

**UPDATE OF
HIGH DESERT LOCAL AREA
TRANSPORTATION FACILITIES PLAN
REPORT**

**San Bernardino County
Department of Transportation/Flood Control
Public Works Group**

September 1993

TABLE OF CONTENTS

Page No.

A.	Ordinance to Update High Desert Local Area Transportation Facilities Plan	
B.	1993 Update of High Desert Local Area Transportation Facilities Plan Report	
1.	Executive Summary	1
a.	Project Summary and Costs	4
2.	High Desert Transportation Facilities Plan and Map Exhibit A	5
3.	State Highway 138 Detail Map - Exhibit B.	6
4.	Schedule A - Project Priority List and Construction Cost Estimate	7
5.	Relationship Between Fee and Development Property	14
6.	Estimate of Measure "I" and State Contributions	15
7.	Sample Commercial Trip Generations.	16
8.	Sample Industrial Trip Generations.	17
C.	Engineer's Report	18
1.	Transportation Facilities Plan Cost Estimates	24
D.	Appendices (On file at FWG/Transportation/Flood Control Department, Development Coordination Division)	
1.	Negative Declaration of Environmental Impact	
2.	Pinon Hills, Phelan, Baldy Mesa Area Traffic Model prepared by Kimley-Horn and Associates, Inc.	
3.	High Desert Area Transportation Facilities Plan Report, September 1989	

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

ORDINANCE NO. 3555

AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AMENDING SUBSECTION 16.0225(h)(2) AND SUBSECTION 811.0240(b) OF THE SAN BERNARDINO COUNTY CODE, RELATING TO ROAD FEES TO ASSIST THE FINANCING AND CONSTRUCTION OF ROADS AND TRAFFIC SIGNALS AND PROVIDING FOR THE COLLECTION OF SAID FEES IN THE UNINCORPORATED TERRITORY INCLUDED WITHIN THE BOUNDARIES OF THE TRANSPORTATION FACILITIES PLAN FOR HIGH DESERT.

The Board of Supervisors of the County of San Bernardino, State of California, ordains as follows:

SECTION 1. The Board of Supervisors of the County of San Bernardino finds that:

(1) The High Desert Facilities Plan was established by the Board of Supervisors pursuant to Ordinance No. 3296 adopted December 5, 1988. The original High Desert Facilities Plan included the communities of Baldy Mesa, Phelan, Pinon Hills and Oak Hills. Pursuant to a subsequent amendment, the community of Oak Hills was deleted from the Plan and became the subject of its own new Plan. Since that time it has been determined that the High Desert Facilities Plan should be updated due to land use changes from the recently adopted community plan, annexations by adjacent cities, and CalTrans requirements for the state highway 138 connections through the area. Accordingly, the term "Plan" shall herein refer to the 1993 Update of the High Desert Local Area Transportation Facilities Plan as modified herein.

(2) The High Desert community of Phelan and surrounding environs of Pinon Hills and Baldy Mesa will experience growth which will increase the need for construction of the additional

1 Transportation Facilities identified in the Plan.

2 (3) The Plan is necessary to achieve an equitable method of
3 payment for the construction of the Transportation Facilities
4 required to accommodate new development and to prevent potential
5 failure of the existing road system.

6 (4) The Plan fee will be used to build and improve the
7 Transportation Facilities identified in the Plan. The need for
8 the said Transportation Facilities is related to new residential
9 and commercial development because such new development will
10 bring additional people and vehicles into the Plan area thus
11 creating more vehicular traffic which can be accommodated safely
12 only with the addition of the said Transportation Facilities.

13 (5) The Plan fee will be imposed on new commercial and new
14 residential development projects, including single family and
15 mobile homes. These projects bring people and vehicles into the
16 Plan area which will create a need for the Transportation
17 Facilities identified.

18 (6) There is a reasonable relationship between the amount
19 of the fee and the cost of the Transportation Facilities
20 attributable to the developments on which the fee is imposed
21 because the fee has been calculated based upon vehicular traffic
22 trips generated which impact the road system per each category
23 of land use, determined by traffic modeling procedures as
24 published by the Institute of Transportation Engineers. The
25 estimated total cost of the Transportation Facilities necessary
26 to accommodate new development in the Plan area has been divided
27 by the estimated total trips to be generated by the expected new
28 development in the Plan area to determine the cost per trip

1 generated, which is then allocated to each land use category
2 based upon real trips generated. This method constitutes a
3 reasonable distribution of the cost to provide the necessary
4 road improvements among the land use categories which generate
5 traffic and cause the need for the road improvements.

6 (7) Prior to implementation, an account will be established
7 for the fee specified herein, and the funds from that account
8 will be appropriated for the Transportation Facilities
9 identified in the Plan. A proposed construction schedule has
10 been prepared as a part of the Plan.

11 (8) A public hearing has been held with the notice of
12 hearing having been given as required by law, and written
13 protests, not withdrawn, have not been filed by the owners of
14 more than one-half of the area of the property subject to the
15 fee.

16 (9) Only unincorporated portions of the County are
17 within the Plan. In the event an incorporation of all or part
18 of the Plan area occurs, appropriate revisions or arrangements
19 shall be identified pursuant to Government Code Section 56000 et
20 seq.

21 (10) Failure to mitigate growth impact on
22 transportation facilities within the Plan Area and the
23 subdivisions therein will place residents of the High Desert
24 Plan community in a condition perilous to their health, safety
25 and welfare.

26 (11) The bridges and major thoroughfares to be
27 provided with fees collected by the Plan are identified on and
28 consistent with the circulation element of the County General

1 Plan, and the railways, freeways, streams and canyons for which
2 bridge crossings are required, and the major thoroughfares whose
3 primary purpose is to carry through traffic and provide a
4 network connecting to the state highway system, are identified
5 in the general plan, and all of these identifications were
6 included in the general plan at least 30 days prior to
7 imposition of the 1993 update of the High Desert Transportation
8 Facilities Plan fee.

9 (12) The major thoroughfares contained in the Plan are
10 in addition to, or a reconstruction of, existing major
11 thoroughfares serving the Plan area, and the bridges contained
12 in the Plan are original bridges or additions to existing
13 bridges serving the Plan area.

14
15 SECTION 2. Subsection 16.0225(h)(2) of the San Bernardino
16 County Code is amended, to read:

17
18 **16.0225 Transportation**

19 (h)(2) High Desert Transportation Facilities Plan Fee Categories

20 (A) Single Family Residential \$1,935.00/D.U.

21
22 (B) Commercial/Industrial

23 Average Daily Vehicle Trip End (Trip)..\$193.55/per trip
24

25 SECTION 3. Subsection 811.0240(b) of the San Bernardino
26 County Code is amended, to read:

27 **811.0240 Subject Areas**

28 (b) The High Desert Plan area is established as follows:

1 **1993 UPDATE OF HIGH DESERT LOCAL AREA**

2 **TRANSPORTATION FACILITIES PLAN**

3 Legal Description

4 The High Desert Plan area is established as follows:

5 Those portions of Sections 1 thru 36 Township 5 North Range 7
6 West; Sections 4 thru 9, & 15 thru 36 Township 5 North Range 6
7 West; Section 31 Township 5 North Range 5 West; Sections 4 thru
8 8 Township 4 North Range 5 West; Sections 1 thru 36 Township 4
9 North Range 6 West; Sections 1 & 2 Township 3 North Range 6
10 West; Sections 1 thru 30 & 32 thru 36 Township 4 North Range 7
11 West: all within the San Bernardino Base & Meridian, lying
12 within the following described boundary:

