000
E107	SR 58	Cottonwood Road	Fairfax Road	2.00		6	8	2	4.0	Freeway Projects	Construct freeway with interchanges, REGIONAL		\$16,000,000			\$16,000,000	\$12,920,000
B373	SR 58	Real Road	Cottonwood Road	3.00	0.50	4	8	4	10.0	Freeway Projects	Add 2 lanes, REGIONAL	\$0	\$40,000,000		\$40,000,000	\$80,000,000	\$64,600,000
E234	SR 58	Various								State Hwy Bridges, Interchanges	Ramp Improvements - Various Locations, REGIONAL		\$20,000,000			\$20,000,000	\$17,480,000
B379	SR 58/Rosedale Highway	Enos Lane	Gibson Road							Modified Traffic Signals	Signal Modification	\$0	\$0	\$95,000	\$124,988	\$219,988	\$219,988
E102	SR 58/Rosedale Highway	Driver Road								Traffic Signals	Install Signal, State		\$250,000			\$250,000	\$250,000
B382	SR 58/Rosedale Highway	Enos Lane								Traffic Signals	Install Signal, State		\$250,000			\$250,000	\$250,000
B383	SR 58/Rosedale Highway	Fruitvale Avenue								Modified Traffic Signals	Signal Modification, State		\$125,000			\$125,000	\$125,000
B385	SR 58/Rosedale Highway	Gibson Street								Modified Traffic Signals	Signal Modification, State		\$125,000			\$125,000	\$125,000
E103	SR 58/Rosedale Highway	Greeley Road								Traffic Signals	Install Signal, State		\$250,000			\$250,000	\$250,000
B386	SR 58/Rosedale Highway	Heath Road								Traffic Signals	Install Signal		\$190,000			\$190,000	\$190,000
B389	SR 58/Rosedale Highway	Landco Drive								Traffic Signals	Signal Modification, State		\$125,000			\$125,000	\$125,000
B390	SR 58/Rosedale Highway	Mohawk Street								Traffic Signals	Install Signal, State		\$250,000			\$250,000	\$250,000
B391	SR 58/Rosedale Highway	Nord Road								Traffic Signals	Install Signal, State		\$250,000			\$250,000	\$250,000
B394	SR 58/Rosedale Highway	Renfro Road								Modified Traffic Signals	Signal Modification, State		\$125,000			\$125,000	\$125,000
E105	SR 58/Rosedale Highway	Superior Road								Traffic Signals	Install Signal, State		\$250,000			\$250,000	\$250,000
B601	SR 58/Rosedale Highway	Verdugo Lane								Modified Traffic Signals	Signal Modification, State		\$125,000			\$125,000	\$125,000
E104	SR 58/Rosedale Highway	Wegis Avenue								Traffic Signals	Install Signal, State			\$250,000		\$250,000	\$250,000
B375	SR 58/Rosedale Highway	Allen Road	Calloway Drive	2.00		4	6	2	4.0	2 Lane Additions	R/W & Constr. - Future		\$8,819,000		\$0	\$8,819,000	\$8,819,000
B381	SR 58/Rosedale Highway	Enos Lane (SR 43)	Allen Road	6.00		2	4	2	12.0	2 Lane Additions	R/W & Constr. Future		\$0		\$40,000,000	\$40,000,000	\$40,000,000
E256	SR 58/Rosedale Highway (TRIP)	Gibson Street	Calloway Drive	3.26		4	6	2	6.5	2 Lane Additions	add 2 lanes Widen Roadway - TRIP		\$0	\$0	\$20,840,000	\$20,840,000	\$2,390,000
B377	SR 58/Rosedale Highway (TRIP)	SJVRR								Railroad Grade Separations	Grade Separation @ Landco (W/o Landco Drive) - Future TRIP	\$0	\$0		\$20,000,000	\$20,000,000	\$15,000,000
B395	SR 65/Porterville Highway	James Road	7th Standard Road	2.25		2	4	2	4.5	2 Lane Additions	Add 2 lanes	\$0	\$2,205,000		\$0	\$2,205,000	\$2,205,000
E110	SR 99	7th Standard Road	Rosedale Highway 1.25 mi n/o	3.50		6	8	2	7.0	Freeway Projects	Freeway widening				\$49,000,000	\$49,000,000	\$34,300,000
B396	SR 99	Olive Drive	SR 204/Golden State Highway	0.50		6	8	2	1.0	Freeway Projects	Widen for additional ramp lanes at Olive Drive		\$0		\$5,500,000	\$5,500,000	\$5,500,000
B397	SR 99	South H Street N/B Off Ramp								Traffic Signals	Install Signal, State	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000
E334	SR 99	Snow Road								State Hwy Bridges, Interchanges	Construct Interchange, UPRR Grade Separation	\$0	\$0		\$75,000,000	\$75,000,000	\$70,000,000
E232	SR 99	Various								State Hwy Bridges, Interchanges	Ramp Improvements - Various Locations, REGIONAL		\$0		\$20,000,000	\$20,000,000	\$17,480,000
B398.2	SR 99	Wilson Road	White Lane	1.00		6	8	2	2.0	Freeway Projects	Add 2 lanes, REGIONAL	\$0	\$10,000,000		\$0	\$10,000,000	\$6,650,000
E178	SR 99	White Lane	SR 119/Taft Highway	3.60		6	8	2	7.2	Freeway Projects	Freeway widening		\$36,000,000			\$36,000,000	\$25,200,000
B399	Stine Road	Berkshire Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B400	Stine Road	Hosking Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B401	Stine Road	McKee Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
E94	Stine Road	SR 119/Taft Highway	Curnow Road	0.50		2	4	2	1.0	2 Lane Additions	Construct 2 lanes		\$520,565			\$520,565	\$520,565
B403	Stine Road	Taft Highway	Panama Lane	2.00	0.75	2	4	2	2.5	2 Lane Additions	Add 2 lanes	\$0	\$1,301,414		\$0	\$1,301,414	\$1,301,414
E181	Stockdale Highway	Greeley Road								Traffic Signals	Install Signal		\$0	\$190,000		\$190,000	\$190,000
B404	Stockdale Highway	Heath Road	Renfro Road	1.00		2	4	2	2.0	2 Lane Additions	Add 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B405	Stockdale Highway	Nord Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B406.1	Stockdale Highway	Renfro Road	New Stine Road	5.75		4	6	2	11.5	Construct Medians	Re-construct Median	\$0	\$700,000		\$0	\$700,000	\$700,000
B408	Stockdale Highway	SP RR								Improve Railroad Grade Crossings	Improve RRX @ Buttonwillow	\$0	\$0		\$122,250	\$122,250	\$122,250
B409	Stockdale Highway	West Metro Boundary	Heath Road	4.50		2	4	2	9.0	2 Lane Additions	Add 2 lanes	\$0	\$4,685,089		\$0	\$4,685,089	\$4,685,089
E318	Truxtun Avenue	BNSF RR	Chester Avenue	2.00		4	6	6	12.0	2 Lane Additions	add 2 lanes, REGIONAL	\$0	\$40,000,000		\$0	\$40,000,000	\$34,960,000
B414	Verdugo Lane	Meacham Road	Rosedale Highway	0.50		2	4	0		1 Lane Additions	East side	\$0	\$0		\$305,625	\$305,625	\$305,625
B415	Verdugo Lane	Meacham Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B416	Verdugo Lane	Noriega Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B418	Verdugo Lane	Reina Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B419	Vineland Road	Edison Highway	Eucalyptus Drive	0.75		2	4	2	1.5	2 Lane Additions	Add 2 lanes	\$0	\$780,848		\$0	\$780,848	\$780,848
B420	Vineland Road	Eucalyptus Drive	Pioneer Drive	0.25		2	4	2	0.5	2 Lane Additions	Add 2 lanes	\$0	\$260,283		\$0	\$260,283	\$260,283
B556	Vineland Road	Highland Knolls Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B557	Vineland Road	Paladino Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000
B580	Vineland Road	SR 178	Paladino Drive	1.00		0	6	2	2.0	2 Lane Additions	Arterial	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B424	Vineland Road	SR 184/Kern Canyon Road	SR 178	1.00		0	4	2	2.0	2 Lane Additions	Construct 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B423	Vineland Road	SR 184/Morning Drive	Pioneer Drive	1.00		0	2	2	2.0	2 Lane Additions	Construct 2 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131
B425	Vineland Road	SR 58	Edison Highway	0.20		2	4	2	0.4	2 Lane Additions	Add 2 lanes	\$0	\$208,226		\$0	\$208,226	\$208,226
B421	Vineland Road	UP RR								Railroad Grade Separations	Grade Separation	\$0	\$18,000,000			\$18,000,000	\$13,000,000
E231	West Beltway (TRIP)	7th Standard Road	SR 58/Rosedale Highway	4.00		0	4	4	16.0	Freeway Projects	Construct expressway - Future Trip		\$0		\$77,980,000	\$77,980,000	\$75,510,000</

1.97	REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program											6/21/2010					Exhibit "A"				
		LIMITS																			
Global Project Number	Street Name	From	To	Improvement Length Miles	Completed Improvement Length Miles	Number of Lanes Striped	Number of Lanes Proposed	Lanes Funded by Fee	Number of Lane-Miles	Cat_desc	Notes	Cost R/W	Cost Construct.	Signal Cost	Additional/ Undifferentiated Cost	Total Cost	Fee Funding				
BAKERSFIELD RTIF FACILITY LIST (CORE)*																					
E160	Airport Drive	Norris Road	Olive Drive	2.00		4	6	2	4.0	2 Lane Additions	Add 2 lanes, BORDER		\$2,082,262			*	\$1,041,131				
B1	Airport Drive	Norris Road								Expand Intersection	Expand Intersection, BORDER	\$687,656	\$687,656		\$0	*	\$687,656				
E185	Airport Drive	Olive Drive								Expand Intersection	BORDER		\$500,000			*	\$250,000				
E237	34th Street Extension	Chester Avenue	F Street	0.28		0	4	4	1.1	4 Lane Additions	Construct 4 Lanes, REGIONAL		\$30,000,000			*	\$3,780,000				
E306	34th Street Extension	UPRR								Railroad Grade Separations	Grade Separation, REGIONAL	\$0	\$0		\$20,000,000	*	\$2,520,000				
B2	Airport Drive	Olive Drive n/o	State Road	0.60		4	6	2	1.2	2 Lane Additions	Add 2 lanes/Expand Intersection, BORDER	\$0	\$5,000,000		\$0	*	\$2,500,000				
B3	Airport Drive	UP RR								Railroad Grade Separations	Widen RR Bridge, BORDER	\$0	\$0		\$1,222,498	*	\$611,249				
B31	Bernard Street	Haley Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B44	Brundage Lane	Quantico Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B45	Brundage Lane	SR 58 W/B Off Ramp to Cottonwood Road									Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000			
B46	Brundage Lane	Sterling Road								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B54	California Avenue	Edison Highway								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B55	California Avenue	Oak Street	A Street	0.50		2	3	1	0.5	1 Lane Additions	Widening south side	\$64,548	\$260,283		\$0	\$324,831	\$324,831				
B64.2	Casa Loma Drive	Cottonwood Road	Washington Street	0.50		0	4	4	2.0	4 Lane Additions	Construct 4 lanes	\$0	\$1,041,131		\$0	\$1,041,131	\$1,041,131				
B65	Casa Loma Drive	Cottonwood Road								Traffic Signals	Install Signal/Construct Expanded Intersection	\$0	\$1,833,747	\$190,000	\$0	\$2,023,747	\$2,023,747				
B63	Casa Loma Drive	Madison Street 0.25 mi e/o								Canal Culverts	Widen canal culvert at Sta. 38+50	\$0	\$0		\$48,900	\$48,900	\$48,900				
B66	Casa Loma Drive	South Union Avenue	Cottonwood Road	1.00		2	4	2	2.0	Improve Railroad Grade Crossings	Improve grade crossing at Sta. 1+42	\$0	\$1,041,131		\$122,250	\$1,163,381	\$1,163,381				
B582	Casa Loma Drive	Union Avenue								Modified Traffic Signals	Signal Modification	\$0	\$0	\$95,000	\$0	\$95,000	\$95,000				
E249	Centennial Corridor (TRIP)	Westside Parkway Terminus	SR 99/SR 58							Freeway Projects	Construct Freeway - TRIP , REGIONAL		\$0		\$644,586,000	*	\$0				
B77	Columbus Street	Alta Vista Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B281	Cottonwood Road	Planz Road								Traffic Signals	Install Signal/Expand Intersection	\$0	\$611,249	\$190,000	\$0	\$801,249	\$801,249				
E163.2	Cottonwood Road	SR 58	Panama Road	6.00		2	4	2	12.0	2 Lane Additions	Add 2 lanes		\$1,097,751			\$1,097,751	\$1,097,751				
B79	Cottonwood Road	SR 58 E/B Off Ramp								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B84	East Belle Terrace	Cottonwood Road								Traffic Signals	Install Signal/Expand Intersection	\$0	\$305,625	\$190,000	\$0	\$495,625	\$495,625				
B92	Fairfax Road	Highland Knolls Drive s/o	Niles Street	0.26		4	6	1	0.3	Construct Medians	Westside and Median, BORDER	\$20,139	\$135,347		\$0	*	\$77,743				
B95	Fairfax Road	SR 58								State Hwy Bridges, Interchanges	Widen SR 58 bridge at Sta. 45+75, REGIONAL	\$0	\$0		\$1,222,498	*	\$154,035				
B96	Fairfax Road	SR 58 Off Ramps								Traffic Signals	Install Signals (2nd signal cost in Additional costs), State, REGIONAL	\$0	\$0	\$250,000	\$250,000	*	\$63,000				
B137	Hughes Lane	Ming Avenue	Terrace Way	0.75		0	2	2	1.5	2 Lane Additions	Construct 2 canl bridge	\$1,633,869	\$480,485		\$0	\$2,114,354	\$2,114,354				
E400	Madison Street	Arvin-Edison Intake canal								Canal Bridges	Construct canal bridge		\$611,249		\$0	\$611,249	\$611,249				
B171	Monterey Street	Alta Vista Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B180	Mount Vernon Avenue	SR 58 W/B Ramp								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B183	Niles Street	Brentwood Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
E224	Oak Street	21st Street		2.50						Expand Intersection	Expand Intersection		\$500,000			\$500,000	\$500,000				
B193	Oak Street	California Avenue	SR 178/24th Street	1.00		4	6	2	2.0	2 Lane Additions	Add 2 lanes, BORDER	\$1,290,958	\$1,041,131		\$0	*	\$1,166,044				
E226	Oak Street/Wible Road	Ming Avenue		2.50						Expand Intersection			\$500,000			\$500,000	\$500,000				
B208	Old Stine Road	Ming Avenue	Belle Terrace	0.50		2	4	2	1.0	2 Lane Additions	Add 2 lanes	\$403,424	\$320,323		\$0	\$723,748	\$723,748				
B209	Old Stine Road	Stine Canal								Canal Culverts	Widen canal culvert (Stine Road)	\$0	\$0		\$97,800	\$97,800	\$97,800				
B222	Oswell Street	SR 178	Brundage Lane	2.00		4	6	2	4.0	Construct Medians	Median Reconstruction	\$0	\$2,082,262		\$0	\$2,082,262	\$2,082,262				
B223	Oswell Street	SR 58 Ramps								Traffic Signals	Install Signals, State	\$0	\$500,000	\$250,000	\$0	\$750,000	\$750,000				
B272	Panorama Drive	Alta Vista Drive								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B593	Panorama Drive	Columbus Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B413	Panorama Drive	University Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B276	Panorama Drive	Wenatchee Avenue								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
B337	South Union Avenue	SJ RR								Improve Railroad Grade Crossings	Improve grade crossing at Sta. 265+16 (SJ RR)	\$0	\$0		\$122,250	\$122,250	\$122,250				
B338.2	South Union Avenue	White Lane	Casa Loma Drive	1.50		4	6	2	3.0	2 Lane Additions	Add 2 lanes	\$0	\$1,561,696		\$0	\$1,561,696	\$1,561,696				
E118	SR 178	M Street	Fairfax Road	5.25		6	8	2	10.5	Freeway Projects	Construct freeway with interchanges , REGIONAL		\$0		\$82,500,000	*	\$10,395,000				
E261	SR 178	SR 204/Golden State Avenue								State Hwy Bridges, Interchanges	Improve Connection , REGIONAL		\$0		\$20,000,000	*	\$2,520,000				
E233	SR 178	Various								State Hwy Bridges, Interchanges	Ramp Improvements - Various Locations, REGIONAL		\$0		\$20,000,000	*	\$2,520,000				
E259	SR 178/24th Street (TRIP)	Buck Owens Boulevard	M Street							Freeway Projects	Roadway Widening - TRIP , REGIONAL		\$0		\$34,040,000	*	\$2,013,354				
E235	SR 204/Golden State Avenue	Airport Drive	SR 178							2 Lane Additions	Add 2 lanes, REGIONAL		\$0		\$30,000,000	*	\$3,780,000				
E310	SR 204/Golden State Avenue	Calloway Canal								Canal Bridges	Widen Canal Bridge, REGIONAL	\$0	\$0		\$600,000	*	\$75,600				
E309	SR 204/Golden State Avenue	Carrier Canal								Canal Bridges	Widen Canal Bridge, REGIONAL	\$0	\$0		\$600,000	*	\$75,600				
E312	SR 204/Golden State Avenue	Chester Avenue								State Hwy Bridges, Interchanges	Bridge Widening, REGIONAL	\$0	\$0		\$6,000,000	*	\$756,000				
E236	SR 204/Golden State Avenue	F Street								State Hwy Bridges, Interchanges	Construct interchange, REGIONAL		\$0		\$20,000,000	*	\$2,520,000				
E311	SR 204/Golden State Avenue	Kern River								Kern River Bridges	Widen River Bridge 2 lanes .2 Miles, REGIONAL	\$0	\$0		\$8,000,000	*	\$1,008,000				
B372	SR 204/Union Avenue	Brundage Lane								Expand Intersection	Signal Modification/Expand Intersection	\$0	\$0	\$95,000	\$1,833,747	\$1,928,747	\$1,928,747				
E107	SR 58	Cottonwood Road	Fairfax Road	2.00		6	8	2	4.0	Freeway Projects	Construct freeway with interchanges, REGIONAL		\$16,000,000			*	\$1,088,000				
B373	SR 58	Real Road	Cottonwood Road	3.00	0.50	4	8	4	10.0	Freeway Projects	Add 2 lanes, REGIONAL	\$0	\$40,000,000		\$40,000,000	*	\$3,400,000				
E234	SR 58	Various								State Hwy Bridges, Interchanges	Ramp Improvements - Various Locations, REGIONAL		\$0		\$20,000,000	*	\$2,520,000				
E232	SR 99	Various								State Hwy Bridges, Interchanges	Ramp Improvements - Various Locations, REGIONAL		\$0		\$20,000,000	*	\$2,520,000				
B398.2	SR 99	Wilson Road	White Lane	1.00		6	8	2	2.0	Freeway Projects	Add 2 lanes, REGIONAL	\$0	\$10,000,000		\$0	*	\$350,000				
B406.2	Stockdale Highway	New Stine Road	Oak Street	1.25		4	6	2	2.5	Construct Medians	Median reconstruction	\$0	\$1,301,414		\$0	\$1,301,414	\$1,301,414				
E318	Truxtun Avenue	BNSF RR	Chester Avenue	2.00		4	6	6	12.0	2 Lane Additions	add 2 lanes, REGIONAL	\$0			\$40,000,000	*	\$5,040,000				
B412	University Avenue	Haley Street								Traffic Signals	Install Signal	\$0	\$0	\$190,000	\$0	\$190,000	\$190,000				
E320	Westside Parkway Phase 4 (Future TRIP)	Mohawk Street	Truxtun Avenue							Freeway Projects	Construct Tie-in from WSPW to Truxtun Avenue, REGIONAL	\$0	\$0		\$33,820,000	*	\$0				
B441	Wible Road	Ming Avenue	Brundage Lane	1.00		4	6	2	2.0	2 Lane Additions	Add 2 lanes	\$0	\$1,041,131		\$1,222,498	\$2,263,629	\$2,263,629				
B445.2	Gap projects											\$0			\$6,627,350	\$6,627,350					
Total									77.6			Total Cost/Fee Funding		*		\$31,126,112	\$84,558,525				
									658.7												
*Note: Total cost for all REGIONAL projects shown in Non-Core section.																					
Grand Totals:													\$3039191352*		\$1,933,587,852						

ATTACHMENT A: TRANSPORTATION IMPACT FEE SURVEY FORM

Name of Agency: CITY OF BAKERSFIELD
Title of Fee Program: REGIONAL TRANSPORTATION IMPACT FEE PROGRAM
Program Approval Date: 7-7-2009
Program Sunset Date: N/A

Total Value of Program: Based on General Plan available acreage \$ _____
Capital List Cost Estimate: Based on Capital Transportation Needs \$ 1,933,587,857
Estimate of Single-Family Housing based on adopted General Plan: [Acreage by residential density type]
Estimate of Commercial Development based on adopted General Plan: [Acreage by commercial type]

PROGRAM REVENUE HISTORY AND SCHEDULE INFORMATION

Annual Receipts for 3 years:

\$ 15,171,091 amount collected for calendar year 2017 as published in budget
\$ 13,731,741 amount collected for calendar year 2018 as published in budget
\$ 15,883,346 amount collected for calendar year 2019 as published in budget


Urban Core Fee Per Household: \$ 7,747 cost per single family residential unit
Outlying Area Fee Per Household: \$ 12,870 cost per single family residential unit
Commercial Fee for Urban Core: \$ Varies cost per square foot of development
Commercial Fee for Outlying Area: \$ Varies cost per square foot of development

PLEASE CHECK THE FOLLOWING LIST TO INDICATE DOCUMENTS INCLUDED WITH THIS FORM

- ☒ Attached: Adopted ordinance of latest Transportation Impact Fee Schedule
☒ Attached: Most recent copy of Nexus Study
☒ Attached: Most recent copy of Improvement List tied to Fee Schedule

Other comments: _____

Contact Name: Ryan Starbuck
Contact Phone #: 326-3995
Contact E-Mail: rstarbuc@bakersfieldcity.us

Signature: 
Date: 3/18/20

RESOLUTION NO. 084 - 09

**A RESOLUTION OF THE COUNCIL OF THE CITY OF
BAKERSFIELD ADOPTING THE 2007-2035 REGIONAL
TRANSPORTATION IMPACT FEE FACILITIES LIST AND
FEE SCHEDULE, PHASE IV AND ADOPTING THE NEXUS
REPORT.**

WHEREAS, Chapter 15.84 of the Bakersfield Municipal Code implemented a Transportation Impact Fee program for new development in order for new development to bear a proportionate share of the cost of the new or expanded transportation facilities required by such development; and

WHEREAS, Chapter 15.84 of the Bakersfield Municipal Code requires that the Fee schedule be evaluated to account for changes in the Regional Transportation Facilities List, changes in cost estimates for the various projects on the list, and any other items which would change new developments' proportionate share of the cost of the Regional Transportation Facilities List; and

WHEREAS, Chapter 15.84 of the Bakersfield Municipal Code further requires that the fee schedule adopted by the City Council be adjusted annually by the Construction Cost Index; and

WHEREAS, both the Facilities List and the Fee Schedule of the Transportation Impact Fee Program have been re-evaluated to include a new planning horizon year of 2035; and

WHEREAS, the transportation network has been updated to include the latest development and land use trends through December of 2007; and

WHEREAS, all developments which vest after the effective date of this Resolution will be subject to the Phase IV Transportation Impact Fee; and

WHEREAS, this change to the Transportation Impact Fee is statutorily exempt from CEQA pursuant to section 15276 of the State CEQA Guidelines; and

WHEREAS, the fees collected do not involve the commitment to any specific project which may result in a potentially significant physical impact on the environment; and

WHEREAS, a public hearing before the City Council was advertised and held June 24, 2009 and the City Council finds as follows:

1. All required public notices have been given. Hearing notice was published per Government Code Sections 66018 and 6062 (a).