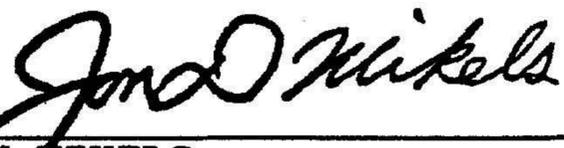
13
14 BEGINNING at the northwest corner of Section 6 Township 5 North
15 Range 7 West, thence easterly along the north line of Township 5
16 North Range 7 West & Township 5 North Range 6 West a distance of
17 9 miles, more or less, to the northeast corner of Section 4
18 Township 5 North Range 6 West; thence southerly along the east
19 line of Sections 4 & 9 a distance of 2 miles, more or less, to
20 the northwest corner of Section 15; thence easterly along the
21 north line of Section 15 a distance of 1 mile, more or less, to
22 the northeast corner of said section; thence southerly along the
23 east line of Sections 15 & 22 a distance of 1 & 1/2 mile, more
24 or less, to the west 1/4 corner of Section 23; thence easterly
25 along the centerline of Sections 23 & 24 a distance of 2 miles,
26 more or less, to the east 1/4 corner of Section 24; thence
27 southerly along the east line of Sections 24 & 25 a distance of
28 1 & 1/2 miles, more or less, to the southeast corner of Section

1 25; thence westerly along the south line of said Section 25 a
2 distance of 1 mile, more or less, to the northeast corner of
3 Section 35; thence southerly along the east line of said section
4 a distance of 1/2 mile, more or less, to the east 1/4 corner of
5 said Section 35; thence easterly along the centerline of Section
6 36 Township 5 North Range 6 West & Section 31 Township 5 North
7 Range 5 West a distance of 2 miles, more or less, to the east
8 1/4 corner of Section 31; thence southerly along the east line
9 of said Section 31 & Section 6 Township 4 North Range 5 West a
10 distance of 1 mile, more or less, to the east 1/4 corner of
11 Section 6; thence easterly along the centerline of Sections 5 &
12 4 a distance of 1 & 1/2 miles, more or less, to the center 1/4
13 corner of Section 4; thence southerly along the centerline of
14 said Section a distance of 1/2 mile, more or less, to the south
15 1/4 corner of Section 4; thence westerly along the south line of
16 Section 4 a distance of 1/2 mile, more or less, to the northeast
17 corner of Section 8; thence southerly along the east line of
18 said section a distance of 1/2 mile, more or less, to the east
19 1/4 corner of said Section 8; thence westerly along the
20 centerline of Sections 8 & 7 a distance of 2 miles, more or
21 less, to the east 1/4 corner of Section 12 Township 4 North
22 Range 6 West; thence southerly along the east line of Sections
23 12, 13, 24, 25, & 36 Township 4 North Range 6 West and Section 1
24 Township 3 North Range 6 West a distance of 5 & 1/2 miles, more
25 or less, to the southeast corner of Section 1 Township 3 North
26 Range 6 West; thence westerly along the south line of Sections 1
27 & 2 a distance of 2 miles, more or less, to the southwest corner
28 of Section 2; thence northerly along the west line of Section 2

1 a distance of 1 mile, more or less, to the southeast corner of
2 Section 34 Township 4 North Range 6 West; thence westerly along
3 the south line of Township 4 North Range 6 West & Township 4
4 North Range 7 West a distance of 8 miles, more or less, to the
5 southwest corner of Section 33 Township 4 North Range 7 West;
6 thence northerly along the west line of Section 33 a distance of
7 1/2 mile, more or less, to the east 1/4 corner of Section 32;
8 thence westerly along the centerline of said section a distance
9 of 1 mile, more or less, to the west 1/4 corner of Section 32;
10 thence northerly along the west line of Section 32 a distance of
11 1/2 mile, more or less, to the southeast corner of Section 30;
12 thence westerly along the south line of said section a distance
13 of 3/4 mile, more or less, to the San Bernardino/Los Angeles
14 County line; thence northerly along the San Bernardino/Los
15 Angeles County line a distance of 11 miles, more or less, to the
16 point of beginning.

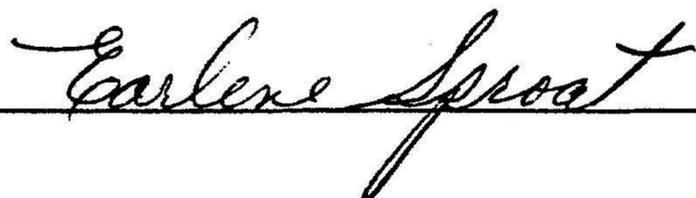
17 Containing 137 & 1/2 square miles, more or less.

18 SECTION 4. This ordinance shall take effect sixty (60)
19 days from the date of adoption.

20 
21 _____
22 JON MIKELS
Board of Supervisors

23 SIGNED AND CERTIFIED THAT A COPY
24 OF THIS DOCUMENT HAS BEEN DELIVERED
25 TO THE CHAIRMAN OF THE BOARD
EARLENE SPROAT

26 Clerk of the Board of Supervisors
of the County of San Bernardino

27 
28 _____

1 STATE OF CALIFORNIA

2 COUNTY OF SAN BERNARDINO SS.

3 I, EARLENE SPROAT, Clerk of the Board of Supervisors
4 of the County of San Bernardino, State of California, hereby
5 certify that at a regular meeting of the Board of Supervisors of
6 said County and State, held on the 21st day of
7 September, 1993, at which meeting were present
8 Supervisors: Marsha Turoci, Barbara Cram Riordan, Larry Walker,
9 Jerry Eaves, Jon D. Mikels
10 and the Clerk, the foregoing ordinance was passed and adopted by
11 the following vote, to wit:

12 AYES: SUPERVISORS: Turoci, Riordan, Walker, Eaves,
13 Mikels

14 NOES: SUPERVISORS: None

15 ABSENT: SUPERVISORS: None

16 IN WITNESS WHEREOF, I have hereunto set my hand and
17 affixed the official seal of the Board of Supervisors this
18 21st day of September, 1993.

19 APPROVED AS TO FORM

20 DATE 9-8-93

21 COUNTY COUNSEL

22 SAN BERNARDINO COUNTY, CALIFORNIA

23 BY Ann Altep DEPUTY

24 EARLENE SPROAT, Clerk of the
25 Board of Supervisors of the
26 County of San Bernardino,
27 State of California

28 Laura Welch
Deputy

**1993 UPDATE OF
HIGH DESERT LOCAL AREA TRANSPORTATION FACILITIES PLAN**

EXECUTIVE SUMMARY

The High Desert Local Area Transportation Facilities Plan shown on Exhibit A is generally bounded by the San Bernardino/Los Angeles County line on the west, State Highway 2 on the south, the city limits of Adelanto and Victorville, and the community of Oak Hills to the east, and extends north to Rancho Road.

A development fee program for the area was implemented by the Board of Supervisors in 1989, based on the general principal that future development within the described benefit area will generate traffic impacts and benefit from constructing the proposed transportation facilities plan and should pay for them in proportion to projected traffic demand attributed to each.

This plan is being updated due to land use changes from the recently adopted community plan (1991), annexations by adjacent Cities, and Caltrans requirements for the State Highway 138 connections through the area. The needed improvements are required mitigations for the 1991 Community Plan and were determined by performing a new traffic level of service analysis. Trip ends were selected as the best common denominator and fees were established by dividing the total estimated cost of the needed improvements by the total number of projected new daily trip ends within the plan area. Adjustments were made to trip ends between non-residential and residential land uses to reflect the different level of trips generated by each.

The communities of Baldy Mesa, Phelan, and Pinon Hills, referred to as the High Desert area of San Bernardino County are and will continue to develop. The existing road system is marginally able to handle the existing traffic and will not be able to handle the increased traffic in the future. With the large increase in the number of permits for new residences issued in the last several years and the anticipated continued growth in the area, based on existing land use from the adopted General Plan, the increased traffic volumes will over stress the existing road system of paved and graded dirt roads in the area. This increased traffic will lead to increased travel times and decreased "level of service" throughout the area if no improvements are made to the road system.