2. The provisions of CEQA and City of Bakersfield CEQA Implementation Procedures have been followed. This change to the Transportation Impact Fee program is statutorily exempt from CEQA pursuant to section 15276 of the State CEQA Guidelines.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Bakersfield as follows:

1. The above recitals are true and correct and incorporated herein.
2. The Transportation Impact Fee Facilities List, Phase IV set forth as Exhibit "A," is hereby approved and adopted.
3. The fee schedule for Phase IV set forth as Exhibit "B" is hereby approved and adopted.
4. The nexus report for Phase IV set forth as Exhibit "C" is hereby approved and adopted.
5. This Resolution shall become effective 60 days after its adoption.

-----oOo-----

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Council of the City of Bakersfield at a regular meeting thereof held on JUL 07 2009, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

COUNCILMEMBER CARSON, BENHAM, WEIR, COUCH, HANSON, SULLIVAN, SCRIVNER

COUNCILMEMBER

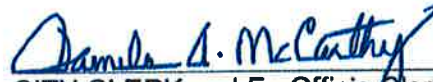
COUNCILMEMBER

COUNCILMEMBER

none

none

none



CITY CLERK and Ex Officio Clerk of the
Council of the City of Bakersfield

APPROVED JUL 07 2009

By


HARVEY L. HALL
Mayor

APPROVED AS TO FORM:
VIRGINIA GENNARO
City Attorney

By


ROBERT M. SHERFY
Deputy City Attorney

Attachments: Exhibit "A"
Exhibit "B"
Exhibit "C"

mps

1.97	REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program
------	---

Exhibit "A"

REGIONAL TRANSPORTATION FACILITIES LIST - FY 2009-2010 NEW OPPORTUNITIES FOR IMPROVEMENT - TRANSPORTATION IMPROVEMENT FUND PROJECTS													
Project Number	Project Name	From	To	Improvement (Cmpt. Miles)	Classified Improvement (Length Miles)	Number of Lanes Proposed	Lanes Proposed (Per Mile)	Number of Lane	Cost (Mile)	Cost Construct.	Share Cost	Additional Unaffiliated Item Cost	Free Parking
1001	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1002	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1003	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1004	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1005	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1006	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1007	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1008	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1009	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1010	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1011	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1012	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1013	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1014	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1015	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1016	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1017	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1018	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1019	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1020	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1021	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1022	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1023	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1024	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1025	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1026	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1027	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1028	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1029	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1030	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1031	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1032	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1033	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1034	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1035	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1036	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1037	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1038	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1039	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1040	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1041	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1042	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1043	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1044	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1045	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1046	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1047	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1048	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1049	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1050	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1051	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1052	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1053	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1054	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1055	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1056	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1057	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1058	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1059	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1060	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1061	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1062	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1063	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1064	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1065	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1066	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1067	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1068	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1069	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1070	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1071	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1072	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1073	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1074	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1075	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1076	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1077	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1078	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1079	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1080	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1081	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1082	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1083	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1084	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1085	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1086	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1087	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1088	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1089	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1090	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1091	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1092	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1093	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1094	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1095	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1096	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1097	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1098	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1099	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1100	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000.00		
1101	Oil Field Road	Oil Field Road	Oil Field Road	1.50	1.50	2	2	12	\$1,000.00	\$1,000.00	\$1,000		

1.97	REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program
------	---

Exhibit "A"

1.97 REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program													
Global Project Number	Street Name	10	Improved Length Miles	Quantified Improvement Length Miles	Number of Lanes Proposed	Number of Lanes Relocated	Number of Lanes Relocated	Cost \$/Mile	Cost \$/Mile	Signage Cost	Additional Unfunded Shared Cost	Total Cost	Fee Payers
1001	10th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1002	11th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1003	12th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1004	13th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1005	14th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1006	15th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1007	16th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1008	17th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1009	18th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1010	19th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1011	20th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1012	21st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1013	22nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1014	23rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1015	24th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1016	25th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1017	26th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1018	27th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1019	28th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1020	29th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1021	30th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1022	31st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1023	32nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1024	33rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1025	34th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1026	35th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1027	36th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1028	37th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1029	38th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1030	39th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1031	40th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1032	41st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1033	42nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1034	43rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1035	44th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1036	45th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1037	46th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1038	47th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1039	48th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1040	49th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1041	50th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1042	51st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1043	52nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1044	53rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1045	54th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1046	55th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1047	56th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1048	57th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1049	58th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1050	59th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1051	60th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1052	61st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1053	62nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1054	63rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1055	64th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1056	65th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1057	66th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1058	67th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1059	68th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1060	69th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1061	70th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1062	71st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1063	72nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1064	73rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1065	74th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1066	75th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1067	76th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1068	77th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1069	78th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1070	79th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1071	80th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1072	81st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1073	82nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1074	83rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1075	84th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1076	85th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1077	86th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1078	87th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1079	88th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1080	89th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1081	90th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1082	91st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1083	92nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1084	93rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1085	94th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1086	95th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1087	96th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1088	97th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1089	98th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1090	99th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1091	100th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1092	101st St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1093	102nd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1094	103rd St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1095	104th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1096	105th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1097	106th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1098	107th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1099	108th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1100	109th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1.00	1.00	1.00
1101	110th St	1.00	1.00	1.00	2	2	2	1.00	1.00	1.00	1		

1.97 REGIONAL TRANSPORTATION FACILITIES LIST - FY 2008-2035 Metropolitan Bakersfield Transportation Impact Fee Program

Exhibit "A"

Global Project Number	Project Name	Location	Intersecting Length Miles	Conditioned Length Miles	Number of Lanes Proposed	Number of Lanes Existing	Carriageway	Cost R/W	Cost Construct	Signal Cost	Additional Unfunded Cost	Total Cost	Fee Funding
1.97.1	1st Street	1st Street	0.00	0.00	0	0	0						
1.97.2	2nd Street	2nd Street	0.00	0.00	0	0	0						
1.97.3	3rd Street	3rd Street	0.00	0.00	0	0	0						
1.97.4	4th Street	4th Street	0.00	0.00	0	0	0						
1.97.5	5th Street	5th Street	0.00	0.00	0	0	0						
1.97.6	6th Street	6th Street	0.00	0.00	0	0	0						
1.97.7	7th Street	7th Street	0.00	0.00	0	0	0						
1.97.8	8th Street	8th Street	0.00	0.00	0	0	0						
1.97.9	9th Street	9th Street	0.00	0.00	0	0	0						
1.97.10	10th Street	10th Street	0.00	0.00	0	0	0						
1.97.11	11th Street	11th Street	0.00	0.00	0	0	0						
1.97.12	12th Street	12th Street	0.00	0.00	0	0	0						
1.97.13	13th Street	13th Street	0.00	0.00	0	0	0						
1.97.14	14th Street	14th Street	0.00	0.00	0	0	0						
1.97.15	15th Street	15th Street	0.00	0.00	0	0	0						
1.97.16	16th Street	16th Street	0.00	0.00	0	0	0						
1.97.17	17th Street	17th Street	0.00	0.00	0	0	0						
1.97.18	18th Street	18th Street	0.00	0.00	0	0	0						
1.97.19	19th Street	19th Street	0.00	0.00	0	0	0						
1.97.20	20th Street	20th Street	0.00	0.00	0	0	0						
1.97.21	21st Street	21st Street	0.00	0.00	0	0	0						
1.97.22	22nd Street	22nd Street	0.00	0.00	0	0	0						
1.97.23	23rd Street	23rd Street	0.00	0.00	0	0	0						
1.97.24	24th Street	24th Street	0.00	0.00	0	0	0						
1.97.25	25th Street	25th Street	0.00	0.00	0	0	0						
1.97.26	26th Street	26th Street	0.00	0.00	0	0	0						
1.97.27	27th Street	27th Street	0.00	0.00	0	0	0						
1.97.28	28th Street	28th Street	0.00	0.00	0	0	0						
1.97.29	29th Street	29th Street	0.00	0.00	0	0	0						
1.97.30	30th Street	30th Street	0.00	0.00	0	0	0						
1.97.31	31st Street	31st Street	0.00	0.00	0	0	0						
1.97.32	32nd Street	32nd Street	0.00	0.00	0	0	0						
1.97.33	33rd Street	33rd Street	0.00	0.00	0	0	0						
1.97.34	34th Street	34th Street	0.00	0.00	0	0	0						
1.97.35	35th Street	35th Street	0.00	0.00	0	0	0						
1.97.36	36th Street	36th Street	0.00	0.00	0	0	0						
1.97.37	37th Street	37th Street	0.00	0.00	0	0	0						
1.97.38	38th Street	38th Street	0.00	0.00	0	0	0						
1.97.39	39th Street	39th Street	0.00	0.00	0	0	0						
1.97.40	40th Street	40th Street	0.00	0.00	0	0	0						
1.97.41	41st Street	41st Street	0.00	0.00	0	0	0						
1.97.42	42nd Street	42nd Street	0.00	0.00	0	0	0						
1.97.43	43rd Street	43rd Street	0.00	0.00	0	0	0						
1.97.44	44th Street	44th Street	0.00	0.00	0	0	0						
1.97.45	45th Street	45th Street	0.00	0.00	0	0	0						
1.97.46	46th Street	46th Street	0.00	0.00	0	0	0						
1.97.47	47th Street	47th Street	0.00	0.00	0	0	0						
1.97.48	48th Street	48th Street	0.00	0.00	0	0	0						
1.97.49	49th Street	49th Street	0.00	0.00	0	0	0						
1.97.50	50th Street	50th Street	0.00	0.00	0	0	0						
1.97.51	51st Street	51st Street	0.00	0.00	0	0	0						
1.97.52	52nd Street	52nd Street	0.00	0.00	0	0	0						
1.97.53	53rd Street	53rd Street	0.00	0.00	0	0	0						
1.97.54	54th Street	54th Street	0.00	0.00	0	0	0						
1.97.55	55th Street	55th Street	0.00	0.00	0	0	0						
1.97.56	56th Street	56th Street	0.00	0.00	0	0	0						
1.97.57	57th Street	57th Street	0.00	0.00	0	0	0						
1.97.58	58th Street	58th Street	0.00	0.00	0	0	0						
1.97.59	59th Street	59th Street	0.00	0.00	0	0	0						
1.97.60	60th Street	60th Street	0.00	0.00	0	0	0						
1.97.61	61st Street	61st Street	0.00	0.00	0	0	0						
1.97.62	62nd Street	62nd Street	0.00	0.00	0	0	0						
1.97.63	63rd Street	63rd Street	0.00	0.00	0	0	0						
1.97.64	64th Street	64th Street	0.00	0.00	0	0	0						
1.97.65	65th Street	65th Street	0.00	0.00	0	0	0						
1.97.66	66th Street	66th Street	0.00	0.00	0	0	0						
1.97.67	67th Street	67th Street	0.00	0.00	0	0	0						
1.97.68	68th Street	68th Street	0.00	0.00	0	0	0						
1.97.69	69th Street	69th Street	0.00	0.00	0	0	0						
1.97.70	70th Street	70th Street	0.00	0.00	0	0	0						
1.97.71	71st Street	71st Street	0.00	0.00	0	0	0						
1.97.72	72nd Street	72nd Street	0.00	0.00	0	0	0						
1.97.73	73rd Street	73rd Street	0.00	0.00	0	0	0						
1.97.74	74th Street	74th Street	0.00	0.00	0	0	0						
1.97.75	75th Street	75th Street	0.00	0.00	0	0	0						
1.97.76	76th Street	76th Street	0.00	0.00	0	0	0						
1.97.77	77th Street	77th Street	0.00	0.00	0	0	0						
1.97.78	78th Street	78th Street	0.00	0.00	0	0	0						
1.97.79	79th Street	79th Street	0.00	0.00	0	0	0						
1.97.80	80th Street	80th Street	0.00	0.00	0	0	0						
1.97.81	81st Street	81st Street	0.00	0.00	0	0	0						
1.97.82	82nd Street	82nd Street	0.00	0.00	0	0	0						
1.97.83	83rd Street	83rd Street	0.00	0.00	0	0	0						
1.97.84	84th Street	84th Street	0.00	0.00	0	0	0						
1.97.85	85th Street	85th Street	0.00	0.00	0	0	0						
1.97.86	86th Street	86th Street	0.00	0.00	0	0	0						
1.97.87	87th Street	87th Street	0.00	0.00	0	0	0						
1.97.88	88th Street	88th Street	0.00	0.00	0	0	0						
1.97.89	89th Street	89th Street	0.00	0.00	0	0	0						
1.97.90	90th Street	90th Street	0.00	0.00	0	0	0						
1.97.91	91st Street	91st Street	0.00	0.00	0	0	0						
1.97.92	92nd Street	92nd Street	0.00	0.00	0	0	0						
1.97.93	93rd Street	93rd Street	0.00	0.00	0	0	0						
1.97.94	94th Street	94th Street	0.00	0.00	0	0	0						
1.97.95	95th Street	95th Street	0.00	0.00	0	0	0						
1.97.96	96th Street	96th Street	0.00	0.00	0	0	0						
1.97.97	97th Street	97th Street	0.00	0.00	0	0	0						
1.97.98	98th Street	98th Street	0.00	0.00	0	0	0						
1.97.99	99th Street	99th Street	0.00	0.00	0	0	0						
1.97.100	100th Street	100th Street	0.00	0.00	0	0	0						
1.97.101	101st Street	101st Street	0.00	0.00	0	0	0						
1.97.102	102nd Street	102nd Street	0.00	0.00	0	0	0						
1.97.103	103rd Street	103rd Street	0.00	0.00	0	0	0						
1.97.104	104th Street	104th Street	0.00	0.00	0	0	0						
1.97.105	105th Street	105th Street	0.00	0.00	0	0	0						
1.97.106	106th Street	106th Street	0.00	0.00	0	0	0						
1.97.107	107th Street	107th Street	0.00	0.00	0	0	0						
1.97.108	108th Street	108th Street	0.00	0.00	0	0	0						
1.97.109	109th Street	109th Street	0.00	0.00	0	0	0						
1.97.110	110th Street	110th Street	0.00	0.00	0	0	0						
1.97.111	111th Street	111th Street	0.00	0.00	0	0	0						
1.97.112	112th Street	112th Street	0.00	0.00	0	0	0						
1.97.113	113th Street	113th Street	0.00	0.00	0	0	0						
1.97.114	114th Street	114th Street	0.00	0.00	0	0	0						
1.97.115	115th Street	115th Street	0.00	0.00	0	0	0						
1.97.116	116th Street	116th Street	0.00	0.00	0	0	0						
1.97.117	117th Street	117th Street	0.00	0.00	0	0	0						
1.97.118	118th Street	118th Street	0.00	0.00	0	0	0						
1.97.119	119th Street	119th Street	0.00	0.00	0	0	0						
1.97.120	120th Street	120th Street	0.00	0.00	0	0	0						
1.97.121	121st Street	121st Street	0.00	0.00	0	0	0						
1.97.122	122nd Street	122nd Street	0.00	0.00	0	0	0						
1.97.123	123rd Street	123rd Street	0.00	0.00	0	0	0						
1.97.124	124th Street	124th Street	0.00	0.00	0	0	0						
1.97.125	125th Street	125th Street	0.00	0.00	0	0	0						
1.97.126	126th Street	126th Street	0.00	0.00	0	0	0						

Non-Core Area

LAND USE TYPE	Bakersfield	Bakersfield	Kern County	City Adopted 10/9/2008		Metro
	Phase III Current	Phase III Current w/ add. mt.	Phase III Current	Phase IV FEE PER UNIT First Year	Phase IV FEE PER UNIT	Phase IV FEE PER UNIT
RESIDENTIAL PER LIVING UNIT						
SINGLE FAMILY, DETACHED	\$7,066	\$9,553	\$12,958	\$12,228	\$13,595	\$12,870
	\$3,391		\$6,219	\$4,236	\$4,710	\$6,213
NON RESIDENTIAL PER ADT TRIP						
HEAVY/LIGHT INDUSTRIAL	\$180	\$355	\$168	\$189	\$210	\$186
OFFICE COMMERCIAL						
Under 100,000 sq. ft.	\$131	\$156	\$120	\$145	\$161	\$143
100,000-199,999 sq. ft.	\$155	\$182	\$171	\$165	\$184	\$163
200,000 sq. ft. & over	\$174	\$203	\$199	\$178	\$198	\$175
PUBLIC/GOVERNMENT	N/A	N/A	N/A	N/A	N/A	\$157
RETAIL COMMERCIAL						
Under 10,000 sq. ft.	\$67	\$69	\$64	\$79	\$88	\$78
10,000-49,999 sq. ft.	\$106	\$109	\$129	\$111	\$124	\$110
50,000-99,999 sq. ft.	\$149	\$153	\$136	\$170	\$188	\$167
100,000-199,999 sq. ft.	by individual study	by individual study	by individual study	\$180	\$201	\$178
200,000-299,999 sq. ft.	by individual study	by individual study	by individual study	\$219	\$243	\$216
300,000-399,999 sq. ft.	by individual study	by individual study	by individual study	\$237	\$263	\$233
400,000-499,999 sq. ft.	by individual study	by individual study	by individual study	\$237	\$263	\$233
500,000-999,999 sq. ft.	by individual study	by individual study	by individual study	\$239	\$266	\$236
1,000,000 sq. ft. & over	by individual study	by individual study	by individual study	\$239	\$266	\$236

CITY OF BAKERSFIELD
ORIGINAL

Core Area

LAND USE TYPE	Bakersfield	Kern County	City Adopted 10/9/2008		Metro
	Phase III Current	Phase III Current	Phase IV FEE PER UNIT First Year	Phase IV FEE PER UNIT	Phase IV FEE PER UNIT
RESIDENTIAL PER LIVING UNIT					
SINGLE FAMILY, DETACHED	\$3,523	\$4,905	\$4,772	\$5,311	\$7,747
MULTI-FAMILY	\$1,691	\$2,354	\$2,480	\$2,760	\$3,740
NON RESIDENTIAL PER ADT TRIP					
HEAVY/LIGHT INDUSTRIAL	\$89	\$82	\$110	\$123	\$112
OFFICE COMMERCIAL					
Under 100,000 sq. ft.	\$65	\$59	\$85	\$94	\$86
100,000-199,999 sq. ft.	\$77	\$78	\$97	\$108	\$98
200,000 sq. ft. & over	\$87	\$88	\$104	\$116	\$106
PUBLIC/GOVERNMENT	N/A	N/A	N/A	N/A	\$95
RETAIL COMMERCIAL					
Under 10,000 sq. ft.	\$33	\$30	\$46	\$51	\$47
10,000-49,999 sq. ft.	\$53	\$49	\$65	\$72	\$66
50,000-99,999 sq. ft.	\$75	\$67	\$99	\$110	\$101
100,000-199,999 sq. ft.	by individual study	by individual study	\$106	\$118	\$107
200,000-299,999 sq. ft.	by individual study	by individual study	\$128	\$143	\$130
300,000-399,999 sq. ft.	by individual study	by individual study	\$138	\$154	\$141
400,000-499,999 sq. ft.	by individual study	by individual study	\$138	\$154	\$141
500,000-999,999 sq. ft.	by individual study	by individual study	\$140	\$156	\$142
1,000,000 sq. ft. & over	by individual study	by individual study	\$140	\$156	\$142



**Transportation Impact Fee – Phase IV
Fee Update Background and Nexus Report**
June 16, 2009

Exhibit C

CITY OF BAKERSFIELD
ORIGINAL

Transportation Impact Fee – Phase IV Fee Update Background

BACKGROUND

The Metropolitan Bakersfield Transportation Impact Fee was adopted by both the City Council and the County Board of Supervisors in 1992. The original impetus for this Transportation Impact Fee Program is the Bakersfield Metropolitan 2010 General Plan Circulation Policy Statement No. 39:

"Require new development and expansion of existing development to pay or participate in it's pro rata share of the costs of expansions in area-wide transportation facilities and services which it necessitates."