The High Desert Plan area consists of approximately 140 square miles of unincorporated area of San Bernardino with approximately 745 acres of undeveloped commercial and 829 acres of undeveloped industrial acres existing. An estimated 25,900 additional new residential homes can be built in the remainder of the area exclusive of the existing residences.

It can no longer be expected that the major road improvements can be fully funded through traditional revenue sources that constructed the existing highway and street network. Supplemental funding sources must be developed if important components of the County's transportation road system are to be constructed. These needed roads will provide relief to the existing marginal road facilities and support orderly development in the future. Development fees represent a potential source of supplemental funds. Measure "I" monies and State contributions have been incorporated in this plan to reduce the burden on the High Desert developers to the maximum extent possible.

The total new trip ends attributed to new development within the plan area is projected to be 334,628 trips. The total estimated cost to provide the needed improvements is \$83,544,000 and includes constructing and widening approximately 170 miles of paved county roads, signaling 51 intersections, constructing 8 aqueduct crossings, and 11 railroad crossings. Also, included in the plan is a fair share contribution for improvements to State Highways 18, 138, and 395 through the area. Measure "I" will contribute \$2,067,000 and the State will contribute \$16,710,000 of the total cost resulting in the remaining \$64,767,000 to be provided by development fees. Calculation of the fees are based upon State contributions made in recent years. If, however, State funding should no longer be available, recalculation of the fees will be necessary.

The resulting fees to fund the proposed High Desert Local Area Transportation Facilities Plan are as follows:

Single Family Residential (SFR):	\$ 1,935.00 / D.U.
----------------------------------	--------------------

Industrial and commercial land use designations will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis supported by the individual land use proposals for each development based on \$193.55 per trip.

Only unincorporated portions of the County are within the benefit area for the facilities financing. All fees collected under this program will be deposited into accounts specifically to construct the High Desert Local Area Transportation Facilities Plan only. These fees will not be used to construct any other road facility not expressly shown within said High Desert Local Area Transportation Facilities Plan.

1993 UPDATE OF
HIGH DESERT
TRANSPORTATION FACILITIES PLAN

PROJECT SUMMARY AND COSTS
AREA: 140 Square Miles
Projected New
Residential Dwelling Units: 25,900

ESTIMATED COSTS:

6 LANE ROADS: 31.0 Miles	\$ 12,975,000
4 LANE ROADS: 55.5 Miles	\$ 20,339,000
2 LANE ROADS: 83.5 Miles	\$ 19,648,000
STATE HIGHWAY SHARE (Hwys 395, 18, 138)	\$ 6,954,000
51 SIGNALS (COUNTY SHARE)	\$ 9,403,000
11 RAILROAD CROSSINGS	\$ 150,000
8 AQUEDUCT CROSSINGS	\$ 6,000,000
ADDITIONAL IMPROVEMENTS	\$ 8,075,000

SUBTOTAL	\$ 83,544,000
LESS ANTICIPATED STATE FUNDS	\$ (16,710,000)
LESS MEASURE "I" FUNDS	\$ (2,067,000)

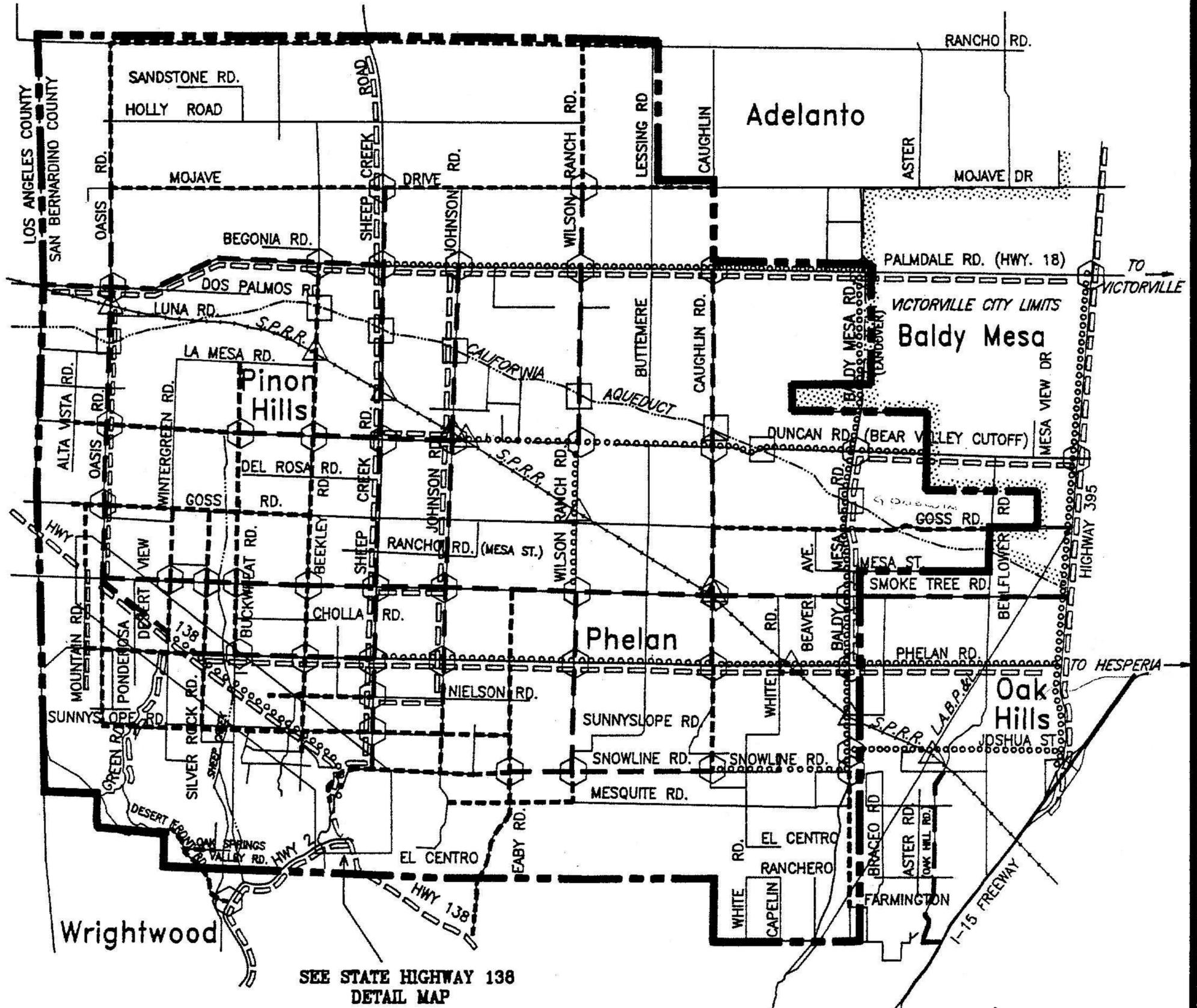
TOTAL **\$ 64,767,000**

PROPOSED DEVELOPMENT FEE

Single Family Residential (SFR)	\$ 1,935.00/D.U.
Commercial and Industrial	

Commercial and industrial land use designation will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis supported by the individual traffic studies for each development based on \$193.55 per trip.

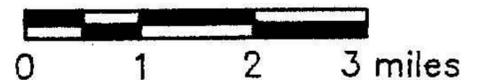
HIGH DESERT LOCAL AREA TRANSPORTATION FACILITIES PLAN



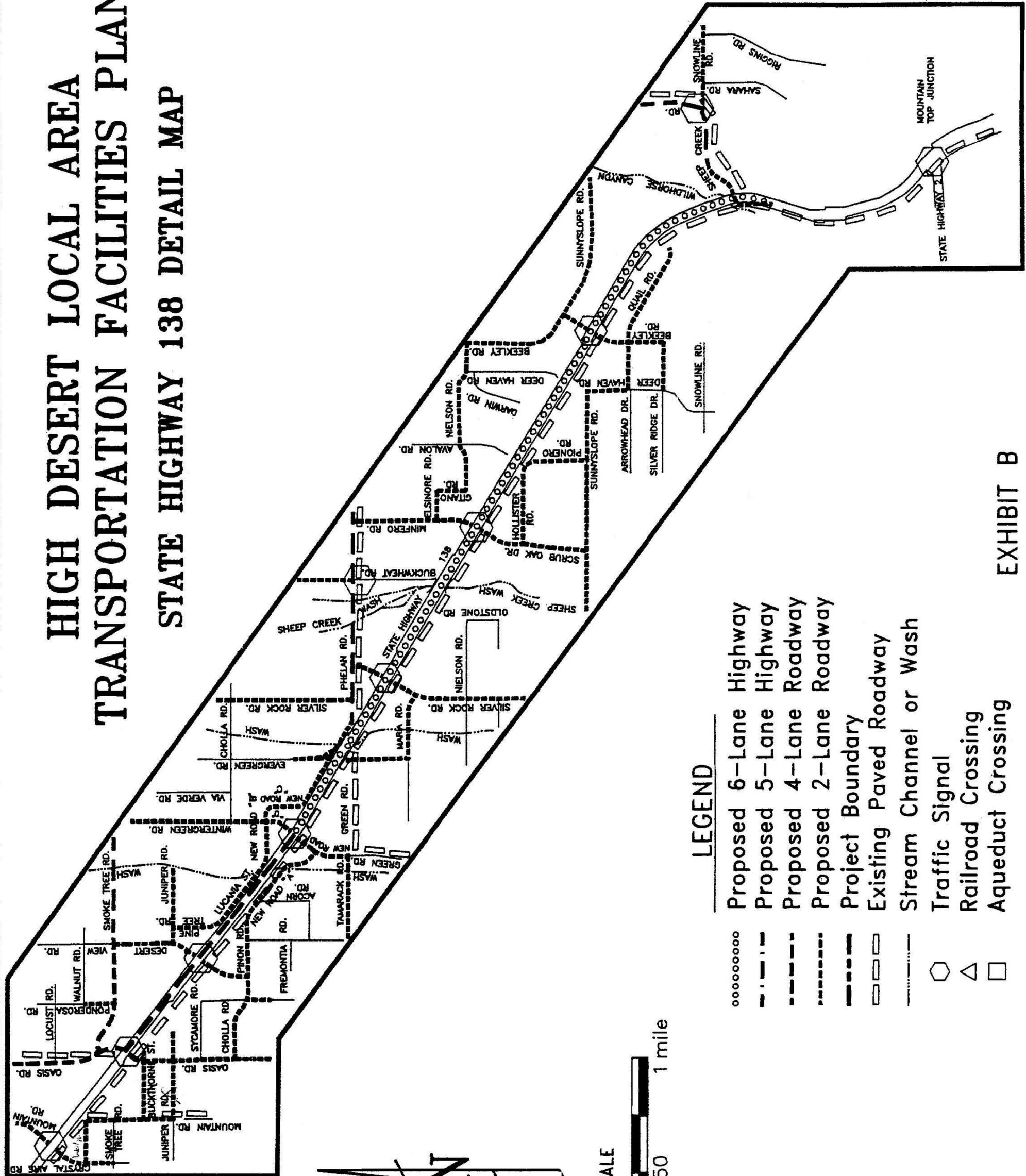
LEGEND

- oooooo Proposed 6-Lane Highway
- — — Proposed 5-Lane Roadway
- — — Proposed 4-Lane Roadway
- — — Proposed 2-Lane Roadway
- — — Project Boundary
- — — Existing Paved Roadway
- Proposed Traffic Signal
- △ Proposed Railroad Crossing
- Proposed Aqueduct Crossing

SCALE



HIGH DESERT LOCAL AREA TRANSPORTATION FACILITIES PLAN STATE HIGHWAY 138 DETAIL MAP



LEGEND

- Proposed 6-Lane Highway
- Proposed 5-Lane Highway
- Proposed 4-Lane Roadway
- Proposed 2-Lane Roadway
- Project Boundary
- Existing Paved Roadway
- Stream Channel or Wash
- Traffic Signal
- Railroad Crossing
- Aqueduct Crossing

EXHIBIT B

**REPORT/RECOMMENDATION TO THE BOARD OF SUPERVISORS
OF SAN BERNARDINO COUNTY, CALIFORNIA
AND RECORD OF ACTION**

September 14, 2004

FROM: PATRICK J. MEAD, Interim Director
Department of Public Works - Transportation

SUBJECT: UPDATE HIGH DESERT AREA TRANSPORTATION FACILITIES PLAN

RECOMMENDATION: Amend the Project Priority List of the adopted High Desert Area Transportation Facilities Plan.

BACKGROUND INFORMATION: On September 21, 1993, the Board adopted Ordinance 3555 to assist in the financing and construction of transportation facilities in the unincorporated areas of Phelan and Pinon Hills. This ordinance allows for the collection of fees on new construction in the area. The ordinance requires a Board-approved facilities plan. The adopted High Desert Transportation Facilities Plan, which is on file with the Department, includes a "Project Priority List" which defines and prioritizes the construction schedule of projects. Per the facilities plan, the priority list should be reviewed and updated periodically to account for changes in development activity. The list was last revised on November 20, 2001. Based upon community input, public meetings, and road surveys, the Phelan and Pinon Hills Municipal Advisory Committees have recommended that the Project Priority List of the High Desert Area Transportation Facilities Plan be amended to include the following improvement projects as the top ten priority projects in the plan:

1. Duncan Road (Buckwheat Road east to Sheep Creek Road) – construct road
2. Duncan Road (Johnson Road east to Eaby Road) – construct road
3. Wilson Ranch Road @ Phelan Road – signal installation
4. Duncan Road (Oasis Road east to Buckwheat Road) – construct road
5. Duncan Road (Eaby Road east to Wilson Ranch Road) – construct road
6. Duncan Road (Wilson Ranch Road east to Buttemere Road) – construct road
7. Duncan Road (Buttemere Road east to Caughlin Road) – construct road
8. Duncan Road (Caughlin Road east to White Road) – construct road
9. Duncan Road (White Road east to Baldy Mesa Road) – construct road
10. Wilson Ranch Road (Duncan Road south to Goss Road) – construct road

REVIEW AND APPROVAL BY OTHERS: This item was reviewed by Deputy County Counsel Charles Scholastico 387-5481, on August 19, 2004 and by the County Administrative Office (Tom Forster, Administrative Analyst, 387-4635) on August 30, 2004.

cc: DPW /Transportation - Mead
ED/PSG – Kanold
County Counsel – Scholastico
CAO – Forster
File – PW/Transportation

ev

Record of Action of the Board of Supervisors

APPROVED (CONSENT CALENDAR)

**BOARD OF SUPERVISORS
COUNTY OF SAN BERNARDINO**

MOTION	<u>AYE</u>	<u>SECOND</u>	<u>CONSENT</u>	<u>AYE</u>	<u>ABSENT</u>	<u>MOVE</u>
	1	2	3	4	5	

J. RENEE BASTIAN, CLERK OF THE BOARD

BY _____

DATED: September 14, 2004

ITEM 039

UPDATE HIGH DESERT AREA TRANSPORTATION FACILITIES PLAN

September 14, 2004

Page 2 of 2

FINANCIAL IMPACT: This action merely amends the priority list of projects; consequently, there is no financial impact. The amended "project priority list" is consistent with FY 2004/2005 budget for SWO-TRA-TRA, High Desert Area Transportation Facilities Plan.