This Impact Fee is a development fee and the procedures laid out by the State of California in Government Code Section 66000 et.seq. were followed in the adoption process. As originally developed in the City, the fee program consists of an ordinance to implement the fee on new development, and a Resolution adopting the Regional Transportation Facilities List and a Transportation Impact Fee Schedule. In the County, the Regional Transportation Facilities List and a Transportation Impact Fee Schedule were adopted by ordinance. The original Facilities List included some of the facilities needed to maintain a Level of Service of "C" or better for new growth or to prevent the degradation of roads which are currently below Level of Service "C". The Fee Schedule set forth the fees to be collected from new development to mitigate the need for the facilities. When first adopted, the facilities list included only those projects which were considered too large for individual developers to fund and construct on their own. However, additional mitigation was needed on a case-by-case basis to account for the local component of the traffic needs. This local component had to be determined by individual traffic studies for each project.

The fee program was updated in 1997 to eliminate the need for individual traffic studies to determine the local component of the traffic needs, and the facilities list was expanded to include many roadway segments and traffic signals. The funding of these items was the most common requirement of the local traffic studies, and their inclusion in the facilities list eliminated the need for these studies.

Phase III Update

In 2002-2003, both City and County staff was tasked with a comprehensive update of the Metropolitan Bakersfield Transportation Impact Fee program to extend the program out to a new horizon year- 2020 – the Phase III update. In doing so, the socioeconomic data for the updated model was updated for the base year of 1998 and the horizon year of 2020 and was thoroughly reviewed by City and County staff and the Kern Council of Governments (KCOG). The Land Use base map used was the Land Use adopted for the 2010 General Plan Update. The new facilities that were required to maintain a Level of Service of "C" or better were determined and were added to a new Facilities List. The

Transportation Impact Fee – Phase IV Fee Update Background

various components that go into the computation of the fee schedule were reviewed and updated.

Phase IV Update

In 2007 – 2008, after a period of unprecedented growth, City and County staff were instructed to once again update the Metropolitan Bakersfield Transportation Impact Fee program. The same steps were followed as in the 2002-2003 update:

- A new horizon year was determined – 2035. This horizon year is consistent with the General Plan Update process now underway. However, this fee update is on a slightly faster schedule.
- The base year of 2006 for the traffic model was used.
- The socioeconomic data – both households and employment – was updated for the base year of 2006 and the horizon year of 2035. This data was reviewed by City and County Planning staff and the staff at KCOG as well as the Kern Regional Transportation /Land Use Modeling Subcommittee (KRTMC) of the Kern COG Transportation Technical Advisory Committee (TTAC).
 - The Kern Regional Transportation/Land Use Modeling Subcommittee is made up of representatives from Kern County, Kern COG, the City of Bakersfield, the City of Shafter, CalTrans, McIntosh and Associates and others.
- The KCOG model was updated and validated for the new horizon year and growth figures.
- Using the updated model results, the transportation facilities necessary to support the growth with a Level of Service “C” as mandated by our General Plan were determined.
- The new network as determined above was verified through new model runs by Kern COG
- The costs of the projects on the final Transportation Impact Fee Facilities network were determined.
- The amount of the fee based on the above and other variables was determined. (See the discussion in the following section, “Development of Fee”)
- Throughout the process, multiple informational meetings were held with stakeholder groups such as the HBA, the Board of Realtors, the Chamber of Commerce, etc.
- Periodic updates were given to the City Council’s Planning and Development Committee.

This paper documents the assumptions, equations, and values necessary to update both the facilities list and the fee schedule.

Transportation Impact Fee – Phase IV Fee Update Background

DEVELOPMENT OF FEE

The Transportation Impact Fee pays for the construction of both regional and local facilities that are required to maintain a Level of Service “C” for the Metropolitan Bakersfield transportation system. Only those facilities required by new development as allowed by the Metropolitan Bakersfield General Plan in effect on December 14, 2007 are covered by this Transportation Impact Fee Program.

The fee schedule was developed based upon the fact that different types of land uses will place different demands on the regional transportation system. Those types of uses whose impact on the road system is greater will pay a higher fee. The relative impact of the various land uses is determined based upon trip rate, trip length and the percentage of new trips – a number that represents those trips that are to that land use only, and are not shared or linked together with trips to other land uses.

These fees are imposed on new development through the application of the Transportation Impact Fee Ordinance and are collected at the building permit stage for any development that produces additional vehicular trips over that attributable to the land in its pre-existing condition – before the new development is in place. The fees are placed in a separate interest bearing account, per the requirements of GC 66000 et seq, and are only used to construct those facilities that are listed on the Facilities List.

Traffic Model

The traffic model is a computer model using CUBE software from Citylabs of Oakland, California. The model is operated and maintained by KCOG under the authority and direction of a Memorandum of Understanding between KCOG, the County of Kern, the City of Bakersfield, and CalTrans. This Memorandum of Understanding sets forth the rules for the distribution, operation and maintenance of the model. The model is updated every 3 to 5 years. It is based on the existing and future road network, and currently contains approximately 1700 “traffic analysis zones”, or “TAZ’s”. The TAZ is a geographic area usually bounded by segments of the model road network. KCOG modelers use general plan land use information and historic trends for that geographic area to generate the number and type of trips for each TAZ. The model then uses this information to “load” the boundary road network segments. Run for the year 2035, the model uses the TAZ information to determine the traffic loads on the road segments expected to be in place in the year 2035. This information yields an approximation of the Level of Service that we would expect to see on each of the future road segments.

Facilities List

The transportation network needed for the horizon year of 2035 was derived after several iterations. Assumptions were made as to which of the lanes for the roadways were going to be complete by the horizon year, and the traffic model was used to determine which of

Transportation Impact Fee – Phase IV Fee Update Background

those additional lanes was necessary to maintain a Level of Service "C". The criteria as to whether to add a segment to the facilities list were as follows:

1. If the LOS on any link is C or better in 2006, and is also C or better in 2035, do not add any lanes to the Phase IV list
2. If the LOS on any link is C or better in 2006 and is worse than C in 2035 – add the necessary lanes to bring the LOS in 2035 to C or better.
3. If the LOS is worse than C on any link in 2006, add lanes only as necessary to keep the same LOS in 2035.
4. If no road exists on the link in 2006, and 2035 shows 2 or more lanes needed for LOS C or better, add the appropriate lanes.
5. The dedication of rights-of-way is a requirement under the City and County subdivision and development ordinances. Therefore, only certain rights-of-way will be included in the facilities list. Where "gap" projects that the City or County will be required to construct, and money needs to be available to pay for the additional right-of-way that may be required, a line item will be added to cover these costs.
6. If the link already has lanes on the Phase III list, keep the Phase III lanes on that segment in the Phase IV list and update the Phase III construction cost and, where applicable, the right-of-way and other costs (unless noted otherwise).
7. If the land is Industrial or Commercial and the full improvements are not in place, get additional travel lanes (if necessary), but not the remaining improvements (curb, gutter, sidewalk, parking lane) – businesses must pay for their frontage improvements.

A copy of the Facilities List map is attached as Exhibit C.1.

Cost Assumptions

The cost assumptions are as follows:

1. Road Construction Costs:
 - a. Arterial \$520,565 per lane mile
 - b. Collector \$320,323 per lane mile
 - c. Removal of both existing arterial lanes in the wrong position (no median allowance): \$25/CY for roadway excavation to a depth of 2 feet (including disposal) and replace with topsoil at \$10/CY – 20' x 2' x 1' x \$35/CY assume \$52/LFSee Exhibit C.2 for backup for the arterial and collector costs.
2. Miscellaneous Costs:

a. Railroad Grade Separation:	\$10 to 35 million Ea.
b. Traffic signal	\$ 190,000 Ea.
c. State Traffic Signal	\$ 250,000 Ea
d. At-grade RR Crossing	\$ 400,000 Ea.
e. Canal Crossing	\$ 500,000 Ea.
f. Kern River Bridge	\$ 4,000,000 Ea.
g. Widen Intersection	\$ 500,000 Ea.

Transportation Impact Fee – Phase IV Fee Update Background

FEE EQUATION

This is a brief outline of the modified equation used to determine the Transportation Impact Fee Schedule and the development of the various constants and variables. For an in-depth discussion of the unmodified equation (Gas Tax version), see “Metropolitan Bakersfield – TRANSPORTATION DEVELOPMENT FEE – Final Report” by Omni-Means Engineers Planners dated February, 1991. The use of this fee equation establishes the relationship between the amount of the fee for each land use type and the cost of the public facility attributable to the land use type.

The equation is as follows:

$$\text{Attributable New Travel} = [(\text{Annual Average Daily Traffic (ADT)} \times \text{Average Trip Length}) / 2] \times \% \text{ New Trips}$$
$$\text{New Lane Miles of Roads} = \text{Attributable Travel} / \text{Capacity Per Lane}$$
$$\text{Total Cost} = \text{New Lane Miles Of Road} \times \text{Total Program Costs/Number of Lane Miles}$$
$$\text{Impact Fee} = \text{Total Cost}$$

The constants and variables for the equation are the “ADT Trip Rate”, the “Average Trip Length”, the “% New Trips”, the “Capacity Per Lane” and the “Cost per Lane Mile of Road”. Also needed to develop the total number of trips for each land use category is the number of new units (or square footage) from the base year of 2006 to the design year of 2035.

Transportation Impact Fee – Phase IV Fee Update Background

“ADT Trip Rate”

The constants for “ADT trip rate” are determined from the data in the Institute of Transportation Engineers “Trip Generation”, 7th Edition for each of the land use types in the fee schedule. These land use types are:

1. Single Family Detached Housing (Land Use 210)
2. Apartment (Land Use 220)
3. General Heavy Industrial (Land Use 120) – used for Service Industrial also
4. General Light Industrial (Land Use 110)
5. General Office Building (Land Use 710) – generalized as Office Commercial
6. Public/Government (Land Use 522) – generalized as Junior/Middle School
7. Shopping Center (Land Use 820) – generalized as Retail Commercial

Attached are excerpts from the Trip Generation manual for the various land uses. The following table summarizes the trip rates:

LAND USE TYPE	TYPE NO.	ADT TRIP RATE
RESIDENTIAL PER LIVING UNIT		
SINGLE FAMILY, DETACHED	1	9.57
MULTI-FAMILY	2	6.72
NON RESIDENTIAL PER ADT TRIP		
HEAVY/LIGHT INDUSTRIAL	3	4.24
OFFICE COMMERCIAL		
Under 100,000 sq. ft.	4	13.34
100,000-199,999 sq. ft.	5	12.15
200,000 sq. ft. & over	6	11.37
PUBLIC/GOVERNMENT	7	13.78
RETAIL COMMERCIAL		
Under 10,000 sq. ft.	8	152.03
10,000-49,999 sq. ft.	9	103.50
50,000-99,999 sq. ft.	10	75.10
100,000-199,999 sq. ft.	11	58.93
200,000-299,999 sq. ft.	12	49.28
300,000-399,999 sq. ft.	13	43.80
400,000-499,999 sq. ft.	14	40.12
500,000-999,999 sq. ft.	15	33.55
1,000,000 sq. ft. & over	16	30.33

Transportation Impact Fee – Phase IV Fee Update Background

“Average Trip Length”

The average trip length is determined from the Kern Council of Government's traffic model. The model provides estimates of average trip length in minutes by trip purpose and the average speed of system-wide trips. The trip rate times the trip length in minutes divided by the average speed yields the trip length in miles.

“% New Trips”

The following is excerpted from the Omni-Means report:

Many land uses, while attracting traffic, generate little if any new traffic (other than attracting traffic to a particular location). There are several reasons for this. First, the multiple purpose trip will tend to attract traffic to particular locations without generating new traffic. Second, the capturing of an existing trip, such as stopping for a quart of milk on the way home from work, will not result in additional travel. Third, diverting a trip which already existed (such as taking the long way home from work to shop) will place limited new travel on the road system. Take, for example, the convenience store and the service (gas) station. The typical visit to these establishments is not a primary trip, especially during the peak hour, but rather are trips made by individuals who are going elsewhere, such as home or work.

An example may help. Let's assume there is an individual driving from work to home. Assume that this individual stops at the day care center to pick up a child, a convenience store to get milk and a service station for gasoline. How many trips have been made? According to the standard methodology of transportation engineering, a total of four (4) trips have been made, with eight (8) trip ends.

- Leaving work
- Entering the day care center
- Leaving the day care center
- Entering the convenience store
- Leaving the convenience store
- Entering the service station
- Leaving the service station
- Arriving home

If we were to apply an average trip length of 7.1 miles to these trips, the result would be 28.4 miles of travel, a vast over-statement of actual travel. This over-statement is corrected in impact fee analysis in two ways. First, a percentage reduction factor (% new trips), for trips to particular land uses which do not place additional travel on the roads, and second, to adjust the trip lengths for non-residential land uses which more accurately reflect the travel patterns of trips visiting those land uses. The first, % new trips, is included in the Table below. The second, adjusted trip lengths, are also included in the

Transportation Impact Fee – Phase IV Fee Update Background

Table below. Both of these adjustments are ultimately made on the basis of professional judgment. Such judgments, however, are based upon information provided in Trip Generation, several articles in the "ITE Journal", information obtained from a study performed for Brevard County, Florida adopted by ordinance by the City of Titusville, available at <http://www.titusville.com/Files/63-132.pdf> and specifically upon an article which appears in the May, 1984, issue of "Public Works". These articles were guides to the establishment of the % new trips.

LAND USE TYPE	TYPE NO.	AVG. TRIP LENGTH	% NEW TRIPS
RESIDENTIAL PER LIVING UNIT			
SINGLE FAMILY, DETACHED	1	10.86	100%
MULTI-FAMILY	2	10.86	100%
NON RESIDENTIAL PER ADT TRIP			
HEAVY/LIGHT INDUSTRIAL	3	9.84	89%
OFFICE COMMERCIAL			
Under 100,000 sq. ft.	4	11.05	92%
100,000-199,999 sq. ft.	5	11.05	92%
200,000 sq. ft. & over	6	11.05	92%
PUBLIC/GOVERNMENT	7	11.05	92%
RETAIL COMMERCIAL			
Under 10,000 sq. ft.	8	1.50	48%
10,000-49,999 sq. ft.	9	3.20	48%
50,000-99,999 sq. ft.	10	4.89	64%
100,000-199,999 sq. ft.	11	7.77	64%
200,000-299,999 sq. ft.	12	9.43	64%
300,000-399,999 sq. ft.	13	11.09	72%
400,000-499,999 sq. ft.	14	11.09	72%
500,000-999,999 sq. ft.	15	11.09	75%
1,000,000 sq. ft. & over	16	11.09	75%

A review of the KCOG model has indicated that these trip figures are still reasonably accurate.

Transportation Impact Fee – Phase IV Fee Update Background

“Capacity Per Lane”

This constant is derived in part from the facilities list, and can be considered iterative until the final list is determined. The average daily per lane capacity of each of the roadway types for a Level of Service C is weighted by the number of lane miles of each type of facility. The capacity per lane is as follows:

1. Freeways 20,000 per lane (80% of total 25,000 capacity)
2. Expressway 9,600 per lane (80% of total 12,000 capacity)
3. Highway (State) 8,000 per lane (80% of total 10,000 capacity)
3. Arterials 8,000 per lane (80% of total 10,000 capacity)
4. Collectors 6,000 per lane (80% of total 7,500 capacity)

The number of lane miles for each of the roadway types is determined from the facilities list. The capacity per lane is shown in the following table:

Roadway Type	Per Lane Capacity	Lane Miles	% Lane Miles	Weighted Average
Collector	6000	36.40	5.54%	332.1
Arterial	8000	427.98	65.08%	5206.6
Highway (State)	8000	8.50	1.29%	103.4
Expressway	9600	36.00	5.47%	525.5
Freeway	20000	148.72	22.62%	4523.1
		657.60	100.00%	10690.76

“Number of Units”

Residential trip generation constants are in “ADT/unit” or “Peak trip/unit” units. The number of units for single family residential and multi family residential categories come from the KCOG data for the socioeconomic input for the traffic model. The number of new units in the period from 2006 to 2035 is 128,000 single family residences and 16,629 multi-family residences.

The non-residential trip generation constants are in “ADT/1000 SF” units. The number of 1000’s SF for non-residential uses are derived as follows:

Assumption #1

The increase in total employment (jobs) in Metropolitan Bakersfield between 2006 and 2035 from the Kern COG Model was used to determine the number of future jobs. This increase is anticipated to be 176,200 total jobs.

Transportation Impact Fee – Phase IV Fee Update Background

Assumption #2

The number of jobs in each employment category (retail, office commercial, service industrial, light industrial, heavy industrial) was determined from the Kern County Forecast Targets for the Kern Regional Transportation Model adopted July 2005:

Retail = 41,666 jobs
Office Commercial = 109,934 jobs
Light Industrial = 12,059 jobs
Heavy/Service Industrial = 12,541 jobs

Assumption #3

The original assumptions regarding employees per acre and percent building per acre (from City Planning Department) were used to determine future square footage to be built by employment type. These assumptions are as follows:

Type	Employees/Acre	% building
Retail	17	25
Office Commercial	34	25
Industrial (All)	10.5	20

These factors were then used as follows:

Retail:

$[41,666 \text{ jobs} / (17 \text{ jobs/acre})] \times 43,560 \text{ sq. feet/acre} \times 25\% \text{ bldg} = 26,690,766 \text{ Sq. Feet}$

Office Commercial:

$[109,934 \text{ jobs} / (34 \text{ jobs/acre})] \times 43,560 \text{ sq. feet/acre} \times 25\% \text{ bldg} = 35,211,205 \text{ Sq. Feet}$

Light Industrial:

$[12,059 \text{ jobs} / (10.5 \text{ jobs/acre})] \times 43,560 \text{ sq. feet/acre} \times 20\% \text{ bldg} = 10,005,217 \text{ Sq. Feet}$

Heavy/Service Industrial:

$[12,541 \text{ jobs} / (10.5 \text{ jobs/acre})] \times 43,560 \text{ sq. feet/acre} \times 20\% \text{ bldg} = 10,405,754 \text{ Sq. Feet}$

Transportation Impact Fee – Phase IV Fee Update Background

In addition, these numbers are apportioned to the Core Area and the Non-Core Area and to the square footage sub-set.

These figures are summarized in the following table:

LAND USE TYPE	TYPE	Per Unit or Per Square Foot		
	NO.	Total Units or SQFT	Core Units or SQFT	Non-Core Units or SQFT
RESIDENTIAL PER LIVING UNIT				
SINGLE FAMILY, DETACHED	1	128,000	5,561	122,439
MULTI-FAMILY	2	16,629	659	15,970
NON RESIDENTIAL PER ADT TRIP				
HEAVY/LIGHT INDUSTRIAL	3	20,410,971	687,003	19,723,968
OFFICE COMMERCIAL				
Under 100,000 sq. ft.	4	19,014,051	1,572,196	17,441,855
100,000-199,999 sq. ft.	5	7,922,522	655,082	7,267,440
200,000 sq. ft. & over	6	4,753,513	393,049	4,360,464
PUBLIC/GOVERNMENT	7	3,521,120	291,147	3,229,973
RETAIL COMMERCIAL				
Under 10,000 sq. ft.	8	3,300,766	764,944	2,535,822
10,000-49,999 sq. ft.	9	6,300,000	1,460,010	4,839,990
50,000-99,999 sq. ft.	10	1,250,000	289,684	960,316
100,000-199,999 sq. ft.	11	1,750,000	405,558	1,344,442
200,000-299,999 sq. ft.	12	2,090,000	484,352	1,605,648
300,000-399,999 sq. ft.	13	2,090,000	484,352	1,605,648
400,000-499,999 sq. ft.	14	2,210,000	512,162	1,697,838
500,000-999,999 sq. ft.	15	1,700,000	393,971	1,306,029
1,000,000 sq. ft. & over	16	6,000,000	1,390,485	4,609,515

An additional complication is the impact that “vesting rights” for subdivisions will have on this program. As of April 23, 2008, there were 229 maps with 35,716 vested lots within the City of Bakersfield and 49 maps with 3,071 vested lots within the unincorporated area of Metropolitan Bakersfield, for a total of 278 maps with 38,787 lots that have vested under a previous impact fee (Of these, 1,023 lots are in the Core Area). Until the tentative maps expire or the vesting rights of the recorded maps expire, these lots will be paying their traffic impact fees at a lower rate when they pull their building permits. It is difficult to predict exactly how many of these “vested” lots will pull permits in any one year. In the City of Bakersfield portion of these 35,716 lots, 1016 lots in 13 subdivisions will lose their vesting rights by the end of the year. Please note that

Transportation Impact Fee – Phase IV Fee Update Background

140 lots within these 13 subdivisions have already pulled their permits and paid their fees at their “vested” level. This number will increase as the year goes forward.