SUPERVISORIAL DISTRICT(S): 1st

PRESENTER: Patrick J. Mead, 387-7906

**REPORT/RECOMMENDATION TO THE BOARD OF SUPERVISORS
OF SAN BERNARDINO COUNTY, CALIFORNIA
AND RECORD OF ACTION**

November 20, 2001

FROM: KEN A. MILLER, Director
Department of Public Works - Transportation

SUBJECT: UPDATE HIGH DESERT AREA TRANSPORTATION FACILITIES PLAN

RECOMMENDATION: Amend the Project Priority List of the adopted High Desert Area Transportation Facilities Plan.

BACKGROUND INFORMATION: On September 21, 1993, the Board adopted Ordinance 3555 to assist in the financing and construction of transportation facilities in the unincorporated areas of Phelan and Pinon Hills. This ordinance allows for the collection of fees on new construction in the area. The ordinance requires a Board-approved facilities plan. The adopted High Desert Transportation Facilities Plan, which is on file with the Department, includes a "Project Priority List" which defines and prioritizes the construction schedule of projects. Per the facilities plan, the priority list should be reviewed and updated periodically to account for changes in development activity. Based upon community input, public meetings, and road surveys, the Phelan and Pinon Hills Municipal Advisory Committees have recommended that the Project Priority List of the High Desert Area Transportation Facilities Plan be amended to include the following improvement projects as the top eleven priority projects in the plan:

1. Duncan Road (Buckwheat Road east to Sheep Creek Road)
2. Wilson Ranch Road (Stop sign @ Southern Pacific RR)
3. Duncan Road (Johnson Road east to Eaby Road)
4. Duncan Road (Oasis Road east to Wintergreen Road)
5. Duncan Road (Eaby Road east to Wilson Ranch Road)
6. Duncan Road (Wintergreen Road east to Buckwheat Road)
7. Wilson Ranch Road (Duncan Road south to Goss Road)
8. Duncan Road (Wilson Ranch Road east to Buttemere Road)
9. Duncan Road (Buttemere Road east to Caughlin Road)
10. Duncan Road (Caughlin Road east to White Road)
11. Duncan Road (White Road east to Baldy Mesa Road)

REVIEW BY OTHERS: This item was reviewed by Deputy County Counsel Charles Scholastico on November 5, 2001 and by the County Administrative Office (Tom Forster, Administrative Analyst) on November 7, 2001.

cc: PW/Transportation-Miller
County Counsel-Scolastico
ED/PSG-Goss
File

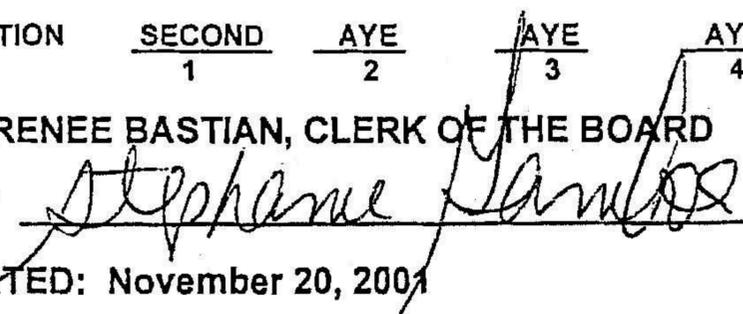
sg

Record of Action of the Board of Supervisors

**APPROVED BOARD OF SUPERVISORS
COUNTY OF SAN BERNARDINO**

MOTION	<u>SECOND</u>	<u>AYE</u>	<u>AYE</u>	<u>AYE</u>	<u>MOVE</u>
	1	2	3	4	5

J. RENEE BASTIAN, CLERK OF THE BOARD

BY 

DATED: November 20, 2001

ITEM 033

UPDATE HIGH DESERT AREA TRANSPORTATION FACILITIES PLAN
NOVEMBER 20, 2001
PAGE 2

FINANCIAL IMPACT: This action merely amends the priority list of projects; consequently, there is no financial impact. The amended "project priority list" is consistent with FY 2001/2002 budget for SWO-TRA-TRA, High Desert Area Transportation Facilities Plan.

SUPERVISORIAL DISTRICT(S): 1st

PRESENTER: Ken A. Miller, 387-7906

SCHEDULE A

8/5/93
hidessd

**1993 UPDATE OF HIGH DESERT LOCAL AREA TRANSPORTATION FACILITIES PLAN
PROJECT PRIORITY LIST AND CONSTRUCTION COST ESTIMATE**

The plan priority list should be reviewed and updated periodically to account for changes in development activity. The recommended transportation facilities plan improvements are reflected below in the year the activity (i.e. study, design, right-of-way acquisition, construction, etc) will be started. Each project is unique and has different time spans for completion. Activities starting in years 1-10 reflect the community's choices of prioritization.

PROJECTS YEAR 1-2

		Total Cost		State Share (20%)
1.	OASIS ROAD Oasis Rd. @ S.H. 138 - Signal/Realignment Buckthorne Rd. - Oasis to Mountain Rd.	\$444,000	✓	\$89,000
2.	BEAR VALLEY RD. @ State S.H. 395 Signal (25%)	\$38,000	✓	\$8,000
3.	WILSON RANCH ROAD A) Phelan Rd. to Smoke Tree Rd. - 1 Mi. (2 lanes) B) Smoke Tree Rd. to Goss Rd. - 1 Mi. (2 lanes)	\$200,000 \$200,000	✓ ○	\$40,000 \$40,000
4.	BALDY MESA ROAD Phelan Rd. south to RR Xing	\$242,000	✓	\$48,000

PROJECTS YEAR 3-7

1.	BALDY MESA ROAD A) RR Xing so. to Snowline B) RR Xing	\$243,000 \$7,500	✓	\$49,000 \$2,000
2.	WILSON RANCH ROAD Goss Rd. to Duncan Rd. (1)	\$200,000	○	\$40,000
3.	JOHNSON ROAD RR Xing	\$15,000	✓	\$3,000
4.	WILSON RANCH ROAD RR Xing	\$15,000		\$3,000
5.	DUNCAN ROAD A) Johnson Rd. to Eaby Rd. (3) B) Eaby Rd. to Wilson Ranch Rd. (5) C) Oasis Rd. to Buckwheat Rd. (4) (6) D) Buckwheat Rd. to Sheep Creek Rd. (1) E) Wilson Ranch Rd. to Buttemere Rd. (8) F) Buttemere Rd. to Caughlin Rd. (4) G) Caughlin Rd. to Baldy Mesa Rd. (17) (14) H) RR Xing	\$200,000 \$200,000 \$400,000 \$400,000 \$200,000 \$200,000 \$400,000 \$15,000		\$40,000 \$40,000 \$80,000 \$80,000 \$40,000 \$40,000 \$80,000 \$3,000
6.	WILSON RANCH ROAD Duncan Rd. to Aqueduct Crossing	\$100,000		\$20,000

(177)

19

PROJECTS YEAR 3-7 - CONTINUED

		Total Cost	State Share (20%)
7.	BEEKLEY ROAD Signal @ S.H. 138/Realignment Quail Rd. North 2640ft	\$420,000	\$84,000
8.	WILSON RANCH ROAD Aqueduct Crossing north 1 mile	\$200,000	\$40,000

PROJECTS YEAR 8-10

1.	WILSON RANCH ROAD 1 mile north Aqueduct Crossing to S.H. 18	\$200,000	\$40,000
2.	TAMARACK RD. Mountain Rd. to Green Rd. (2 lanes)	\$450,000	\$90,000
3.	PHELAN RD./SILVER ROCK RD. Signalize/Realignment @ S.H. 138 (S.H. 50%) Phelan Rd. South 1980ft along Silver Rock Rd.	\$625,000	\$125,000