The impact of “vested rights” has not been accounted for in any of the previous Transportation Impact Fee programs (Phases I through III). Because of the current economic climate, an estimated of 25% of the vested lots is assumed to retain vested rights through the building permit stage. So, the base numbers for single family residential units for the Core and Non-Core areas would be $5561 - 256 = 5,305$ and $122,439 - 9,441 = 112,998$, respectively. Because of the considerable lag in time between the recording of a final map and the development of a commercial area, vesting rights have very little effect on the non-residential permits. Therefore, no reduction in the projected square footages of commercial or industrial projects was assumed.

These modified figures are summarized in the following table:

LAND USE TYPE	TYPE NO.	Per Unit or Per Square Foot (With 25% vested lots)		
		Total Units or SQFT	Core Units or SQFT	Non-Core Units or SQFT
RESIDENTIAL PER LIVING UNIT				
SINGLE FAMILY, DETACHED	1	128,000	5,305	112,998
MULTI-FAMILY	2	16,829	659	15,970
NON RESIDENTIAL PER ADT TRIP				
HEAVY/LIGHT INDUSTRIAL	3	20,410,971	687,003	19,723,968
OFFICE COMMERCIAL				
Under 100,000 sq. ft.	4	19,014,051	1,572,196	17,441,855
100,000-199,999 sq. ft.	5	7,922,522	655,082	7,267,440
200,000 sq. ft. & over	6	4,753,513	393,049	4,360,464
PUBLIC/GOVERNMENT	7	3,521,120	291,147	3,229,973
RETAIL COMMERCIAL				
Under 10,000 sq. ft.	8	3,300,766	764,944	2,535,822
10,000-49,999 sq. ft.	9	6,300,000	1,460,010	4,839,990
50,000-99,999 sq. ft.	10	1,250,000	289,684	960,316
100,000-199,999 sq. ft.	11	1,750,000	405,558	1,344,442
200,000-299,999 sq. ft.	12	2,090,000	484,352	1,605,648
300,000-399,999 sq. ft.	13	2,090,000	484,352	1,605,648
400,000-499,999 sq. ft.	14	2,210,000	512,162	1,697,838
500,000-999,999 sq. ft.	15	1,700,000	393,971	1,306,029
1,000,000 sq. ft. & over	16	6,000,000	1,390,485	4,609,515

**Transportation Impact Fee – Phase IV
Fee Update Background**

CONFORMITY WITH GOV. CODE SECTION 66000 et seq

In consideration of future growth within the limits of the Metropolitan Bakersfield General Plan area through the year 2035, we believe that new residential and commercial development will generate an increase in traffic that requires corresponding capital facilities necessary to accommodate the anticipated increase. New residential and new or intensified commercial development will create an additional burden on the existing capital facilities that must be mitigated proportionately. If additional capital facilities are not added as development occurs, the existing facilities will not be adequate to serve the community. This could result in adverse impacts, thereby creating an inadequate traffic safety and transportation network. Consequently, we believe there to be a reasonable relationship between the need and use of the Metropolitan Bakersfield Transportation Impact Fee Program and new development as follows:

1. There is a reasonable relationship between the need for traffic safety/capital upgrade projects and the type of development project on which the fee will be imposed since new development throughout the City will increase trips on local, citywide, and regional roads, leading to the need for more traffic signals, additional turn lane signals, and other improvements. Further, there is a reasonable relationship between the need for the traffic safety/capital facilities projects and the type of development project on which the fee will be imposed since each new development project will add to the incremental need for new safety or capital upgrade projects in order to meet public safety standards and the General Plan-mandated Level of Service requirement.
2. There is a reasonable relationship between the need for transportation projects and the type of development project on which the fee will be imposed since new development will increase trips on local, citywide, and regional roads, leading to a potential deterioration level of service thereby creating the need for additional roadway capacity. The Metropolitan Bakersfield's General Plan establishes a service standard for traffic congestion as LOS "C" on all street corridors. New development will lower this level of service unless improvements are made.
3. The determination of how there is a reasonable relationship between the use of the Metropolitan Bakersfield Transportation Impact Fee and the type of development project on which the fee is imposed is set forth in more detail within this document (see Exhibit B).
4. To prevent the above-referenced undesirable consequences, and to reduce the impacts of new development upon capital facilities, the capital facilities must be constructed, at a rate that will accommodate the expected growth within the Metropolitan Bakersfield General Plan area.
5. The Metropolitan Bakersfield Transportation Impact Fee established by this document will be imposed upon development projects for the purposes of mitigating the impact of the development on the ability of the City of Bakersfield and County of Kern to provide specified capital facilities as shown in Exhibits A.

Transportation Impact Fee – Phase IV Fee Update Background

6. The City of Bakersfield and County of Kern have identified the development potential of Metropolitan Bakersfield from the Year 2006 until Year 2035 through traffic modeling provided by Kern Council of Governments. Traffic modeling and engineering judgment determined the extent of capital facilities required to serve and accommodate new development as detailed on the Metropolitan Bakersfield Transportation Impact Fee Facilities List (see Exhibit A). The facilities list provides a summary of the portion of each improvement category's costs that can be funded by new development.

7. The categories covered by the facilities list that will be funded by the Metropolitan Bakersfield Transportation Impact Fee which are limited to (1) traffic safety/capital upgrade projects; (2) expansion of existing capital facilities; and (3) expansion of the transportation network. These facilities are needed to promote and protect the public health, safety and general welfare within Metropolitan Bakersfield, to facilitate orderly urban development, to maintain existing levels of service, and to promote economic and social well being.

CITY OF BAKERSFIELD
ORIGINAL

Metropolitan Bakersfield Transportation Impact Fee
Proposed Phase IV Improvements

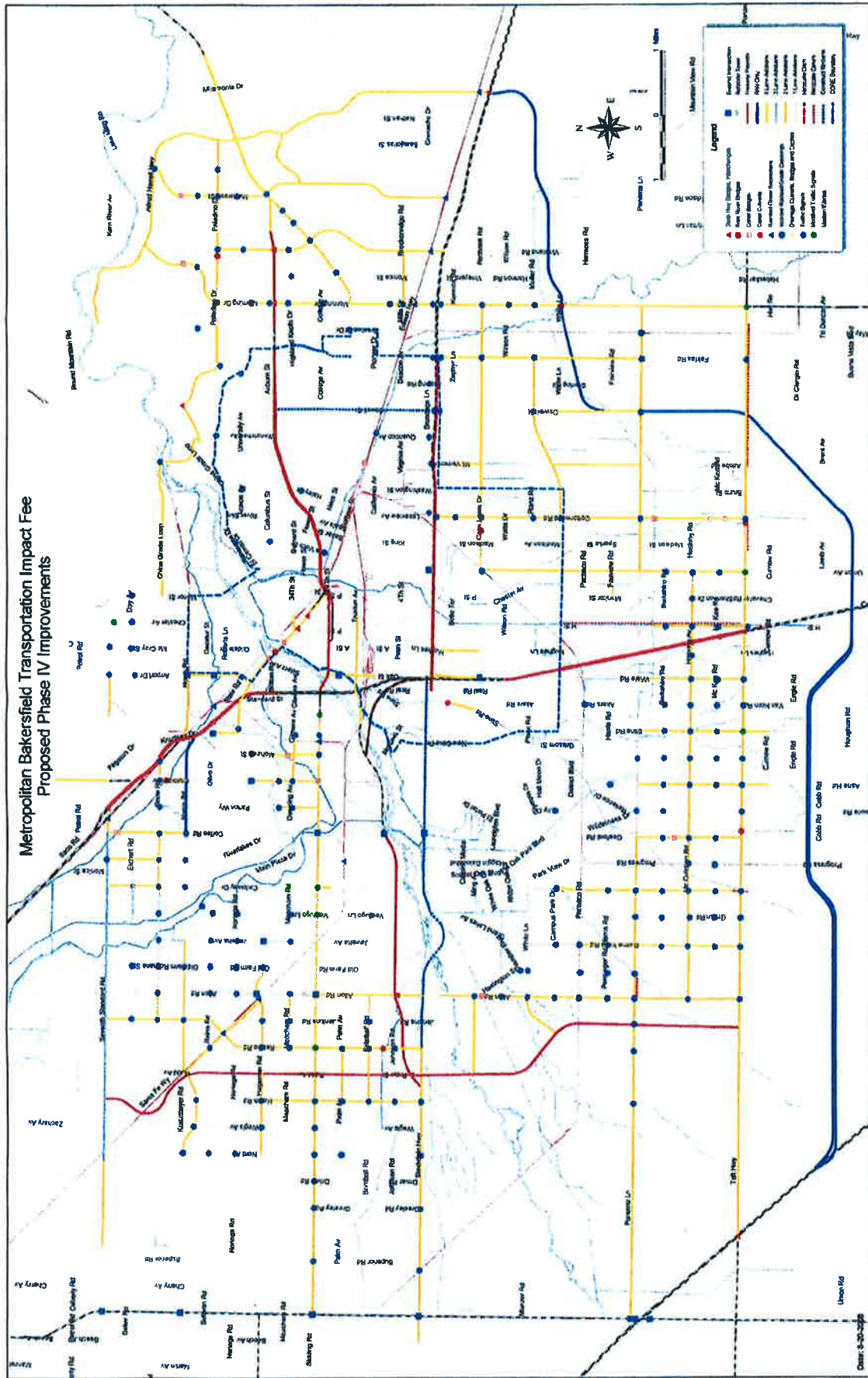


EXHIBIT C.1

Cost Assumptions **Transportation Impact Fee - Phase IV**

Arterials		Quantity	Unit Cost	Total Cost
Assumed Cross Section Thickness (ft)				
Roadway Excavation	2.2	5163 cy	\$15.00	\$77,440
Base	0.8	1877 cy	\$40.00	\$75,093
AC	0.5	2297 tons	\$60.00	\$137,808
Remove Existing Roadway	0.5	684 cy	\$18.00	\$12,320
Expansion Thickness (ft)				
Roadway Excavation	2.2	1964 cy	\$15.00	\$29,456
Base	0.8	714 cy	\$40.00	\$28,563
AC	0.5	874 tons	\$60.00	\$52,418
Median-Curb		5012 lf	\$12.00	\$60,144
Subtotal				\$473,241
Contingency		10%		\$47,324
Arterial Cost per Lane/Mile				\$520,565
6 Lane Arterial Cost Per Mile				\$2,157,128
Collector		Quantity	Unit Cost	Total Cost
Assumed Cross Section Thickness (ft)				
Roadway Excavation	1.85	4341 sqft	\$15.00	\$65,120
Base	0.7	1643 sqft	\$40.00	\$65,707
AC	0.4	1837 tons	\$60.00	\$110,246
Remove Existing Roadway	0.5	587 cy	\$18.00	\$10,560
Expansion Thickness (ft)				
Roadway Excavation	1.85	713 cy	\$15.00	\$10,689
Base	0.7	270 cy	\$40.00	\$10,785
AC	0.4	302 tons	\$60.00	\$18,096
Subtotal				\$291,203
Contingency		10%		\$29,120
Collector Cost per Lane/Mile				\$320,323
4 Lane Collector Cost Per Mile				\$1,281,294
Feeway				\$4,000,000

Chapter 15.84

TRANSPORTATION IMPACT FEE

Sections:

- 15.84.010 Short title.**
- 15.84.020 Purpose.**
- 15.84.030 Definitions.**
- 15.84.040 Imposition of transportation impact fee.**
- 15.84.050 Computation of transportation impact fee.**
- 15.84.060 Payment of fee.**
- 15.84.070 Use of funds.**
- 15.84.080 Refund of fee paid.**
- 15.84.090 Exemptions and credits.**
- 15.84.100 Appeal.**

15.84.010 Short title.

This chapter shall be known and may be cited as the Transportation Impact Fee Ordinance. (Ord. 4150 § 1, 2003; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

15.84.020 Purpose.

- A. This chapter is intended to implement and be consistent with the most recent update of the Metropolitan Bakersfield General Plan.
- B. The purpose of this chapter is to regulate the use and development of land so as to assure that new development bears a proportionate share of the cost of capital expenditures necessary to provide a regional transportation system consistent with the Circulation Element of the Metropolitan Bakersfield General Plan. (Ord. 4150 § 1, 2003; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

15.84.030 Definitions.

Whenever used in this chapter, unless a different meaning clearly appears from the context, the words set out in this section shall have the following meanings:

"Administrator" means the city public works director or designee.

“Building permit” means an official document or official certification which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving or repair of a building or structure within the Metropolitan Bakersfield General Plan Area. In the case of a change in use or occupancy of an existing building or structure, the term shall specifically include certificates of occupancy, as those terms are defined in the California Building Code as may be adopted by the city council.

“Capital improvements” means transportation, planning, preliminary engineering, engineering design studies, land surveys, right-of-way acquisition, engineering, permitting and construction of all the necessary features for any transportation facility projects including, but not limited to:

1. Construction of new through lanes;
2. Construction of new turn lanes;
3. Construction of new frontage or access roads;
4. Construction of new bridges and widening;
5. Construction of new drainage facilities in conjunction with new roadway construction;
6. Purchase and installation of traffic signalization (including both new and upgrading signalization);
7. Construction of curbs, medians and shoulders in conjunction with new roadway construction;
8. Relocating utilities to accommodate new roadway construction;
9. Other capacity increasing improvements, such as transportation systems measures.

“Construction Cost Index” means the ENR Annual Construction Cost Index (Los Angeles) as published by Engineering News Record, McGraw-Hill Cos.

“Expansion of the capacity of a road” means all road and intersection enhancements and includes, but is not limited to, extensions, widening intersection improvements, upgrading signalization and improving pavement conditions.

“Fee payer” means a person commencing a land development activity which generates or attracts traffic and who is applying to the city for the issuance of a building permit for a type of land development activity specified in the current resolution adopting the transportation impact fee schedule, regardless if the fee payer owns the land which is to be developed.

“Land development activity generating traffic” means any change in land use, or any construction or expansion of buildings or structures, or any change in the use of any building or structure that attracts or produces vehicular trips as determined by the administrator.

“Level of service (LOS)” means a qualitative measure that represents the collective factors of speed, travel time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience and operation costs provided by a highway facility under a particular volume condition as set forth in the 1985 (or current edition) Highway Capacity Manual.

“Major residential facilities” means only multi-family complexes consisting of ten or more individual units constructed under one permit.

“Regional Transportation Facilities List” means those projects in the Metropolitan Bakersfield General Plan area which are included in the adopted Capital Improvement Plan annually updated by the city council. These facilities constitute some of the regional facilities needed to maintain a LOS C or prevent the degradation of roads which are currently below LOS C as shown in the Metropolitan Bakersfield General Plan—Circulation Element.

“Site-related improvements” means capital improvements and right-of-way dedications for direct access improvements to the development in question. Direct access improvements include, but are not limited to, the following:

1. Site driveways and roads;
2. Median cuts made necessary by those driveways or roads;
3. Right turn, left turn, and deceleration or acceleration lanes leading to or from those driveways or roads;
4. Traffic control measures for those driveways or roads;
5. Access or frontage roads not identified on Regional Transportation Facilities List.*

“Transportation impact fee schedule” means the schedule of fees imposed on various land use types which is annually adopted by resolution of the city council. This fee schedule contains the fee per living unit for residential land use types and the fee per trip for nonresidential land use types. (Ord. 4150 § 1, 2003; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

* **Editor’s Note:** The Regional Transportation Facilities List, referred to herein, has not been codified but may be found in the office of the city clerk attached to Ordinance No. [3429](#).

15.84.040 Imposition of transportation impact fee.

A. Except as provided in Section [15.84.090](#) of this chapter, any person who applies to the city for the issuance of a building permit to make an improvement to land for one of the uses which is specified in the current resolution adopting the transportation impact fee schedule, and which will generate or attract additional traffic, shall be required to pay a transportation impact fee in a manner and amount set forth in this chapter provided that the land development activity is consistent with the designations of the Metropolitan Bakersfield General Plan.

B. In the case of structures, mobile homes, or recreational vehicles which are moved from one location to another, a transportation impact fee shall be collected for the new location if the structure, mobile home or recreational vehicle is a type of land development listed in the current resolution adopting the transportation impact fee schedule, regardless of whether transportation impact fees have been paid at the old location, unless the use at the new location is a replacement of an equivalent use at the new location. If the structure or mobile home so moved is replaced by an equivalent use within five years, no transportation impact fee shall be assessed the replacement use. If replaced within ten years, fifty percent of the otherwise applicable fee shall be paid. If

replaced after ten years, one hundred percent of the otherwise applicable fee shall be paid. In every case, the burden of establishing past payment of transportation impact fee or equivalency of use rests with the fee payer.

C. Nothing in this chapter shall exempt land development from the requirements of the site plan review policy regarding major retail projects adopted by City Council Resolution No. 111-83.

D. In the event of development that necessitates a general plan amendment, the transportation impact fee shall be as established in subsection A. Any additional local mitigation measures or fees for facilities (not provided for in the facilities list and therefore not a part of the transportation impact fee) shall be established by independent study which shall be based on the actual impacts of said development. The independent study shall measure the impact of the development in question on the road system by following the prescribed methodologies and formats for the study established by the administrator. Any local mitigation fees shall be adjusted annually by the annual Construction Cost Index.

E. Each fiscal year, the administrator shall present to the city council a proposed fee schedule as defined in Section 15.84.030. The fee schedule shall be adjusted annually by the annual Construction Cost Index. Also, the fee schedule shall be evaluated to account for changes in the Regional Transportation Facilities List, changes in cost estimates for the various projects on the list, and any other item which would change new developments proportionate share of the cost of the Regional Transportation Facilities List. This fee schedule shall be adopted by a resolution of the city council following a noticed public hearing. (Ord. 4532 § 1, 2008; Ord. 4150 § 1, 2003; Ord. 4069 § 1, 2002; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

15.84.050 Computation of transportation impact fee.

A. The following rules shall govern the computation of the fee:

1. The reference in the schedule to square feet refers to the gross square footage of each floor of a building measured to the exterior walls, and not usable, interior, rentable, noncommon or other forms of net square footage.
2. When more than one land use type is proposed within the same structure (i.e., an office as part of an industrial complex), each land use type will be calculated separately and the total of the various uses will be assessed.
3. If the type of development activity for which a building permit is applied is not clearly specified on the current fee schedule as adopted by resolution, the administrator shall use the fee applicable to the most nearly comparable type of land use on the above referenced fee schedule. The administrator shall be guided in the selection of a comparable type by the report titled "Trip Generation: An Information Report," Institute of Transportation Engineers (latest edition). If the administrator determines that there is no comparable type of land use on the above fee schedule, then the administrator shall determine the fee by:
 - a. Using traffic generation statistics from the above-named sources; and
 - b. Applying the formula set forth in subsection B of this section.

4. When a change of use, redevelopment or modification of an existing use requires the issuance of a building permit, the transportation impact fee shall be based upon the net increase in the impact fee for the new use as compared to the previous use. However, should the change of use, redevelopment or modification result in a net decrease, no refunds or credits for past transportation impact fees paid shall be made or credited. The administrator shall follow the same procedure to determine "increase" as is outlined above for a determination "increase" as is outlined above for a determination of "comparable use."

B. The transportation impact fee for residential uses shall be as specified in the current resolution adopting the transportation impact fee schedule. The computation of nonresidential fee will utilize the following formula:

Transportation Impact Fee = ADT x Units x Fee per Unit where the ADT is Average Daily Traffic per one thousand square feet, acre or unit listed; "Units" is the land use rate (number of one thousand square feet, number of acres, number of units); and "Fee per Unit" is the established fee for each Unit proposed. The established "Fee per Unit" to be used in computing the required fee is specified in the current resolution adopting the transportation impact fee schedule.

C. Where there is any question regarding the land use and corresponding ADTs, the administrator shall make the determination regarding the appropriate ADT. (Ord. 4150 § 1, 2003; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

15.84.060 Payment of fee.

A. For all projects, the fee payer shall pay the transportation impact fee required by this chapter and any required local mitigation fee to the appropriate city department, as determined by the administrator, at the time of issuance of a building permit.

B. In lieu of cash, the transportation impact fee may be paid by the use of credits which are created in accordance with the provisions of Section 15.84.090 of this chapter.

C. All funds collected pursuant to this ordinance shall be deposited into the appropriate transportation impact fee trust fund and used solely for the purposes specified in this chapter. (Ord. 4532 § 1, 2008; Ord. 4150 § 1, 2003; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

15.84.070 Use of funds.

A. Funds collected from transportation impact fees shall be used for the purpose of capital improvements to transportation facilities associated with the "Regional Transportation Facilities List." Such improvements shall be of the type as are made necessary by the new development. No funds shall be used for periodic or routine maintenance. Funds shall be used exclusively for capital improvements within the city or for projects outside the city but within the Bakersfield Metropolitan General Plan area which are a direct benefit to the city.

B. In the event that bonds or similar debt instruments are issued for advanced provision of road capital improvements for which transportation impact fee may be expended, impact fees may be used to pay debt

service on such bonds or similar debt instruments to the extent that the facilities provided are of the type described in subsection [A](#) above.

C. Each fiscal year, the administrator shall present to the city council a proposed update to the capital improvement plan for road construction projects as set forth in Section [15.84.030\(C\)](#). Such plan shall indicate the approximate location, size, time of availability and estimates of cost for all improvements to be financed with transportation impact fees. Such plan shall be updated by the city council at a noticed public hearing as required by Government Code Section [66002](#). (Ord. 4150 § 1, 2003; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

15.84.080 Refund of fee paid.

Any funds not expended or encumbered by the end of the calendar quarter immediately following five years from the date the transportation impact fee was paid shall be refunded to the then current owner or owners of lots or units of the development project or projects on a prorated basis, pursuant to the provisions of Government Code Section [66001](#). (Ord. 4532 § 1, 2008; Ord. 4150 § 1, 2003; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

15.84.090 Exemptions and credits.

A. The following shall be exempted from payment of the transportation impact fee if claimed at the time of application for a building permit:

1. Alterations or expansion of an existing building or use of land where no additional living units will be produced over and above those in the existing use of the property, the use is not changed, and where no additional vehicular trips will be produced over and above those produced by the existing use.
2. Construction of accessory buildings or structures which will not produce additional vehicular trips over and above those produced by the principal building or use of the land.
3. The replacement of a lawfully permitted building, mobile home or structure, the building permit for which was issued on or before the effective date of the ordinance codified in this chapter or the replacement of a building, mobile home, or structure that was constructed subsequent thereto and for which the correct transportation impact fee, which was owed at the time the building permit was issued, was paid or otherwise provided for, with a new building, mobile home, or structure of the same use and at the same location, provided that no additional vehicular trips will be produced over and above those produced by the original use of the land.
4. A building permit for which the transportation impact fee thereof has been or will be paid or otherwise provided for pursuant to a written agreement, zoning approval or development agreement which, by the written terms thereof, clearly and unequivocally was intended to provide for the full mitigation of such impact

by enforcement of the agreement, zoning approval or development order, and not by the application of this chapter.

5. A building permit which does not result in any additional generation or attraction of traffic as determined by the administrator.

B. Transportation fee credits may be granted under the following procedures and when proper claims are made at the time of application for a building permit.

1. Credit requests for construction of any facility included in the Regional Transportation Facilities List require:

- a. A project description in sufficient detail; and
- b. A complete cost estimate consistent with the unit costs established by the Regional Transportation Facilities List; and
- c. Any additional support data required to permit the administrator to evaluate the request.

2. Credit requests for land dedication included in the Regional Transportation Facilities List require:

- a. A deed to convey title to the appropriate governmental body; and
- b. A title report prepared within sixty days of submission thereof; and
- c. A complete cost estimate consistent with the unit costs for rights-of-way established by the Regional Transportation Facilities List.

3. Notwithstanding the above, no credit for rights-of-way shall be granted unless said rights-of-way are specifically included in the Regional Transportation Impact Facility List or, when a part of a city capital project (i.e., eminent domain or rights-of-way negotiation).

4. Notwithstanding the above, no credit shall be given for local roads or payments to special assessment or taxing districts.

5. Determination of whether a capital improvement will be approved for credit purposes lies exclusively with the administrator, unless the improvement is required under state or city development approval, in which case credits shall be given to the extent required by law.

C. Credits granted under this section shall not exceed the actual documented costs, or, the facility's Regional Transportation Facilities List total cost, whichever is less.

D. Unless provided for pursuant to a city approved transportation impact fee credit agreement, credits for construction shall be created when the construction is completed and accepted by the appropriate governmental body for maintenance, credits for land dedication shall be created when title to said land has been accepted by the city, and the total credit granted for any one development shall not exceed the total transportation impact fees attributable to that same development. (Ord. 4150 § 1, 2003; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

15.84.100 Appeal.

Any decision made by the city administrator in the course of administering this chapter may be appealed to the city council by filing a written notice of appeal with the city clerk. The written notice of appeal shall set forth the grounds of the appeal and shall be filed within ten calendar days after the decision of the city administrator. The cost to file a notice of appeal with the city clerk shall be as set forth in Chapter [3.70](#) of the Bakersfield Municipal Code. The city council may, upon said hearing, sustain, modify, reject or overrule the decision of the city administrator, which decision shall be final and conclusive. (Ord. 4150 § 1, 2003; Ord. 4085 § 1, 2002; Ord. 3736 § 1, 1996; Ord. 3513 § 1, 1993; Ord. 3429 § 1, 1992)

The Bakersfield Municipal Code is current through Ordinance 4998, passed November 6, 2019.

Disclaimer: The city clerk has the official version of the Bakersfield Municipal Code. Users should contact the city clerk for ordinances passed subsequent to the ordinance cited above.

City Website: www.bakersfieldcity.us

City Telephone: (661) 326-3000

[Code Publishing Company](#)

Tehachapi/Kern - TIF

ATTACHMENT A: TRANSPORTATION IMPACT FEE SURVEY FORM

Name of Agency: City of Tehachapi
Title of Fee Program: Traffic Mitigation Fee
Program Approval Date: July 3, 2006
Program Sunset Date: _____

Total Value of Program: Based on General Plan available acreage \$ 6,834,743.88

Capital List Cost Estimate: Based on Capital Transportation Needs \$ 6,821,444.24

Estimate of Single-Family Housing based on adopted General Plan: [Acreage by residential density type] Attached

Estimate of Commercial Development based on adopted General Plan: [Acreage by commercial type] Attached

PROGRAM REVENUE HISTORY AND SCHEDULE INFORMATION

Annual Receipts for 3 years:

\$ 421,299 amount collected for fiscal year 2017 as published in budget
\$ 53,829 amount collected for calendar year 2018 as published in budget
\$ 618,197 amount collected for calendar year 2019 as published in budget

Urban Core Fee Per Household: \$ 2,952 cost per single family residential unit

Outlying Area Fee Per Household: \$ N/A cost per single family residential unit

Commercial Fee for Urban Core: \$ Varies cost per square foot of development

Commercial Fee for Outlying Area: \$ N/A cost per square foot of development

PLEASE CHECK THE FOLLOWING LIST TO INDICATE DOCUMENTS INCLUDED WITH THIS FORM

- ☒ Attached: Adopted ordinance of latest Transportation Impact Fee Schedule
☐ Attached: Most recent copy of Nexus Study
☐ Attached: Most recent copy of Improvement List tied to Fee Schedule

Other comments: _____

Contact Name: JAY SCHLOSSER

Contact Phone #: (661) 822-2200

Contact E-Mail: jschlosser@tehdapi.cityhall.com

Signature: _____

Date: 3-16-2020

Estimate of Single-Family Housing

The City recognizes that the State requires land zoned at a minimum of 20 units per acre to meet the very low and low income housing allocation. The City has adequate vacant land and housing opportunities within the T-4 District, which has a maximum allowable density of 35 units per acre, to accommodate the remaining 191 units in these categories. As shown in Table 5-1 and Table 5-2, a realistic capacity for T-4 zone is 3,164 units assuming the parcels are only built to 70 percent capacity and at a conservative density of 20 units per acre.

TABLE 5-1: VACANT LAND INVENTORY TOTALS

ZONE	NUMBER OF PARCELS	ALLOWABLE DENSITY (UNITS/ACRE)	GP DESIGNATION	ACRES	MAX CAPACITY (UNITS)	REALISTIC UNIT CAPACITY	EXISTING USE	INFRASTRUCTURE CAPACITY	ON-SITE CONSTRAINTS
R-1	365	1 per lot	T2.5	91	365	365	Vacant	Unknown	none
Subtotal Low Density	365			91	365	365			
R-2	56	12	T3	20	241	166	Vacant	Water Available Sewer Service will need to be extended	
T-3	5	12	T3	44	530	366	Vacant	Unknown	none
Subtotal Med Density	61			64	771	532			
R-3	1	16	T4	1	16	11	Vacant	Water/Sewer available	none
T-4	15	20	T4	229	4,586	3,164	Vacant	Water/Sewer available	none
T-4.5	10	20	T4.5	1	29	20	Vacant	Water/Sewer available	none
Subtotal High Density	26			232	4,630	3,195			
Totals	452			387	5,767	4,092			

Source: City of Tehachapi, 2015

Table 5-2 shows the residential capacity of high density sites with a minimum lot size of one acre. This indicates that while there are 10 parcels zoned T-4.5, there are no parcels greater than one acre and here is one parcel zoned R-3 but it does not meet the minimum density requirements, and therefore the T-4.5 and R-3 parcels are not assumed to accommodate very-low and low-income housing.

The City recently updated the Zoning Ordinance to be consistent with the updated General Plan 2035. The new Zoning Ordinance includes a form-based code, and addresses density and residential zones. With the new Zoning Ordinance, sites located within transect zones allow densities of 20 units per acre or more, depending on building type and zone. For more information see Chapter 6, Constraints.

Estimate of Commercial Development

EXPANSION

Northern Foothills 2-10
West Tucker 1, 3, 4
Central 1
South 6 - 10

Northern Foothills
Willow Springs 2 - 4

Expansion: Undeveloped areas are typically but not always at Tehachapi's edges. Expansion areas typically require the most in terms of infrastructure while physically extending the town. Development in these areas is to be planned as complete neighborhoods, districts or corridors per the amount of appropriate transect designations identified in Table 2-1.

TABLE 2-2.1: DEVELOPMENT POTENTIAL

EXISTING CONDITIONS		BUILDOUT	CHANGE FROM BASELINE
CATEGORY	2009	2035	
DWELLINGS CUMULATIVE DWELLINGS	3,116	5,319	2,012
POPULATION CUMULATIVE POPULATION	8,328	14,201	5,372
COMMERCIAL/OFFICE CUMULATIVE COMMERCIAL/OFFICE	1,187,112	2,026,265	766,493
INDUSTRIAL CUMULATIVE INDUSTRIAL	1,176,613	2,008,345	759,714
AGRICULTURAL	7,834.20	5,420.45	-2,413.75
PARKS AND OPEN SPACE	215.44	422.00	206.56
WATERWAYS	327.20	327.20	0
CIVIC	81.36	152.85	71.49
R.O.W.	984.90	1,439.73	454.83
HOUSEHOLD SIZE FACTOR = 2.67 AVERAGE ANNUAL RATE OF GROWTH = 0.02			

Development Potential: The above figures are maximums and provided to disclose what amount of development potential is possible to the year 2035. All development is subject to compliance with all applicable requirements including an annual growth management audit to track growth and the availability of services such as water supply.

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF TEHACHAPI AUTHORIZING
IMPLEMENTATION OF TRANSPORTATION
IMPACT FEES**

WHEREAS, the City Council of the City of Tehachapi has considered a report and study prepared by Kern County which demonstrates that the current roadway network in the City of Tehachapi will not be able to handle the traffic associated with the anticipated growth in the area (the "Kern County Model"); and

WHEREAS, City staff has reviewed the Kern County Model and thereby independently verified and validated same; and

WHEREAS, by comparing the Kern County Model to the City of Tehachapi General Plan, City staff has forecasted the areas of commercial, residential and industrial development to be built by the year 2030 and the roadway network necessary to maintain a level of service "C" in the area (the "Facilities List"); and

WHEREAS, utilizing the Institute of Traffic Engineers manual for trip generation rates, City staff has calculated the fee per unit for residential development, and the fee per square foot for non-residential (industrial, office commercial, retail commercial) development; and

WHEREAS, in order to cumulatively address traffic impacts caused by new development in the City, the City Council desires to establish a traffic impact fee; and

WHEREAS, a public hearing on adoption of this resolution and the impact fees referred to herein was set and held by the City Council on July 3, 2006 at a meeting held at the Kern County Veterans Hall located at 125 East "F" Street, Tehachapi, California; and

WHEREAS, the Kern County Model as well as all materials supplementary thereto and all background data referenced therein were available for public inspection and review at the City Clerk's office of the City of Tehachapi for a period of at least ten (10) days prior to the public hearing and mailed notice was given at least fourteen (14) days prior to the public hearing to any interested person who filed a written request with the City for mailed notice of the public hearing; and

WHEREAS, the public hearing was also noticed pursuant to and in compliance with Government Code Section 6062(a), and was held as a part of a regularly scheduled meeting of the City Council of the City of Tehachapi; and

WHEREAS, the City Council finds as follows:

A. The purpose of these fees is to finance the Facilities List to reduce the impacts of increased demand on the City's roadway network caused by new development within the City of Tehachapi.

B. The fees collected pursuant to this resolution shall be used to finance the public facilities described in the Facilities List including, without limitation, transportation planning, preliminary engineering, engineering design, land surveys, right-of-way acquisition, engineering, permitting and construction of all the necessary features for any transportation facility projects including, but not limited to construction of new through lanes, new turn lanes, new frontage or access roads, new bridges and widening new drainage facilities in conjunction with new roadway construction, purchase and installation of traffic signalization (including both new and upgrading signalization), construction of curbs, medians, sidewalks, bicycle paths and shoulders in conjunction with new roadway construction, relocating utilities to accommodate new roadway construction, and other capacity increasing improvements, such as transportation systems measures.

C. After considering the foregoing and the testimony received at the public

hearing, the City Council approves the Kern County Model and the Facilities List and all improvements described herein and therein and incorporates such herein, and further finds that future new development will generate additional demand on the City's roadway network.

D. It is important and necessary to provide for additional roadway facilities which have not been constructed, funded, or acquired, or have been constructed but new development has not contributed to its fair share towards the facilities costs, or has been constructed and needs to be improved.

E. The facts and evidence presented establish that there is a reasonable relationship between the need for the described public facilities and the impacts of new development for which the corresponding fee is charged.

F. The cost estimates set forth in the Kern County Model are reasonable cost estimates for constructing, funding, or acquiring these facilities, and the fees expected to be generated by new development will not exceed the total of these costs.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TEHACHAPI AS FOLLOWS:

1. That the foregoing recitals and findings are true and correct.
2. That the City Council hereby adopts and approves the Kern County Model and the Facilities List and same is incorporated herein and the City Council further finds that new development in the City will generate additional demands on the City's roadway network and will contribute to the impact upon such facilities or create the need for new such facilities.
3. That the City Council hereby establishes the traffic impact fees described in Exhibit "A" attached hereto and by this reference made a part hereof entitled "Proposed Transportation Impact Fee (Tehachapi Core Fee)".
4. That the City Council hereby establishes the traffic impact fees described in Table 1a of Exhibit "A-1" attached hereto and by this reference made a part hereof entitled "Proposed Transportation Impact Fee (Tehachapi Regional Fee)".
5. That the City Council approves the computation of non-residential fees utilizing Table 2 and the formula set forth in Exhibit "B" attached hereto and by this reference made a part hereof.


PASSED AND ADOPTED at a regular meeting of the City Council of the City of Tehachapi held on the 3rd day of July, 2006, by the following vote:

AYES: COUNCIL MEMBERS: GRIMES, HAND, TEEL, VERNON

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: SMITH

ABSTAIN: COUNCIL MEMBERS: NONE


 ED GRIMES, Mayor of the City of
 Tehachapi, California

ATTEST:

DEBBIE BROWN,
Deputy City Clerk of the City of Tehachapi,
California

I hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a regular meeting thereof held on 3rd day of July 2006.



DEBBIE BROWN,
Deputy City Clerk of the City of Tehachapi, California

EXHIBIT "A"

**Table 1b: Tehachapi Core Fee
PROPOSED TRANSPORTATION IMPACT FEE**

Land Use	Proposed Fee
<i>Residential</i>	
Single Family Residential Units	\$2,952 (per Dwelling Unit)
Multi-Family Residential Units	\$2,073 (per Dwelling Unit)
<i>Non-Residential</i>	
Industrial	\$109 (per ADT per 1,000 sf)
Office Commercial:	
Under 100,000 sq. ft	\$90 (per ADT per 1,000 sf)
100,000 – 199,999 sq. ft	\$90 (per ADT per 1,000 sf)
200,000 sq. ft & over	\$90 (per ADT per 1,000 sf)
Retail Commercial:	
Under 10,000 sq. ft	\$22 (per ADT per 1,000 sf)
10,000 – 49,999 sq. ft	\$39 (per ADT per 1,000 sf)
50,000 – 99,999 sq. ft	\$55 (per ADT per 1,000 sf)
100,000 sq. ft & over	Minimum of \$55 (per ADT per 1,000 sf) Based upon analysis

EXHIBIT "A-1"

Table 1a: Tehachapi Regional Fee
PROPOSED TRANSPORTATION IMPACT FEE

Land Use	Proposed Fee
<i>Residential</i>	
Single Family Residential Units	\$4,772 (per Dwelling Unit)
Multi-Family Residential Units	\$3,351 (per Dwelling Unit)
<i>Non-Residential</i>	
Industrial	\$176 (per ADT per 1,000 sf)
Office Commercial:	
Under 100,000 sq. ft	\$145 (per ADT per 1,000 sf)
100,000 – 199,999 sq. ft	\$145 (per ADT per 1,000 sf)
200,000 sq. ft & over	\$145 (per ADT per 1,000 sf)
Retail Commercial:	
Under 10,000 sq. ft	\$36 (per ADT per 1,000 sf)
10,000 – 49,999 sq. ft	\$62 (per ADT per 1,000 sf)
50,000 – 99,999 sq. ft	\$89 (per ADT per 1,000 sf)
100,000 sq. ft & over	Minimum of \$89 (per ADT per 1,000sf) Based upon analysis

EXHIBIT "B"

The computation for non-residential fees will utilize the following formula:

$$\text{Transportation Impact Fee} = \text{ADT} \times \text{Units} \times \text{Fee per Unit}$$

where the "ADT" is Average Daily Traffic per 1,000 square feet, acre or unit listed; "Units" is the land use rate (number of 1,000 square feet, number of acres, number of units); and "Fee per Unit" is the established fee for each "Unit" proposed. Table 1 is the established "Fee per Unit" to be used in computing the required fee. ADT is listed in Table 2.

TABLE 2				
COUNTY OF KERN METROPOLITAN BAKERSFIELD				
TRANSPORTATION IMPACT FEE				
AVERAGE DAILY VEHICLE TRIP RATES (ADT)				
FOR NON-RESIDENTIAL USES				
Land Use	Generator	ADT PER	ADT PER	ADT PER
Type		1,000 SF	ACRE	UNIT LISTED
RETAIL:				
	Free Standing			
5 & 6	Supermarket			
5 & 6	Discount Club			
5 & 6	Discount Store			
5 & 6	New Car Dealer			
5 & 6	Convenience Market			
5 & 6	Convenience Market /Gasoline			241/pump**
5 & 6	Hardware/Paint Store			
5 & 6	Building Materials and Lumber			
5 & 6	Furniture and Carpet Store			
5 & 6	Plant Nursery (Garden Center)			
SHOPPING CENTER - GENERAL:				
5	Under 10,000 SF			
5	10,000 - 49,999 SF			
5	50,000 - 99,000 SF			
5	100,000 - 199,999 SF			
6	200,000 - 299,999 SF			
6	300,000 - 399,999 SF			
6	Over 400,000 SF Subject to			
SHOPPING CENTER:				
5 & 6	Specialty Retail Center (Strip)			
5 & 6	Apparel Store			
INDUSTRIAL/MANUFACTURING:				
	Free Standing			
3	General Manufacturing			
3	Warehouse			
3	Industrial Park			
3	Light Industry			
3	Heavy Industry			
3	Mini-warehouse, incl. Storage Containers			
OFFICE - COMMERCIAL:				
4	Under 100,000 SF			

4	100,000 - 199,999 SF			
4	200,000 - 399,999 SF			
	Over 400,000 SF Subject to			
OFFICE:				
4	Government			
4	Single Tenant Office Building			
4	Medical			
4	Clinic			
RESTAURANT:				
5 & 6	Quality - 1 hr. Or longer turn			
5 & 6	High Turnover (Sit-Down)			
5 & 6	Fast Food without Drive-thru			
5 & 6	Fast Food with Drive-thru			
5 & 6	Beer Bar/Drinking Place			
FINANCIAL:				
5 & 6	All Facilities			
PARKS AND RECREATION:				
5 & 6	Golf Course			
5 & 6	Bowling			
5 & 6	Recreational Community Cer			
5 & 6	Health Club			
5 & 6	Racquet Club			
HOSPITAL:				
5 & 6	General			12/Bed
4	Convalescent/Nursing			3/Bed
EDUCATIONAL:				
4	Colleges/Trade Schools			2.4/Student
4	Junior/Community Colleges			1.3/Student
4	High School			1.4/Student
4	Elementary/Jr. High School			1.1/Student
4	Day Care Center			4.7/Student
4	Libraries			
AIRPORT:				
5 & 6	Local Airport			
HOTEL/MOTEL:				
5 & 6	Hotel* (w/Restaurant, Meet.&			9/occ. Room
5 & 6	Motel (W/Restaurant Only)			10/occ. Room
MISCELLANEOUS:				
5 & 6	Service Station			181/pump**
5 & 6	Service Station w/Convenien			194/pump**
5 & 6	Theaters			1.8/seat
5 & 6	Auto repair (no Fuel Pumps)			
5 & 6	Self-Serve Car Wash			108/car/bay
5 & 6	Church			
5 & 6	Jail (Short Term)			7/employee
5 & 6	Truck Terminal			

NOTES:
Use higher number of total trips where more than one criterium is given for trip rates
(e.g., per 1,000 SF and per acre)
*No additional fee charged for restaurants, offices, etc., if they are an integral part of the structure
**A "pump" is considered to be a single dispenser unit