FUTURE PROJECTS

	ARROWHEAD DR. Deer Haven Rd. to Beekley Rd. (2ln)	\$60,000	\$12,000
	BALDY MESA ROAD A) Snowline to Mesa (6ln) (Less 50% Oak Hills Share) B) Mesa St. to Duncan (6ln) C) Duncan to S.H. 18 (6ln) (Less Victorville Share) D) Farmington to Snowline (2 ln) (Less 50% Oak Hills) E) Aqueduct Crossing F) Signal @ S.H. 18	\$877,000 \$658,000 \$1,341,000 \$300,000 \$750,000 \$125,000	\$175,000 \$132,000 \$268,000 \$60,000 \$150,000 \$25,000
	BEEKLEY ROAD A) Silver Ridge Rd. to S.H. 18 (2 ln) less 2640ft B) Aqueduct Crossing C) RR Xing D) Signal @ S.H. 18	\$1,354,000 \$750,000 \$15,000 \$125,000	\$271,000 \$150,000 \$3,000 \$25,000
	BUCKTHORNE ST. Oasis to Mountain (2 ln)	\$50,000	\$10,000
	BUCKWHEAT RD. Phelan Rd. to La Mesa Rd (2 ln)	\$800,000	\$160,000
	CAUGHLIN RD. A) Phelan Rd. to S.H. 18 (4 ln) B) Snowline Rd. to Phelan Rd. (2 ln) C) Aqueduct Crossing D) RR Xing E) Signal @ S.H. 18	\$2,200,000 \$309,000 \$750,000 \$15,000 \$125,000	\$440,000 \$62,000 \$150,000 \$3,000 \$25,000
	CHOLLA ROAD Oasis Rd. to Ponderosa Rd. (2 ln)	\$50,000	\$10,000

FUTURE PROJECTS – CONTINUED

	Total Cost	State Share (20%)
CRYSTAL AIRE ROAD		
A) Smoke Tree Rd. @ S.H. 138 (2 In)	\$50,000	\$10,000
B) Road Closure @ S.H. 138	\$4,000	\$1,000
C) Signal @ Mountain	\$125,000	\$25,000
DEER HAVEN ROAD		
Arrowhead Rd. to Sunnyslope Rd. (2 In)	\$57,000	\$11,000
DESERT FRONT ROAD		
A) Sand Canyon Rd. to S.H. 2 (2 In)	\$450,000	\$90,000
B) Signal @ S.H. 2	\$125,000	\$25,000
DESERT VIEW ROAD		
A) S.H. 138 to Smoke Tree Rd. (2 In)	\$50,000	\$10,000
B) Road Closure @ S.H. 138	\$4,000	\$1,000
DUNCAN ROAD		
A) Johnson Rd. to East Plan Boundary (6 In) remaining	\$3,272,000	\$654,000
B) Buckwheat Rd. to Johnson Rd. (4 In) remaining	\$213,000	\$43,000
C) Crystal Aire to Buckwheat Rd. (2 In) remaining	\$100,000	\$20,000
D) Aqueduct Crossing	\$750,000	\$150,000
E) Signal @ Baldy Mesa Rd.	\$250,000	\$50,000
F) Signal @ Beekley Rd.	\$250,000	\$50,000
G) Signal @ Buckwheat Rd.	\$250,000	\$50,000
H) Signal @ Caughlin Rd.	\$250,000	\$50,000
I) Signal @ Johnson Rd.	\$250,000	\$50,000
J) Signal @ Oasis Rd.	\$250,000	\$50,000
K) Signal @ Sheep Creek Rd.	\$250,000	\$50,000
L) Signal @ Wilson Ranch Rd.	\$250,000	\$50,000
EABY ROAD		
S.H. 138 to Smoke Tree Rd. (2 In)	\$1,018,000	\$204,000
ELSINORE ROAD		
Gitano Rd. to Elsinore Rd. (2 In)	\$50,000	\$10,000
EVERGREEN ROAD		
A) Lucania St. north 1250' (2 In)	\$47,000	\$9,000
B) Maria Rd. north to Green Rd. (2 In)	\$50,000	\$10,000
GITANO ROAD		
Nielson Rd. to Elsinore Rd. (2 In)	\$50,000	\$10,000
GOSS ROAD		
A) Caughlin Rd. to Mesa View Dr. (2 In)	\$900,000	\$180,000
B) Crystal Aire Rd. to Beekley Rd. (2 In)	\$700,000	\$140,000
C) Signal @ Oasis Rd.	\$250,000	\$50,000
GREEN ROAD		
Road Closure @ S.H. 138	\$5,000	\$1,000
HOLLISTER ROAD		
Scrub Oak Dr. to Pionero Rd. (2 In)	\$50,000	\$10,000

FUTURE PROJECTS – CONTINUED

	Total Cost	State Share (20%)
JOHNSON ROAD		
A) Nielson Rd. to S.H. 18 (4 In)	\$1,200,000	\$240,000
B) Snowline to Nielson Rd. (2 In)	\$200,000	\$40,000
C) Aqueduct Crossing	\$750,000	\$150,000
D) Signal @ S.H. 18	\$125,000	\$25,000
E) Turn Pocket @ S.H. 18	\$150,000	\$30,000
JUNIPER ROAD		
A) Desert View Rd. east 3 mi. (2 In)	\$60,000	\$12,000
B) Mountain Rd. to Primavera Rd. (2 In)	\$75,000	\$15,000
LUCANIA ST.		
A) New Rd. "C" south/east to Phelan Rd. (2 In)	\$68,000	\$14,000
B) Pine Tree Rd. south/east to New Rd. "B" (2 In)	\$102,000	\$20,000
MARIA ROAD		
Evergreen Rd. to Silver Rock Rd. (2 In)	\$50,000	\$10,000
MESQUITE ROAD		
Wilson Ranch Rd. to Johnson Rd. (2 In)	\$1,022,000	\$204,000
MINFERO ROAD		
A) S.H. 138 to Phelan Rd. (2 In)	\$100,000	\$20,000
B) Signal @ S.H. 138	\$125,000	\$25,000
MOJAVE DRIVE		
A) Oasis Rd. to Caughlin Rd. (2 In)	\$1,800,000	\$360,000
B) Signal @ Sheep Creek Rd.	\$250,000	\$50,000
C) Signal @ Wilson Ranch Rd.	\$250,000	\$50,000
MOUNTAIN ROAD		
A) Goss Rd. to S.H. 138 (2 In)	\$200,000	\$40,000
B) Juniper Rd. to Walnut Rd. (2 In)	\$100,000	\$20,000
NEW ROAD "A"		
Pinon Rd. south/east to New Rd. "D" (2 In)	\$136,000	\$27,000
NEW ROAD "B"		
Lucania St. east to New Road "C" (2 In)	\$25,000	\$5,000
NEW ROAD "C"		
New Road "B" south to Lucania St. (2 In)	\$20,000	\$4,000
NEW ROAD "D"		
Tamarack Rd. north to S.H. 138	\$68,000	\$14,000
NIELSON ROAD		
Gitano Rd. to Sheep Creek Rd. (2 In)	\$300,000	\$60,000
OAK HILL ROAD		
Snowline Rd. to I-15 (4 In)	\$1,200,000	\$240,000
OAK SPRINGS VALLEY ROAD		
Desert Front Rd. to Purple Sage Rd. (2 In)	\$150,000	\$30,000