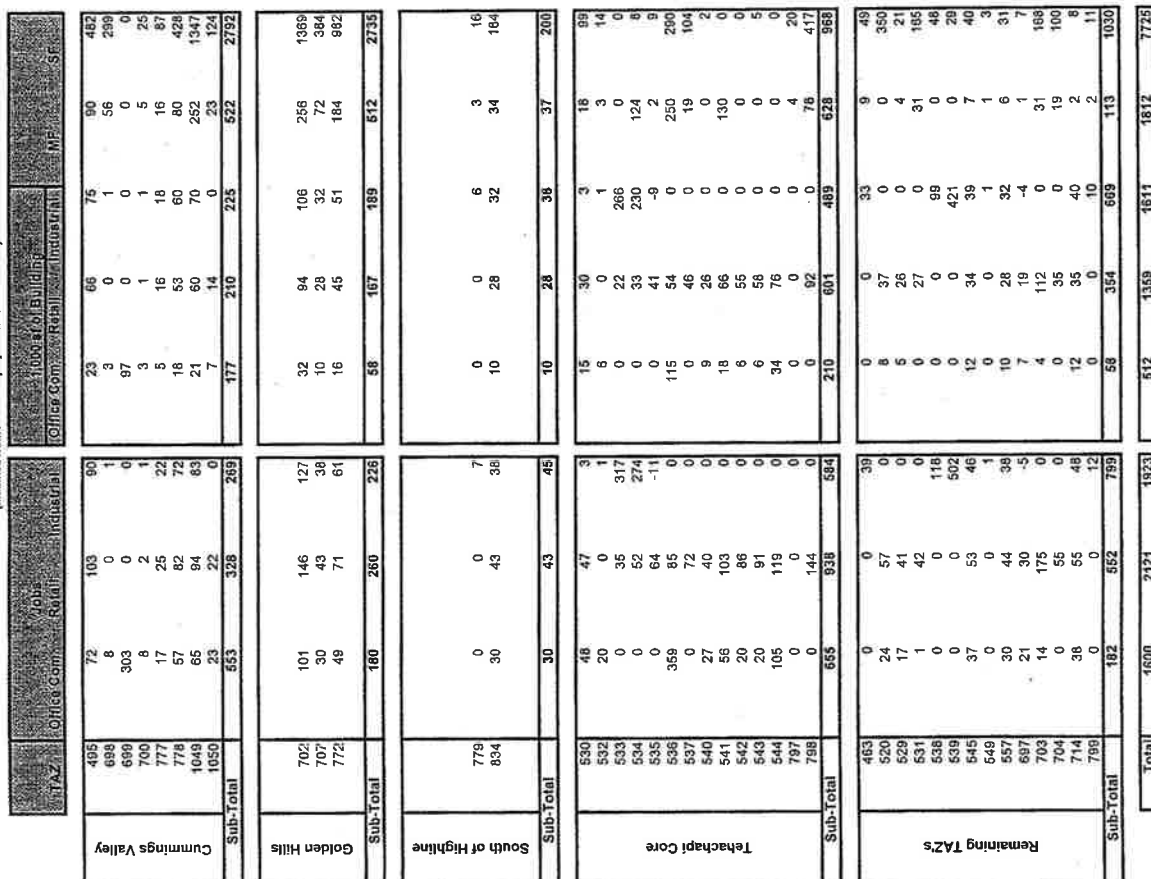
**Tehachapi – Cummings Valley
Preliminary
Transportation Impact FEE (TIF)
Background Documentation**

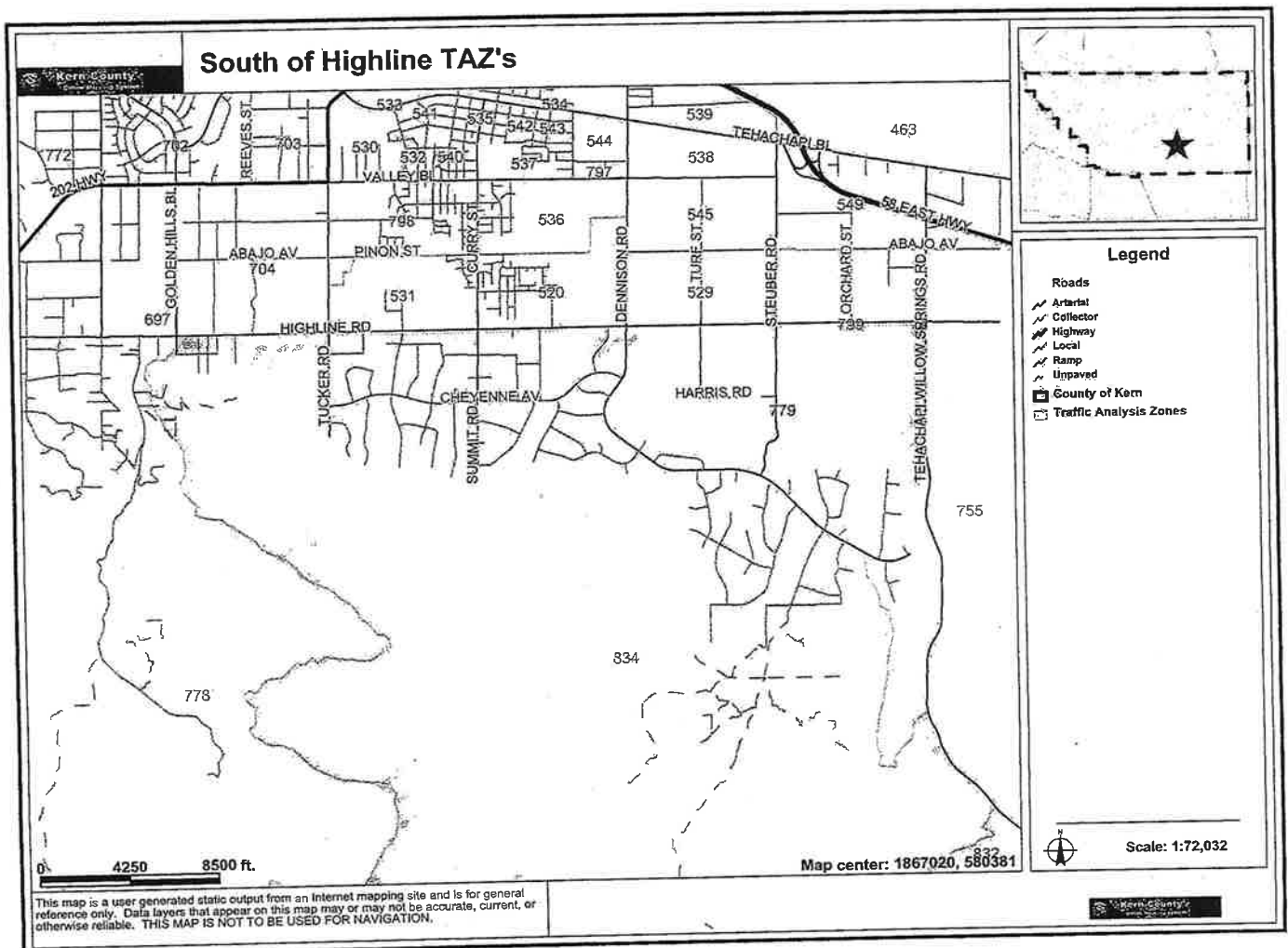
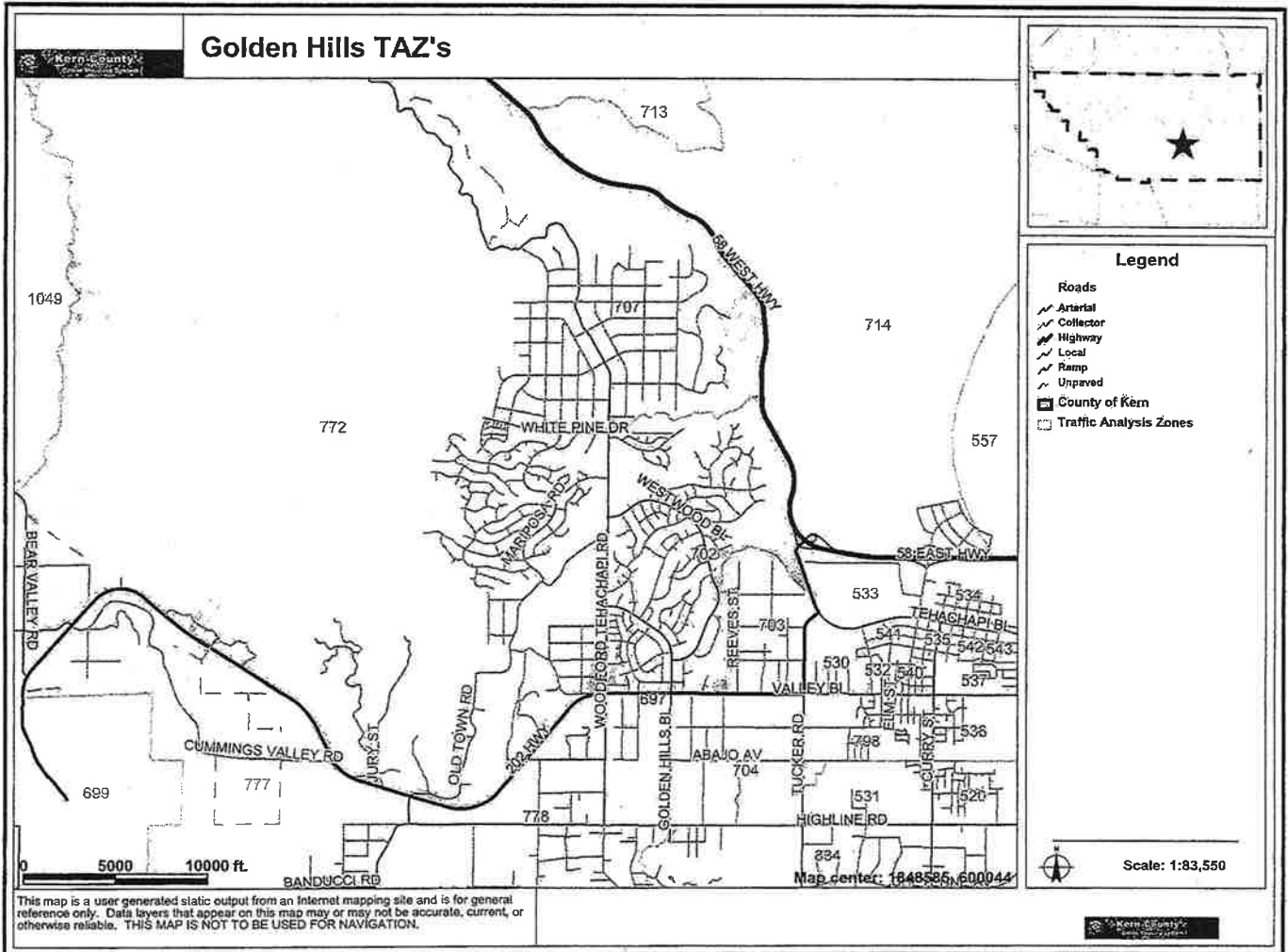
(Dated: December 8, 2005)

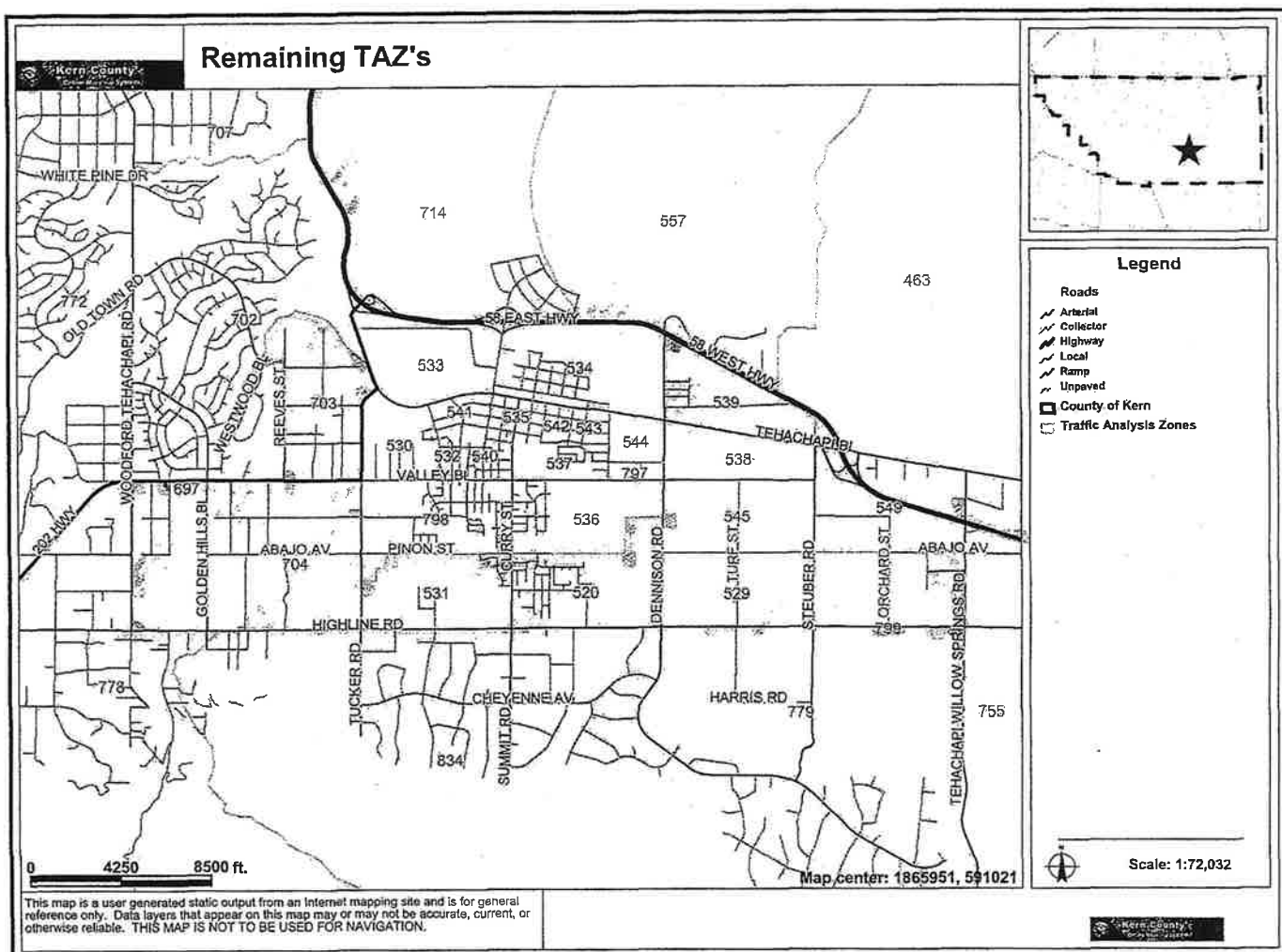
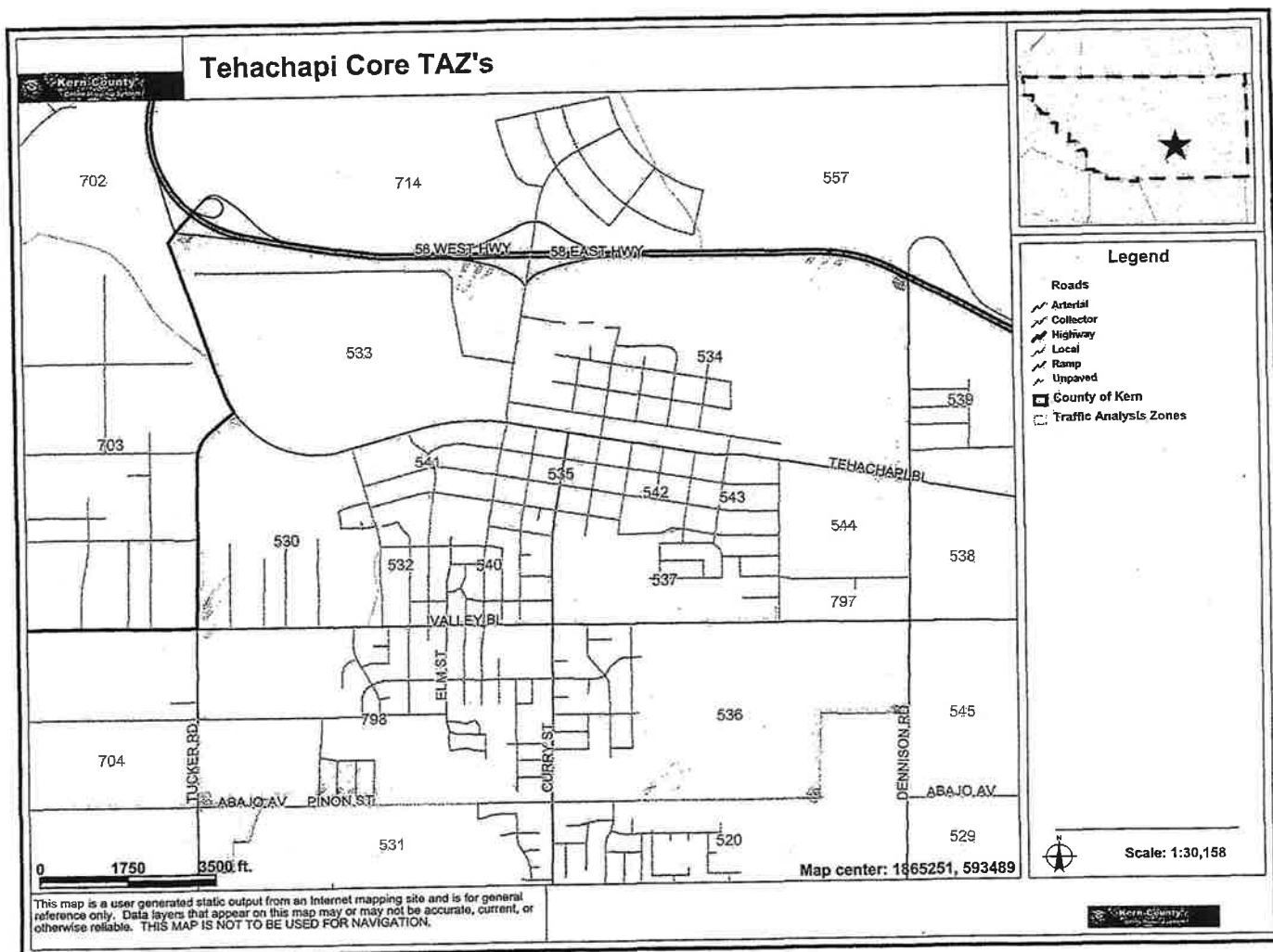
The following items are attached for your consideration. Please remember that it is ALL preliminary and subject to modification and discussion.

- **Tehachapi Area: Projected Job and Housing Increases (Year 2000 to Year 2030)**
 - This Table is based upon the KernCOG growth projections dated 2/11/05. The total projected growth for the Tehachapi – Cummings Valley area was held constant, while growth projections were adjusted between individual TAZ's. These adjustments were made to compensate for inconsistencies between the projected growth and Land Use Zoning as well as to recognize level of existing development (i.e. Job creation in Residential Zones is very limited, large housing development in a TAZ that it already fully developed is unlikely). Significant (± 30 Units) modifications (additions or subtractions from the KernCOG projected growth) were made to housing growth on the following TAZ's:
 - TAZ 520, +187 Units
 - TAZ 532, -38 Units
 - TAZ 535, -50 Units
 - TAZ 536, +373 Units
 - TAZ 540, -140 Units
 - TAZ 542, -39 Units
 - TAZ 543, -55 Units
 - TAZ 544, -72 Units
- **Cummings Valley TAZ's (Traffic Analysis Zone) Location Map**
- **Golden Hills TAZ's Location Map**
- **South of Highline TAZ's Location Map**
- **Tehachapi Core TAZ's Location Map**
 - The southerly boundary was limited to the mid-section line (Abajo/Pinon Rd). Inclusion of the area south to Highline Road would (reasonably) require an expansion of the Core Facilities to include a proportionate share of the Highline Road improvements.
 - These boundaries can (and likely should) be modified to address the City's desire to encourage "Smart Growth" (this is only a first step delineation).
- **Remaining TAZ's Location Map**
- **Summary Tables:**
 - Land Use Type vs. ADT Trip Rate
 - Land Use Type vs. Total Number of Units or Square Feet
 - Land Use Type vs. Average Trip Length and % New Trips
- **Tehachapi – Cummings Valley TIF Program Facilities List (Preliminary)**
 - Light Gray highlighted projects are in the Cummings Valley
 - Bold/italicized projects are listed on the City of Tehachapi project list, but were not shown to be required by the County's traffic analysis. There are many assumptions required by any analysis. As such we acknowledge the City's alternate view of these variables and have included the projects within the TIF.

- The TIF Project Number is not a priority listing, but rather an arbitrary index based upon alphabetic order. These Project Numbers are shown on the attached Project location maps.
- **Tehachapi Transportation Impact Fee Schedule**
 - This fee schedule assumes uniform fees throughout the Tehachapi – Cummings Valley area.
- **Tehachapi Area: Projected Revenue by TAZ and Land Use Type**
 - This table evaluates the projected revenue anticipated for each defined sub-region, based upon the **Tehachapi Transportation Impact Fee Schedule**. This evaluation is to determine the appropriateness of a Tehachapi Core TIF Fee.
- **Tehachapi Core Demographics: Growth from Year 2000 to Year 2030**
 - This Table reiterates the information previously shown on the **Tehachapi Area: Projected Job and Housing Increase** table.
- **Tehachapi Core TIF Program Facilities List (Preliminary)**
 - This is a project list limited to those projects significantly impacted by future development within the Tehachapi Core TAZ's.
 - The *Percent Funded by Tehachapi Core* fully funds through the Core Fee projects that are significantly necessitated by development within the Core, and reduces funding for outside facilities (i.e. an 85% Traffic Signal funded by Core was increased to 100%, at the same time a 15% Traffic Signal funding was reduced to 0%) where appropriate.
- **Tehachapi Core Fee Schedule**
 - The fee schedule was recalculated based upon the cost of benefiting facilities and the anticipated growth in the Core.
- **Tehachapi Non-Core TIF Program Facilities List (Preliminary)**
 - Projects not included in Core List.
- **Tehachapi Non-Core Fee Schedule**
 - If a Core fee is adopted the Non-Core area fee is calculated. The Total Facility Cost is based upon \$2,850,000 less the cost of the Core facilities. There is a minor discrepancy (~\$2,000) resulting from rounding to the nearest \$50,000 on the Total TIF Project cost.