FUTURE PROJECTS – CONTINUED

	Total Cost	State Share (20%)
OASIS ROAD		
A) S.H. 138 to Mojave Rd. (4 In) less realignment	\$656,000	\$131,000
B) Mojave Rd. to Rancho Rd. (2 In)	\$400,000	\$80,000
C) Sunny Slope Rd. to S.H. 138 (2 In)	\$600,000	\$120,000
D) Aqueduct Crossing	\$750,000	\$150,000
E) Road Closure @ S.H. 138	\$5,000	\$1,000
F) RR Xing	\$15,000	\$3,000
G) Signal @ S.H. 138/Smoke Tree Rd.	\$80,000	\$16,000
H) Signal @ S.H. 18	\$125,000	\$25,000
PHELAN ROAD		
A) Sheep Creek Rd. to S.H. 395 (6 In)	\$0 (FAS)	
B) Lucania St. to Sheep Creek Rd. (4 In)	\$0 (FAS)	
C) Signal @ Baldy Mesa Rd	\$0 (FAS)	
D) Signal @ Beekley Rd.	\$250,000	\$50,000
E) Signal @ Buckwheat Rd.	\$250,000	\$50,000
F) Signal @ Caughlin Rd.	\$250,000	\$50,000
G) Signal @ Wilson Ranch Rd.	\$250,000	\$50,000
H) RR Xing	\$15,000	\$3,000
PINE TREE ROAD		
Juniper Rd. south to Lucania St. (2 In)	\$20,000	\$4,000
PINON ROAD		
Ponderosa Rd. east to New Road 'A' (2 In)	\$25,000	\$5,000
PIONERO ROAD		
Sunnyslope Rd. to Hollister Rd. (2 In)	\$50,000	\$10,000
PONDEROSA ROAD		
A) Barkley Ranch Rd. to S.H. 138 (2 In)	\$102,000	\$20,000
B) Walnut Rd. to Smoke Tree Rd. (2 In)	\$50,000	\$10,000
C) Signal @ S.H 138/Desert View Rd.	\$125,000	\$25,000
QUAIL ROAD		
Beekley Rd. south/east .4 miles	\$120,000	\$24,000
RANCHO ROAD		
Oasis Rd. to Lessing Rd. (2 In)	\$800,000	\$160,000
SCRUB OAK DRIVE		
A) Sunnyslope Rd. to S.H. 138 (2 In)	\$186,000	\$37,000
B) Road Closure @ S.H. 138	\$4,000	\$1,000

FUTURE PROJECTS – CONTINUED

	Total Cost	State Share (20%)
SHEEP CREEK ROAD		
A) Snowline Rd. to Mojave Rd. (4 ln)	\$3,400,000	\$680,000
B) Aqueduct Crossing	\$750,000	\$150,000
C) Flyover @ S.H. 138	\$7,890,000	\$1,578,000
D) Road Closure @ S.H. 138	\$5,000	\$1,000
E) RR Xing	\$15,000	\$3,000
F) Signal @ Nielson Rd.	\$250,000	\$50,000
G) Signal @ S.H. 18	\$125,000	\$25,000
H) Signal @ Snowline Rd.	\$250,000	\$50,000
I) Signal @ Sunnyslope Rd.	\$250,000	\$50,000
SILVER RIDGE ROAD		
Beekley Rd. to Deer Haven Rd. (2 ln)	\$60,000	\$12,000
SILVER ROCK ROAD		
A) S.H. 138/Phelan to Goss Rd. (2 ln) remaining	\$354,000	\$71,000
B) Sunnyslope Rd. to S.H. 138 (2 ln)	\$263,000	\$53,000
SMOKE TREE ROAD		
A) Oasis Rd. to S.H. 395 (4 ln)	\$5,000,000	\$1,000,000
B) RR Xing	\$15,000	\$3,000
C) Signal @ Baldy Mesa Rd.	\$125,000	\$25,000
D) Signal @ Beekley Rd.	\$250,000	\$50,000
E) Signal @ Buckwheat Rd.	\$250,000	\$50,000
F) Signal @ Caughlin Rd.	\$250,000	\$50,000
G) Signal @ Johnson Rd.	\$250,000	\$50,000
H) Signal @ Sheep Creek Rd.	\$250,000	\$50,000
I) Signal @ Silver Rock Rd.	\$250,000	\$50,000
J) Signal @ Wilson Ranch Rd.	\$250,000	\$50,000
K) Signal @ Wintergreen Rd.	\$250,000	\$50,000
SNOWLINE ROAD/JOSHUA ST.		
A) Caughlin Rd. to S.H. 395 (6 ln)	\$3,864,000	\$773,000
B) Eaby Rd. to Caughlin Rd. (4 ln)	\$3,026,000	\$605,000
C) Sheep Creek Rd. to Eaby (2 ln)	\$635,000	\$127,000
D) RR Xing	\$7,500	\$2,000
E) Signal @ Baldy Mesa Rd./Snowline Rd.	\$125,000	\$25,000
F) Signal @ Baldy Mesa Rd./Joshua St.	\$125,000	\$25,000
G) Signal @ Caughlin Rd.	\$250,000	\$50,000
H) Signal @ Eaby Rd.	\$250,000	\$50,000
I) Signal @ Wilson Ranch Rd.	\$250,000	\$50,000
STATE HIGHWAY 18		
A) Sheep Creek to Baldy Mesa (6 ln), Less 52% State	\$3,289,000	\$658,000
B) County Line to Sheep Creek (4 ln), Less 51% State	\$1,152,000	\$230,000
C) Signal @ S.H. 395 (Caltrans)	\$0	
STATE HIGHWAY 138		
A) Wintergreen to Sheep Creek (6 Ln), Less 35% State	\$1,909,000	\$382,000
B) Oasis to Wintergreen (4 ln) , Less 68% State	\$150,000	\$30,000
C) Signal @ S.H. 2 (Caltrans)	\$0	

FUTURE PROJECTS – CONTINUED

	Total Cost	State Share (20%)
STATE HIGHWAY 395		
A) Duncan Rd. to S.H. 18 (6 In), 91% State	\$220,000	\$44,000
B) I-15 to Phelan Rd. (6 In), 92% State	\$117,000	\$23,000
C) Phelan Rd. to Duncan Rd. (6 In), 96% State	\$117,000	\$23,000
SUNNYSLOPE ROAD		
A) Deer Haven to Oasis Rd. (2 In)	\$1,400,000	\$280,000
B) Eaby Rd. to Beekley Rd. (2 In)	\$935,000	\$187,000
WALNUT ROAD		
Crystal Aire Rd. to Mountain Rd.	\$50,000	\$10,000
WILSON RANCH ROAD		
A) Smoke Tree Rd. to Duncan Rd. (6 In) remaining	\$878,000	\$176,000
B) Duncan Rd. to Mojave Rd. (4 In) remaining	\$1,100,000	\$220,000
C) Snowline Rd. to Smoke Tree Rd. (4 In) remaining	\$800,000	\$160,000
D) Mesquite Rd. to Snowline Rd. (2 In)	\$150,000	\$30,000
E) Mojave Rd. to Rancho Rd. (2 In)	\$400,000	\$80,000
F) Aqueduct Crossing	\$750,000	\$150,000
G) Signal @ S.H. 18	\$125,000	\$25,000
WINTERGREEN ROAD		
A) S.H. 138 to Goss Rd. (2 In)	\$350,000	\$70,000
B) Signal @ S.H. 138/New Rd. 'D'	\$125,000	\$25,000
TOTALS	\$83,544,000	\$16,710,000
Less Measure 'I' Funds	(\$2,067,000)	
Less State Funds	(\$16,710,000)	
Development Fee Contribution	\$64,767,000	

1993 UPDATE OF
HIGH DESERT LOCAL AREA TRANSPORTATION FACILITIES PLAN
RELATIONSHIP BETWEEN FEE AND DEVELOPMENT PROPERTY

The method for determining the fee per development type was to first establish the cost per estimated new average daily trip end and then convert that unit cost per trip to a cost per dwelling unit (DU) or Commercial/Industrial development.