Tehachapi-Cummings Valley Transportation Impact Fee Program Facilities List (Preliminary)													
Project Number	STREET NAME	CHARTER	IMPROVEMENT LENGTH (MILES)	NUMBER OF LANES STOPPED	NUMBER OF LANES PROPOSED	LANES FUNDED (BY FEE)	NOTES	COST - R/W	COST - CONSTRUCT	SPONSAL COST	ADDITIONAL COST	TOTAL COST	
1	Bear Valley Rd	Bear Valley Blvd	Cummings Valley Rd	1.12	2	2	Add 2 lanes to Collector	\$ 354,816.00	\$ 1,120,000.00			\$ 1,474,816.00	
2	Bear Valley Rd	CV Elementary Exit #1					Add Signal			\$ 140,000.00		\$ 140,000.00	
3	Cummings Valley Rd	Bear Valley Rd	Valley Blvd (SH 202)	0.40	2	2	Add 2 lanes to Collector	\$ 727,200.00	\$ 401,516.15			\$ 1,128,716.15	
4	Cummings Valley Rd	Bear Valley Rd					Add Signal			\$ 140,000.00		\$ 140,000.00	
5	Dennison Rd	SH 58	Tehachapi Blvd	0.55	2	2	Add 2 lanes to Collector		\$ 549,240.00			\$ 549,240.00	
6	EB 58 Off Ramp	Roadway Taper	Tehachapi Blvd	0.06	2	2	Add 2 lanes to Arterial		\$ 125,855.50			\$ 125,855.50	
7	EB 58 Off Ramp	Roadway Taper	Tucker Road (SH 202)	0.02	2	2	Add 2 lanes to Arterial		\$ 45,454.55			\$ 45,454.55	
8	Higline Road	Banducci					Add Signal			\$ 140,000.00		\$ 140,000.00	
9	Higline Road	Banducci	Tehachapi-Willow Springs	7.10	2	2	Add 2 lanes to Arterial	\$ 2,248,280.00	\$14,200,000.00			\$16,448,280.00	
10	Higline Road	Tucker					Add Signal			\$ 140,000.00		\$ 140,000.00	
11	Higline Road	Curry St					Add Signal			\$ 140,000.00		\$ 140,000.00	
12	Higline Road	Dennison Rd					Add Signal			\$ 140,000.00		\$ 140,000.00	
13	Higline Road	Steele					Add Signal			\$ 140,000.00		\$ 140,000.00	
14	Red Apple Rd	Westwood Blvd					Add Signal			\$ 140,000.00		\$ 140,000.00	
15	Red Apple Rd	Westwood Blvd	Tucker Road (SH 202)	0.78	2	2	Add 2 lanes to Arterial	\$ 247,104.00	\$ 1,560,000.00			\$ 1,807,104.00	
16	Red Apple Rd	Riviera St					Add Signal			\$ 140,000.00		\$ 140,000.00	
17	Red Apple Rd	Tucker Road (SH 202)					Upgrade Signal			\$ 140,000.00		\$ 140,000.00	
18	Tehachapi Blvd	Tucker Road (SH 202)	Mulberry St	0.59	2	2	Add 2 lanes to Collector		\$ 580,000.00			\$ 580,000.00	
19	Tehachapi Blvd	After View Ave					Add Signal			\$ 140,000.00		\$ 140,000.00	
20	Tehachapi Blvd	Mulberry St					Add Signal			\$ 140,000.00		\$ 140,000.00	
21	Tehachapi Blvd	Sierra Vista					Add Signal			\$ 140,000.00		\$ 140,000.00	
22	Tehachapi Blvd	Green St					Add Signal			\$ 140,000.00		\$ 140,000.00	
23	Tehachapi Blvd	Curry St					Add Signal			\$ 140,000.00		\$ 140,000.00	
24	Tehachapi Blvd	Hayes					Add Signal			\$ 140,000.00		\$ 140,000.00	
25	Tehachapi Blvd	Hayes	Dennison Rd	0.52	2	2	Add 2 lanes to Collector		\$ 520,000.00			\$ 520,000.00	
26	Tehachapi Blvd	Curry					Add Signal			\$ 140,000.00		\$ 140,000.00	
27	Tehachapi Blvd	Dennison Rd					Add Signal			\$ 140,000.00		\$ 140,000.00	
28	Tehachapi Blvd	Shelby					Add Signal			\$ 140,000.00		\$ 140,000.00	
29	Tehachapi Blvd	EB 58 Off Ramp	Tehachapi-Willow Springs	0.52	2	2	Add 2 lanes to Collector		\$ 920,000.00			\$ 920,000.00	
30	Tehachapi-Willow Springs	Tehachapi Blvd					Add Signal			\$ 140,000.00		\$ 140,000.00	
31	Tehachapi-Willow Springs	Tehachapi Blvd	Higline	1.08	2	2	Add 2 lanes to Collector		\$ 1,080,000.00			\$ 1,080,000.00	
32	Tehachapi-Willow Springs	Higline					Add Signal			\$ 140,000.00		\$ 140,000.00	
33	Tehachapi-Willow Springs	Higline	2-Lane Taper	0.12	2	2	Add 2 lanes to Collector		\$ 116,098.48			\$ 116,098.48	
34	Tucker Road (SH 202)	EB 58 Off Ramp	Red Apple Rd	0.61	2	2	Add 2 lanes to Arterial	\$ 194,760.00	\$ 1,229,545.45			\$ 1,424,305.45	
35	Tucker Road (SH 202)	Tehachapi Creek Bridge Expansion					Expand Bridge				\$1,500,000.00	\$1,500,000.00	
36	Tucker Road	Cherry Lane	Higline Road	0.77	2	2	Add 2 lanes to Arterial		\$ 1,540,000.00			\$ 1,540,000.00	
37	Tucker Road	Cummings Valley Rd (West)	Old Town Rd	3.26	2	2	Add 2 lanes to Arterial	\$ 1,032,794.00	\$ 6,520,000.00			\$ 7,552,794.00	
38	Valley Blvd (SH 202)	Cummings Valley Rd (West)	Old Town Rd				Add Signal			\$ 140,000.00		\$ 140,000.00	
39	Valley Blvd (SH 202)	Old Town Road					Add Signal			\$ 140,000.00		\$ 140,000.00	
40	Valley Blvd (SH 202)	Old Town Road	Woodford-Teh Road	1.91	2	2	Add 2 lanes to Arterial		\$ 3,820,000.00			\$ 3,820,000.00	
41	Valley Blvd (SH 202)	Woodford-Teh Road					Add Signal			\$ 140,000.00		\$ 140,000.00	
42	Valley Blvd (SH 202)	School Road					Upgrade Signal			\$ 140,000.00		\$ 140,000.00	
43	Valley Blvd (SH 202)	Woodford-Teh Road	Golden Hills Blvd	0.51	2	2	Add 2 lanes to Arterial		\$ 1,020,000.00			\$ 1,020,000.00	
44	Valley Blvd (SH 202)	Woodford-Teh Road					Add Signal			\$ 140,000.00		\$ 140,000.00	
45	Valley Blvd (SH 202)	Shopping (E Exit)					Add Signal			\$ 140,000.00		\$ 140,000.00	
46	Valley Blvd (SH 202)	Shopping (E Exit)					Add Signal			\$ 140,000.00		\$ 140,000.00	
47	Valley Blvd (SH 202)	Golden Hills Blvd					Upgrade Signal			\$ 140,000.00		\$ 140,000.00	
48	Valley Blvd (SH 202)	Golden Hills Blvd	Sierra Vista	0.10	2	2	Add 2 lanes to Arterial	\$ 221,760.00	\$ 1,490,000.00			\$ 1,711,760.00	
49	Valley Blvd (SH 202)	Sierra Vista					Add Signal			\$ 140,000.00		\$ 140,000.00	
50	Valley Blvd (SH 202)	Country Club Dr	Tucker Road	0.32	2	2	Add 2 lanes to Arterial		\$ 640,000.00			\$ 640,000.00	
51	Valley Blvd	Tucker Road	Dennison Rd	1.93	2	2	Add 2 lanes to Collector		\$ 1,930,000.00			\$ 1,930,000.00	
52	Valley Blvd	After View Ave					Add Signal			\$ 140,000.00		\$ 140,000.00	
53	Valley Blvd	Mill St					Upgrade Signal			\$ 140,000.00		\$ 140,000.00	
54	Valley Blvd	Curry St					Add Signal			\$ 140,000.00		\$ 140,000.00	
55	Valley Blvd	Shelby					Add Signal			\$ 140,000.00		\$ 140,000.00	
56	Valley Blvd	Detached Rd					Add Signal			\$ 140,000.00		\$ 140,000.00	
57	Westwood Blvd	Woodford-Teh Road	Golden Hills Blvd	2.04	2	2	Lane Striping Only, Total 5 lanes				\$ 10,200.00	\$ 10,200.00	
58	Westwood Blvd	Golden Hills Blvd					Add Signal			\$ 140,000.00		\$ 140,000.00	
59	Woodford-Teh Road	Country Club Dr	Valley Blvd (SH 202)	1.78	2	2	Add 2 lanes to Collector		\$ 1,780,000.00			\$ 1,780,000.00	
60	Woodford-Teh Road	Westwood Blvd					Add Signal			\$ 140,000.00		\$ 140,000.00	
				50.12				\$ 5,035,776.00	\$41,124,505.15	\$ 5,180,000.00	\$1,510,200.00	\$52,847,481.15	

LAND USE TYPE				TYPE		ADJ		NEW	
RESIDENTIAL PRE-WING UNIT				NO	TRIP	TRIP	TRIP	TRIP	TRIP
SINGLE-FAMILY DETACHED				1	7	7	100%		
MULTIFAMILY				2	7	7	100%		
NON-RESIDENTIAL PRE-WING UNIT				3	6.54	6.54	65%		
OFFICE/COMMERCIAL				4	2.4	2.4	85%		
INDUSTRIAL				6	Individual Study				
RETAIL/CONCRETE				6	1.00	1.00	50.0%		
UNITS (40,000 SF)				7	1.75	1.75	50.0%		
UNITS (10,000 SF)				8	2.50	2.50	50.0%		
UNITS (5,000 SF)				9	Individual Study				

LAND USE TYPE				TYPE		ADJ		NEW	
RESIDENTIAL PRE-WING UNIT				NO	TRIP	TRIP	TRIP	TRIP	TRIP
SINGLE-FAMILY DETACHED				1	7725	7725			
MULTIFAMILY				2	1812	1812			
NON-RESIDENTIAL PRE-WING UNIT				3	1,811,000				
OFFICE/COMMERCIAL				4	512000				
INDUSTRIAL				6					
RETAIL/CONCRETE				7	418000				
UNITS (40,000 SF)				8	732000				
UNITS (10,000 SF)				9	209000				

LAND USE TYPE				TYPE		ADJ		NEW	
RESIDENTIAL PRE-WING UNIT				NO	TRIP	TRIP	TRIP	TRIP	TRIP
SINGLE-FAMILY DETACHED				1	8.57	8.57			
MULTIFAMILY				2	6.72	6.72			
NON-RESIDENTIAL PRE-WING UNIT				3	6.54				
OFFICE/COMMERCIAL				4	15.6				
INDUSTRIAL				6	Individual Study				
RETAIL/CONCRETE				6	183.6				
UNITS (40,000 SF)				7	103.5				
UNITS (10,000 SF)				8	75.1				
UNITS (5,000 SF)				9	Individual Study				

Tehachapi Area: Projected Revenue by TAZ and Land Use Type

TAZ	Land Use Type	Office/Commercial					Industrial					MF					SF					Total	
		ADT (000)	Fee (000)	Office/Commercial	Retail	Industrial	ADT (000)	Fee (000)	Office/Commercial	Retail	Industrial	ADT (000)	Fee (000)	Office/Commercial	Retail	Industrial	ADT (000)	Fee (000)	Office/Commercial	Retail	Industrial		
455	Cummings Valley	50,006	\$	419,196	\$	88,670	\$	289,440	\$	2,207,078	\$	2,207,078	\$	2,207,078	\$	2,207,078	\$	2,207,078	\$	2,207,078	\$	3,054,399	
698		5,556	\$	-	\$	985	\$	160,096	\$	1,369,121	\$	1,369,121	\$	1,369,121	\$	1,369,121	\$	1,369,121	\$	1,369,121	\$	1,555,759	
699		210,441	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	210,441	
700		5,556	\$	8,140	\$	985	\$	16,080	\$	114,475	\$	114,475	\$	114,475	\$	114,475	\$	114,475	\$	114,475	\$	145,238	
777		11,807	\$	101,746	\$	21,677	\$	51,456	\$	398,373	\$	398,373	\$	398,373	\$	398,373	\$	398,373	\$	398,373	\$	595,080	
778		39,598	\$	333,729	\$	70,944	\$	257,280	\$	1,959,812	\$	1,959,812	\$	1,959,812	\$	1,959,812	\$	1,959,812	\$	1,959,812	\$	2,881,352	
1049	Cummings Valley	45,144	\$	382,567	\$	81,762	\$	10,432	\$	6,167,813	\$	6,167,813	\$	6,167,813	\$	6,167,813	\$	6,167,813	\$	6,167,813	\$	7,487,838	
1050		15,974	\$	89,537	\$	-	\$	73,998	\$	567,786	\$	567,786	\$	567,786	\$	567,786	\$	567,786	\$	567,786	\$	747,275	
Sub-Total		384,073	\$	1,334,914	\$	265,053	\$	1,678,752	\$	12,784,568	\$	12,784,568	\$	12,784,568	\$	12,784,568	\$	12,784,568	\$	12,784,568	\$	16,447,380	
702	Golden Hills	70,147	\$	594,200	\$	125,137	\$	823,296	\$	6,288,651	\$	6,288,651	\$	6,288,651	\$	6,288,651	\$	6,288,651	\$	6,288,651	\$	7,881,430	
707		20,836	\$	175,004	\$	37,442	\$	231,552	\$	1,759,336	\$	1,759,336	\$	1,759,336	\$	1,759,336	\$	1,759,336	\$	1,759,336	\$	2,223,170	
772	Golden Hills	34,032	\$	288,980	\$	60,105	\$	591,744	\$	4,496,578	\$	4,496,578	\$	4,496,578	\$	4,496,578	\$	4,496,578	\$	4,496,578	\$	5,471,419	
Sub-Total		125,015	\$	1,058,164	\$	222,684	\$	1,646,592	\$	12,523,565	\$	12,523,565	\$	12,523,565	\$	12,523,565	\$	12,523,565	\$	12,523,565	\$	15,576,019	
779	South of Highline	-	\$	-	\$	6,897	\$	9,648	\$	73,284	\$	73,284	\$	73,284	\$	73,284	\$	73,284	\$	73,284	\$	89,809	
834		-	\$	175,004	\$	37,442	\$	109,344	\$	842,536	\$	842,536	\$	842,536	\$	842,536	\$	842,536	\$	842,536	\$	1,185,162	
Sub-Total		20,836	\$	175,004	\$	44,340	\$	118,992	\$	915,800	\$	915,800	\$	915,800	\$	915,800	\$	915,800	\$	915,800	\$	1,274,971	
530	Tehachapi Core	33,337	\$	191,283	\$	2,856	\$	57,888	\$	453,321	\$	453,321	\$	453,321	\$	453,321	\$	453,321	\$	453,321	\$	738,786	
532		13,891	\$	-	\$	985	\$	9,648	\$	64,106	\$	64,106	\$	64,106	\$	64,106	\$	64,106	\$	64,106	\$	88,930	
533		-	\$	142,445	\$	312,349	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	454,794		
534		-	\$	211,633	\$	269,980	\$	398,784	\$	36,632	\$	36,632	\$	36,632	\$	36,632	\$	36,632	\$	36,632	\$	917,028	
535		-	\$	260,471	\$	(10,639)	\$	6,432	\$	41,211	\$	41,211	\$	41,211	\$	41,211	\$	41,211	\$	41,211	\$	297,275	
536		249,335	\$	345,938	\$	-	\$	804,000	\$	1,327,910	\$	1,327,910	\$	1,327,910	\$	1,327,910	\$	1,327,910	\$	1,327,910	\$	2,727,183	
537		-	\$	293,030	\$	-	\$	61,104	\$	476,216	\$	476,216	\$	476,216	\$	476,216	\$	476,216	\$	476,216	\$	630,350	
540		18,752	\$	162,794	\$	-	\$	418,080	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	180,705	
541		38,893	\$	419,196	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	876,169	
542		13,891	\$	350,008	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	383,898	
543	Tehachapi Core	13,891	\$	370,357	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	407,143	
544		72,925	\$	484,313	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	557,239	
797		-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	104,444	
798		-	\$	596,060	\$	-	\$	250,848	\$	1,909,443	\$	1,909,443	\$	1,909,443	\$	1,909,443	\$	1,909,443	\$	1,909,443	\$	2,746,351	
Sub-Total		454,914	\$	3,817,528	\$	575,431	\$	2,019,848	\$	4,432,472	\$	4,432,472	\$	4,432,472	\$	4,432,472	\$	4,432,472	\$	4,432,472	\$	11,299,894	
463	Remaining TAZs	-	\$	-	\$	38,428	\$	28,944	\$	224,371	\$	224,371	\$	224,371	\$	224,371	\$	224,371	\$	224,371	\$	291,743	
520		18,669	\$	231,982	\$	-	\$	-	\$	1,602,650	\$	1,602,650	\$	1,602,650	\$	1,602,650	\$	1,602,650	\$	1,602,650	\$	1,851,301	
529		11,807	\$	166,864	\$	-	\$	12,864	\$	86,159	\$	86,159	\$	86,159	\$	86,159	\$	86,159	\$	86,159	\$	287,694	
531		695	\$	170,934	\$	-	\$	99,696	\$	755,535	\$	755,535	\$	755,535	\$	755,535	\$	755,535	\$	755,535	\$	1,026,860	
538		-	\$	-	\$	116,269	\$	-	\$	219,792	\$	219,792	\$	219,792	\$	219,792	\$	219,792	\$	219,792	\$	339,081	
539		-	\$	-	\$	494,634	\$	-	\$	132,791	\$	132,791	\$	132,791	\$	132,791	\$	132,791	\$	132,791	\$	827,425	
545		25,697	\$	215,703	\$	45,325	\$	3,216	\$	183,160	\$	183,160	\$	183,160	\$	183,160	\$	183,160	\$	183,160	\$	492,397	
549		-	\$	-	\$	985	\$	9,648	\$	13,737	\$	13,737	\$	13,737	\$	13,737	\$	13,737	\$	13,737	\$	17,938	
557		20,836	\$	179,074	\$	37,442	\$	19,296	\$	141,949	\$	141,949	\$	141,949	\$	141,949	\$	141,949	\$	141,949	\$	399,597	
697		14,585	\$	122,096	\$	(4,927)	\$	3,216	\$	32,053	\$	32,053	\$	32,053	\$	32,053	\$	32,053	\$	32,053	\$	167,023	
703		9,723	\$	712,225	\$	-	\$	99,896	\$	789,272	\$	789,272	\$	789,272	\$	789,272	\$	789,272	\$	789,272	\$	1,590,917	
704		-	\$	223,842	\$	-	\$	61,104	\$	467,900	\$	467,900	\$	467,900	\$	467,900	\$	467,900	\$	467,900	\$	742,846	
714		26,392	\$	223,842	\$	47,296	\$	6,432	\$	36,632	\$	36,632	\$	36,632	\$	36,632	\$	36,632	\$	36,632	\$	340,594	
799		-	\$	-	\$	11,624	\$	6,432	\$	50,369	\$	50,369	\$	50,369	\$	50,369	\$	50,369	\$	50,369	\$	69,625	
Sub-Total		128,404	\$	2,246,563	\$	787,276	\$	363,408	\$	4,716,370	\$	4,716,370	\$	4,716,370	\$	4,716,370	\$	4,716,370	\$	4,716,370	\$	8,240,021	
Total		1,111,241	\$	8,832,173	\$	1,894,784	\$	5,827,392	\$	35,372,775	\$	35,372,775	\$	35,372,775	\$	35,372,775	\$	35,372,775	\$	35,372,775	\$	52,838,355	

Tehachapi Core Demographics: Growth from Year 2000 to Year 2030

Tehachapi Core	TAZ	Jobs				1,000 sq ft of Building				MF	SF
		Office/Commercial	Retail	Industrial		Office/Commercial	Retail	Industrial			
Tehachapi Core	530	48	47	3		15	30	3		18	99
	532	20	0	1		6	0	1		3	14
	533	0	35	317		0	22	266		0	0
	534	0	52	274		0	33	230		124	8
	535	0	64	-11		0	41	-9		2	9
	536	359	85	0		115	54	0		250	290
	537	0	72	0		0	46	0		19	104
	540	27	40	0		9	26	0		0	2
	541	56	103	0		18	66	0		130	0
	542	20	86	0		6	55	0		0	0
	543	20	91	0		6	58	0		0	5
	544	105	119	0		34	76	0		0	0
Sub-Total		655	938	584		210	601	489		628	968

Tehachapi Core												
LAND USE TYPE	FEE NO.	ADT TRIP RATE	AVG TRIP LENGTH	% NEW TRIPS	UNITS	TRAVEL	TRAVEL	TRAVEL	TRAVEL	TRAVEL	TRAVEL	TRAVEL
RESIDENTIAL PER ADT TRIP												
SINGLE FAMILY DETACH	1	8.57	7.00	100%	968	9,264	64,848	39.2%	\$ 2,674,726.79	\$ 2,763.15	\$ 2,763.00	\$ 2,674,584.00
MULTIFAMILY APARTMENT	2	8.72	7.00	100%	628	4,220	29,540	17.9%	\$ 1,218,409.66	\$ 1,940.14	\$ 1,940.00	\$ 1,218,320.00
NON-RESIDENTIAL PER ADT TRIP												
INDUSTRIAL	3	6.96	3.80	65%	489,000	3,403	8,405	5.1%	\$ 346,673.43	\$ 101.86	\$ 102.00	\$ 347,160.88
OFFICE/COMMERCIAL	4	15.6	2.40	85%	210,000	3,276	6,693	4.0%	\$ 275,647.56	\$ 84.14	\$ 84.00	\$ 275,184.00
RETAIL/COMMERCIAL	5	193.8	1.00	50.0%	185,000	35,853	17,927	10.8%	\$ 739,418.75	\$ 20.82	\$ 21.00	\$ 752,913.00
Under 10,000 sq. ft.	6	103.5	1.75	50.0%	323,500	33,482	29,297	17.7%	\$ 1,208,386.86	\$ 36.09	\$ 36.00	\$ 1,205,361.00
10,000-49,999 sq. ft.	7	75.1	2.50	50.0%	92,500	6,947	6,884	5.3%	\$ 358,181.09	\$ 51.56	\$ 52.00	\$ 361,231.00

TOTAL=

165,384

100% \$ 8,821,444.24

\$ 6,834,743.88

NOTES:

* ESTIMATED REVENUE

(1) (ADT TRIP RATE) X (UNITS OR SQ. FT. (1,000's))

(2) (AVG TRIP LENGTH) X (% NEW TRIPS) X (TOTAL Estimated Trips)

(3) (Estimated TRAVEL (per Land Use Type))/(Total Estimated TRAVEL)

(4) (Allocation Factor) X (Total Program Cost)

(5) ((Cost Allocation)/(Units or SQFT (1,000's)))/(ADT TRIP RATE (for "Fee per ADT" Land Use ONLY))

(6) (FEE per UNIT or ADT) rounded to nearest whole Dollar

(7) (FEE (Rounded)) X (Units or SQFT (1,000's)) X (ADT TRIP RATE (for "Fee per ADT" Land Use ONLY))

EXAMPLES:

Dev. Type	Retail	Mini-Mart	Fast Food	Mini Warehouse	Office	Specialty Retail
Square Footage	95,000	3,000	2,000	300,000	25,000	55,000
Trips per 1000 sq. ft.	69.1	366	316	3	18.4	41
Total Trips	6564.5	1098	632	900	460	2255
Fee Per Trip	\$ 52.00	\$ 21.00	\$ 21.00	\$ 102.00	\$ 84.00	\$ 52.00
Total Fee	\$341,354.00	\$23,058.00	\$13,272.00	\$91,800.00	\$38,640.00	\$117,260.00

Tehachapi Core Transportation Impact Fee Program Facilities List (Preliminary)												
Facility	Location	Improvement	Number of Lanes	Number of Lanes	Number of Lanes	Number of Lanes	Number of Lanes	Number of Lanes	Number of Lanes	Number of Lanes	Number of Lanes	Number of Lanes
1	SR 58	Tehachapi Blvd	0.51	2	2	Add 2 lanes to Collector	\$ 649,240.00	\$ 140,000.00	100%	\$ 140,000.00	\$ 140,000.00	\$ 140,000.00
2	SR 58 Off Ramp	Highway Taper	0.08	2	2	Add 2 lanes to Arterial	\$ 157,851.52	\$ 45,434.55	34%	\$ 15,454.55	\$ 15,454.55	\$ 15,454.55
3	SR 58 Off Ramp	Tucker Road (SH 202)	0.02	2	2	Add 2 lanes to Arterial	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
4	Tehachapi Blvd	Tucker Road (SH 202)	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
5	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
6	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
7	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
8	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
9	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
10	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
11	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
12	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
13	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
14	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
15	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
16	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
17	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
18	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
19	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
20	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
21	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
22	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
23	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
24	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
25	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
26	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
27	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
28	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
29	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
30	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
31	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
32	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
33	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
34	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
35	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
36	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
37	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
38	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
39	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
40	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
41	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
42	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
43	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
44	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
45	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
46	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
47	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
48	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
49	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
50	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
51	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
52	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
53	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
54	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
55	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
56	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
57	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
58	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
59	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
60	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
61	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
62	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
63	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
64	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
65	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
66	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
67	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
68	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
69	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
70	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
71	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
72	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
73	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
74	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
75	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
76	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
77	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
78	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
79	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
80	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
81	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
82	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
83	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
84	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434.55
85	Tehachapi Blvd	Highway 58	0.02	2	2	Add 2 lanes to Collector	\$ 45,434.55	\$ 45,434.55	100%	\$ 45,434.55	\$ 45,434.55	\$ 45,434

NOTES:		EXAMPLES						
* ESTIMATED REVENUE								
(1)	(ADT TRIP RATE) X (UNITS OR SQ. FT. (1,000's))							
(2)	(AVG TRIP LENGTH/2) X (% NEW TRIPS) X (TOTAL Estimated Trips)							
(3)	(Estimated TRAVEL (per Land Use Type)) (Total Estimated TRAVEL)							
(4)	(Allocation Factor) X (Total Program Cost)							
(5)	((Cost Allocation)/(Units or SQFT (1,000's)))/(ADT TRIP RATE (for "Fee per ADT" Land Use ONLY))							
(6)	(FEE per UNIT or ADT) rounded to nearest whole Dollar							
(7)	(FEE (Rounded)) X (Units or SQFT (1,000's)) X (ADT TRIP RATE (for "Fee per ADT" Land Use ONLY))							
		Rate	Mini Max	Fair Price	Mini Variables	Charge	Specialty Rate	
		Square Footage	95,000	3,000	2,000	300,000	25,000	55,000
		Trips per 1000's	69.1	368	316	3	18.4	41
		Total Trips	6564.5	1098	532	900	460	2255
		Fee Per Trip	\$ 95.00	\$ 38.00	\$ 38.00	\$ 187.00	\$ 154.00	\$ 95.00
		Total Fee	\$623,627.50	\$41,724.00	\$24,016.00	\$168,300.00	\$70,840.00	\$214,225.00

Tehachapi Non-Core Transportation Impact Fee Program Facilities List (Preliminary)										
ROW#	NAME	LOCALITY	IMPROVEMENT TYPE	NUMBER OF LANE MILEAGE	NUMBER OF LANES PROPOSED	LANE FEET	COST ESTIMATE - CONSTRUCTION	COST ESTIMATE - MAINTENANCE	TOTAL COST ESTIMATE	ADDITIONAL COSTS
NO.	NAME	LOCALITY	TYPE	MILES	LANES	FEET	\$	\$	\$	\$
1	Bear Valley Rd	Bear Valley Rd	Curbside Valley Rd	1.12	2	Add 2 lanes to Collector	\$ 34,816.00	\$ 1,120,000.00	\$ 1,154,816.00	
2	Bear Valley Rd	CV Elementary Entry	Add Signal					\$ 140,000.00	\$ 140,000.00	
3	Compton Valley Rd	Bear Valley Rd	Valley Blvd (SH 202)	0.40	2	Add 2 lanes to Collector	\$ 127,200.00	\$ 61,515.15	\$ 188,715.15	
4	Compton Valley Rd	Bear Valley Rd	Add Signal					\$ 140,000.00	\$ 140,000.00	
5	Dennison Rd	SH 58	Tehachapi Blvd	0.55	2	Add 2 lanes to Collector	\$ 549,240.00		\$ 549,240.00	
6	EIS 58 Off Ramp	Roadway Taper	Tehachapi Blvd	0.08	2	Add 2 lanes to Arterial	\$ 152,851.52		\$ 152,851.52	
7	EIS 58 Off Ramp	Roadway Taper	Tucker Road (SH 202)	0.02	2	Add 2 lanes to Arterial	\$ 43,454.55		\$ 43,454.55	
8	Higline Road	Banduto	Add Signal					\$ 140,000.00	\$ 140,000.00	
9	Higline Road	Banduto	Tahachapi-Willow Springs	7.19	2	Add 2 lanes to Arterial	\$ 2,348,280.00	\$ 14,200,000.00	\$ 16,548,280.00	
10	Higline Road	Tucker	Add Signal					\$ 140,000.00	\$ 140,000.00	
11	Higline Road	Quincy St	Add Signal					\$ 140,000.00	\$ 140,000.00	
12	Higline Road	Dennison Rd	Add Signal					\$ 140,000.00	\$ 140,000.00	
13	Higline Road	Sherlock	Add Signal					\$ 140,000.00	\$ 140,000.00	
14	Red Apple Rd	Westwood Blvd	Add Signal					\$ 140,000.00	\$ 140,000.00	
15	Red Apple Rd	Westwood Blvd	Tucker Road (SH 202)	0.78	2	Add 2 lanes to Arterial	\$ 247,104.00	\$ 1,360,000.00	\$ 1,607,104.00	
16	Red Apple Rd	Revere St	Add Signal					\$ 140,000.00	\$ 140,000.00	
17	Red Apple Rd	Tucker Road (SH 202)	Upgrade Signal					\$ 140,000.00	\$ 140,000.00	
18	Tahachapi Blvd	EIS 58 Off Ramp	Tahachapi-Willow Springs	0.92	2	Add 2 lanes to Collector	\$ 920,000.00		\$ 920,000.00	
19	Tahachapi-Willow Springs	Tahachapi Blvd	Add Signal					\$ 140,000.00	\$ 140,000.00	
20	Tahachapi-Willow Springs	Tahachapi Blvd	Add Signal					\$ 140,000.00	\$ 140,000.00	
21	Tahachapi-Willow Springs	Higline	Add 2 lanes to Collector	1.08	2	Add 2 lanes to Collector	\$ 1,080,000.00		\$ 1,080,000.00	
22	Tahachapi-Willow Springs	Higline	Add Signal					\$ 140,000.00	\$ 140,000.00	
23	Tahachapi-Willow Springs	Higline	2-Lane Taper	0.12	2	Add 2 lanes to Collector	\$ 116,098.48		\$ 116,098.48	
24	Tucker Road (SH 202)	EIS 58 Off Ramp	Red Apple Rd	0.61	2	Add 2 lanes to Arterial	\$ 194,760.00	\$ 1,229,545.45	\$ 1,424,305.45	
25	Tucker Road (SH 202)	Tahachapi Creek Bridge Expansion	Expand Bridge					\$ 140,000.00	\$ 1,564,305.45	
26	Tucker Road	Cherry Lane	Add Signal					\$ 140,000.00	\$ 1,564,305.45	
27	Tucker Road	Cherry Lane	Higline Road	0.77	2	Add 2 lanes to Arterial	\$ 1,540,000.00		\$ 1,540,000.00	
28	Valley Blvd (SH 202)	Compton Valley Rd (Bear Valley Rd)	Add Signal					\$ 140,000.00	\$ 1,540,000.00	
29	Valley Blvd (SH 202)	Compton Valley Rd (Old Town Rd)	Add 2 lanes to Arterial	3.28	2	Add 2 lanes to Arterial	\$ 9,932,198.00	\$ 5,920,000.00	\$ 15,852,198.00	
30	Valley Blvd (SH 202)	Old Town Road	Add Signal					\$ 140,000.00	\$ 16,032,198.00	
31	Valley Blvd (SH 202)	Old Town Road	Woodford-Teh Road	1.91	2	Add 2 lanes to Arterial	\$ 605,088.00	\$ 3,870,000.00	\$ 4,475,088.00	
32	Valley Blvd (SH 202)	Schubert Road	Woodford-Teh Road					\$ 140,000.00	\$ 4,615,088.00	
33	Valley Blvd (SH 202)	Woodford-Teh Road	Upgrade Signal					\$ 140,000.00	\$ 4,755,088.00	
34	Valley Blvd (SH 202)	Woodford-Teh Road	Add 2 lanes to Arterial	0.51	2	Add 2 lanes to Arterial	\$ 1,020,000.00		\$ 5,775,088.00	
35	Valley Blvd (SH 202)	Shopping (W Entr)	Add Signal					\$ 140,000.00	\$ 5,915,088.00	
36	Valley Blvd (SH 202)	Shopping (E Entr)	Add Signal					\$ 140,000.00	\$ 6,055,088.00	
37	Valley Blvd (SH 202)	Golden Hills Blvd	Upgrade Signal					\$ 140,000.00	\$ 6,195,088.00	
38	Valley Blvd (SH 202)	Golden Hills Blvd	Sierra Vista	0.79	2	Add 2 lanes to Arterial	\$ 221,760.00	\$ 1,450,000.00	\$ 1,671,760.00	
39	Valley Blvd (SH 202)	Sierra Vista	Add Signal					\$ 140,000.00	\$ 1,811,760.00	
40	Valley Blvd (SH 202)	Sierra Vista	Tucker Road	0.32	2	Add 2 lanes to Arterial	\$ 640,000.00		\$ 2,451,760.00	
41	Westwood Blvd	Woodford-Teh Road	Add Signal	2.04	2	2-Lane Stoppage Only, Total 5 lanes	\$ -	\$ 640,000.00	\$ 2,451,760.00	
42	Westwood Blvd	Golden Hills Blvd	Add Signal					\$ 140,000.00	\$ 2,591,760.00	
43	Westwood Blvd	Country Club Rd	Valley Blvd (SH 202)	1.78	2	Add 2 lanes to Collector	\$ 1,780,000.00		\$ 1,780,000.00	
44	Woodford-Teh Road	Westwood Blvd	Add Signal					\$ 140,000.00	\$ 1,920,760.00	
							\$ 5,032,776.00	\$ 38,094,555.15	\$ 43,127,331.15	\$ 1,910,200.00
										\$ 47,037,531.15

TRANSPORTATION IMPACT FEE SCHEDULE
PRELIMINARY

TEHACHAPI TRANSPORTATION IMPACT FEE SCHEDULE

LAND USE TYPE	TYPE NO.	ADT TRIP RATE	AVG. TRIP LENGTH	% NEW TRIPS	Units or SQFT	Estimated TRIPS (1)	Estimated TRAVEL (2)	% TRIP Distribution (Allocation Factor) (3)	Cost Allocation Based on % of Trips (4)	FEE per UNIT or ADT (5)	FEE (Rounded to nearest Dollar) (6)	PROJECTED REVENUE (7)
RESIDENTIAL PER LIVING UNIT												
SINGLE FAMILY, DETACHED	1	9.57	7.00	100%	7,725	73,928	517,496	66.9%	\$ 35,374,788.01	\$ 4,579.26	\$ 4,579.00	\$ 35,372,775.00
	2	6.72	7.00	100%	1,812	12,177	85,239	11.0%	\$ 5,826,734.03	\$ 3,215.64	\$ 3,216.00	\$ 5,827,392.00
NON RESIDENTIAL PER ADT TRIP												
INDUSTRIAL	3	6.96	3.80	65%	1,611,000	11,213	27,696	3.6%	\$ 1,893,232.27	\$ 168.85	\$ 169.00	\$ 1,894,922.64
	5	15.6	2.40	85%	512,000	7,987	16,293	2.1%	\$ 1,113,750.49	\$ 139.44	\$ 139.00	\$ 1,110,220.80
RETAIL COMMERCIAL	8	193.8	1.00	50.0%	418,000	81,008	40,504	5.2%	\$ 2,768,756.50	\$ 34.18	\$ 34.00	\$ 2,754,285.60
	9	103.5	1.75	50.0%	732,000	75,762	66,292	8.6%	\$ 4,531,562.46	\$ 59.81	\$ 60.00	\$ 4,545,720.00
	10	75.1	2.50	50.0%	209,000	15,696	19,620	2.5%	\$ 1,341,176.24	\$ 85.45	\$ 85.00	\$ 1,334,151.50

TOTAL=

773,140 100% \$ 52,850,000.00

\$ 52,839,467.54

NOTES:

- * ESTIMATED REVENUE
- (1) (ADT TRIP RATE) X (UNITS OR SQ. FT. (1,000's))
- (2) [AVG TRIP LENGTH/2] X (% NEW TRIPS) X (TOTAL Estimated Trips)
- (3) (Estimated TRAVEL (per Land Use Type))/(Total Estimated TRAVEL)
- (4) (Allocation Factor) X (Total Program Cost)
- (5) [(Cost Allocation)/(Units or SQFT (1,000's))]/(ADT TRIP RATE (for "Fee per ADT" Land Use ONLY))
- (6) (FEE per UNIT or ADT) rounded to nearest whole Dollar
- (7) (FEE (Rounded)) X (Units or SQFT (1,000's)) X (ADT TRIP RATE (for "Fee per ADT" Land Use ONLY))

EXAMPLES						
Dev. Type	Retail	Mini Mart	Fast Food	Mini Warehouse	Office	Specialty Retail
Square Footage	95,000	3,000	2,000	300,000	25,000	55,000
Trips per 1000 Sq	69.1	366	316	3	18.4	41
Total Trips	6564.5	1098	632	900	460	2255
Fee Per Trip	\$ 85.00	\$ 34.00	\$ 34.00	\$ 169.00	\$ 139.00	\$ 85.00
Total Fee	\$557,982.50	\$37,332.00	\$21,488.00	\$152,100.00	\$63,940.00	\$191,675.00

Rosamond- TIF

ROSAMOND WILLOW SPRINGS TRANSPORTATION IMPACT FEE PROGRAM FACILITIES LIST													
STREET NAME	LIMITS		SEGMENT LENGTH MILES	NUMBER of LANES STRIPED	NUMBER of LANES PROPOSED	LANES FUNDED by FEE	NOTES	COST ESTIMATE					
	FROM	TO						COST R/W	COST CONSTRUCT.	SIGNAL COST	ADDITIONAL COST	TOTAL COST	FEE FUNDING
Avenue A	10th Street West	30th Street West	2.00	2	6	4		\$528,000	\$2,048,000	\$0	\$520,000	\$3,096,000	\$3,096,000
Avenue A	SP RR						Temporary at-grade crossing	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000
Avenue A	SR 14 Ramps						Install Signals	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Avenue A	10th Street West						Install Signal	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
Avenue A	Sierra Highway						Install Signal	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
Avenue A	20th Street West						Install Signal	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
Avenue A	30th Street West						Install Signal	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000
Avenue A	SR 14		0.04	2	6	4	Widen Interchange	\$240,000	\$2,677,000	\$0	\$438,000	\$3,355,000	\$3,355,000
Dawn Road	SR 14		0.05	2	4	2	Widen Interchange	\$0	\$2,820,000	\$0	\$468,000	\$3,288,000	\$3,288,000
Dawn Road	SR 14 Ramps						Install Signals	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
Rosamond Boulevard	Edwards AFB	Sierra Hwy	1.30	2	4	2		\$400,000	\$470,000	\$0	\$180,000	\$1,050,000	\$1,050,000
Rosamond Boulevard	W/o Edwards AFB						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	10th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	15th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	Sierra Highway	SR 14	0.50	4	6	2		\$220,000	\$435,000	\$0	\$360,000	\$1,015,000	\$1,015,000
Rosamond Boulevard	SR 14			2	6	4	Widen Interchange	0	\$1,628,000	\$0	\$257,000	\$1,885,000	\$1,885,000
Rosamond Boulevard	SR 14 Ramps						Modify Signals	\$0	\$0	\$80,000	\$0	\$80,000	\$80,000
Rosamond Boulevard	Eagle Way	35th Street West	0.85	2	5	3		\$635,000	\$435,000	\$0	\$180,000	\$1,250,000	\$1,250,000
Rosamond Boulevard	30th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	35th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	35th Street West	45th Street West	1.00	2	5	3		\$600,000	\$300,000	\$0	\$180,000	\$1,080,000	\$1,080,000
Rosamond Boulevard	35th Street West	45th Street West	1.00				Median Improvments	\$0	\$100,000	\$0	\$0	\$100,000	\$100,000
Rosamond Boulevard	40th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	45th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	45th Street West	65th Street West	2.00	2	3	1		\$0	\$400,000	\$0	\$180,000	\$580,000	\$580,000
Rosamond Boulevard	45th Street West	65th Street West	2.00	3	5	2		\$650,000	\$920,000	\$0	\$180,000	\$1,750,000	\$1,750,000
Rosamond Boulevard	45th Street West	65th Street West	2.00				Median Improvments	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000
Rosamond Boulevard	50th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	55th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	60th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	65th Street West						Install Signal	\$0	\$0	\$120,000	\$0	\$120,000	\$120,000
Rosamond Boulevard	Sierra Highway	35th Street West	1.35				Median Improvements	\$0	\$320,000	\$0	\$0	\$320,000	\$320,000
Willow Avenue	SR14						New Interchange	\$750,000	\$5,080,000	\$0	\$920,000	\$6,750,000	\$6,750,000
Willow Avenue	SR 14 Ramps						Install Signals	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000
10th Street West	Avenue A	Rosamond Boulevard	3.00			2		\$792,000	\$1,536,000	\$0	\$280,000	\$2,608,000	\$2,608,000
30th Street West	Avenue A	Rosamond Boulevard	3.00			4		\$0	\$256,000	\$0	\$31,000	\$287,000	\$287,000
TOTALS								\$4,815,000	\$19,825,000	\$2,700,000	\$4,454,000	\$31,794,000	\$31,514,000

Delano - TIF

City of Delano

List of Projects of Regional Significant:

1. Traffic Signal at Lexington Street & Garces Highway (SR-155)
2. Traffic Signal at High Street & Garces Highway (SR-155)
3. Woollomes Bridge Widening