Proposed new trips used to compute the unit cost per trip to determine the cost per dwelling units and commercial/industrial developments was obtained from information contained in the High Desert area model prepared by Kimley-Horn (formerly Basmaciyan and Darnell, Inc.) and in the Transportation Department, Traffic Division, land development files. Future dwelling unit and other land use estimation is based on existing land use designations in the adopted County General Plan.

PLAN AREA TRIP GENERATION

Residential: For single family detached residential (single family residential) (SFR) the ITE recommended average of 10 trips per unit was used. Based on that information, 25,900 SFR DU are projected within the plan area. Commercial/Industrial: Commercial land uses within the plan area have had traffic generator factors introduced to account for a summation of diverted links, passerby, and induced trips as follows:

- Acres of zoned commercial = 745
- Acres of zoned industrial = 829
- Percentage of gross leasable square feet (GLSF) in an acre = 26%
- Institute of Transportation Engineers (ITE) trips based on 1,000 GLSF
- ITE rate per 1,000 GLSF (Commercial) = 34.5 trips
- ITE rate per ACRE for industrial = 30 trips
- Induced trip percentage (Commercial) = 20%
- Induced trip percentage industrial = 70%

Using the above information and the ITE Trip Generation Manual the following calculations were made:

Single Family Residential (SFR)	
25,900 DU X 10 trips per DU	= 259,000
*Commercial (COM) trips	
745 ac. X 43,560 sf/ac X .26 GLSF / 1000 X 34.5 X .2	= 58,219
*Industrial trips: 829 ac X 30 trips/ac X .7	= <u>17,409</u>
Total fee trips	= 334,628

* Industrial and commercial land use designations allow a wide variety of development intensities and will require special traffic studies. The calculations shown above are based upon averages for estimating total fee trips and for establishing a unit cost per trip. Actual traffic impact fees for industrial and commercial land uses will be determined by the individual land use proposals.

The cost estimate as shown on the "High Desert Local Area Transportation Facilities Plan Cost Estimate" is \$64,767,000.

$$\text{Cost per trip} = \frac{\$64,767,000}{334,628} = \$193.55 \text{ per trip}$$

Costs were distributed to residential dwelling unit based on trip generation tables and passerby information from ITE.

$$\text{SFR at 10 trips/DU} \quad 10 \times \$193.55 = \$1,935.00 \text{ per DU}$$

**1993 UPDATE OF
HIGH DESERT LOCAL AREA TRANSPORTATION FACILITIES PLAN
ESTIMATE OF MEASURE "I" CONTRIBUTION**

County Portion of Victor Valley Measure "I" Revenue Projections FY 93 - FY 00		\$12,168,576
Arterial Portion (65%)	$\$12,168,576 \times .65 =$	\$7,909,574
Existing Unincorporated Victor Valley Population (1990 Census)		49,835
Cost Per Population	$\frac{\$7,909,574}{49,835} =$	\$159/pop
Existing Unincorporated High Desert Population (Co. Planning/ 1990 Census)		13,000
Measure "I" Portion Allocated to High Desert	$\\$159 \times 13,000 =$	\$2,067,000

ESTIMATE OF STATE OF CALIFORNIA CONTRIBUTION

State-Local Transportation Partnership Program
Senate Bill 300 and Proposition 111 Funding

This program provides funds for local entities from the State Highway Account for transportation improvements. The intent of the program is to identify and contribute funds to eligible locally funded projects. The average state participation on projects is 20% which is the estimate used for this plan.

IN GENERAL \$83.5 Mil @ 20% ± ≈ \$16.7 Mil

High Desert Sample Commercial Trip Generations

1. Supermarket (High) = $\frac{150\text{trips}}{1000\text{ft}^2}$
 (Such as Vons,
 Stater Bros.)

Assuming 100' X 100'
 floor size = $10,000\text{ft}^2 \cdot \frac{150\text{trips}}{1000\text{ft}^2} = 1,500 \text{ trips}$

applying induced trip adjustment factor of 20%:
 $1,500 \times .2 = 300 \text{ trips}$

FEE: $\$193.55/\text{trip} \times 300 \text{ trips} = \underline{\$58,065}$

2. Standard Commercial Office (Medium) = $\frac{34.5\text{trips}}{1000\text{ft}^2}$
 (Such as accounting, insurance,
 or attorney offices)

Assuming 45' X 45'
 floor size = $2,025\text{ft}^2 \cdot \frac{34.5\text{trips}}{1000\text{ft}^2} = 70 \text{ trips}$

applying induced trip adjustment factor of 20%:
 $70 \times .2 = 14 \text{ trips}$

FEE: $\$193.55/\text{trip} \times 14 \text{ trips} = \underline{\$2,710}$

3. Specialty Store (Low) = $\frac{3\text{trips}}{1000\text{ft}^2}$
 (Such as shoe repair,
 hobby shop, or
 florist)

Assuming 40' X 35'
 floor size = $1,400\text{ft}^2 \cdot \frac{3\text{trips}}{1000\text{ft}^2} = 4.2 \text{ trips}$

applying induced trip adjustment factor of 20%:
 $4.2 \times .2 = .84 \text{ trips, use 1 trip}$

FEE: $\$193.55/\text{trip} \times 1 \text{ trips} = \underline{\$194}$

High Desert Sample Industrial Trip Generations

TYPICAL INDUSTRIAL USES:

1. Industrial Park (High) 63 trips/AC
(Such as Warehouse, Shipping)

Applying a induced trip adjustment factor of 70%:

$63 \text{ trips/acre} \times .7 = 44 \text{ trips/acre}$

$44 \text{ trips/acre} \times \$193.55/\text{trip} = \underline{\$8,516/AC}$

2. Manufacturing (Medium) 30 trips/AC
(Such as Part/Component Manufacturing Facility, Research Laboratories)

Applying a induced trip adjustment factor of 70%:

$30 \text{ trips/acre} \times .7 = 21 \text{ trips/acre}$

$21 \text{ trips/acre} \times \$193.55/\text{trip} = \underline{\$4,065/AC}$

3. General Heavy Industrial (Low) 7 trips/AC
(Such as Mining Operation)

Applying a induced trip adjustment factor of 70%:

$7 \text{ trips/acre} \times .7 = 4.9 \text{ trips/acre}$

$4.9 \text{ trips/acre} \times \$193.55/\text{trip} = \underline{\$948/AC}$

**1993 UPDATE OF
HIGH DESERT LOCAL AREA TRANSPORTATION FACILITIES PLAN**

ENGINEER'S REPORT

This updated report addresses the transportation needs and impact on the existing road system in and around the communities of Pinon Hills, Phelan, and Baldy Mesa which can be estimated as development occurs within the area.

DESCRIPTION

The High Desert Plan area consists of approximately 140 square miles of unincorporated area of San Bernardino generally bounded by the San Bernardino/Los Angeles County line on the west, State Highway 2 on the south, the City limits of Adelanto and Victorville and the community of Oak Hills to the east, and extends north to Rancho Road.

PURPOSE

The purpose of updating the plan is to bring the financing plan more in conformance with changes which have occurred due to the adopted 1991 Community Plan and the increased construction costs since the 1989 Update. The area is continuing to experience growth though currently a slower rate than in 1989. Anticipated future transportation needs required by growth cannot be fully funded through traditional revenue sources. Supplemental funding sources must continue to be developed if the major components of an adequate transportation system are to be constructed.

Revisions of the County's General Plan in 1989 and 1991 as well as the adoption of a community plan for the area in 1991 created significant changes in land use categories and densities for the communities in the High Desert area. In addition, some of the areas originally included within the plan boundaries have been annexed to the Cities of Adelanto and Victorville.

Included in the list of priority projects for the 1989 Plan was left turn pockets and intersection improvements along State Highway 138. Coordination with Caltrans for these improvements resulted in specific requirements for all intersections along the Highway 138 Corridor. The most significant criteria

limited intersections of local streets to one-mile increments along the highways. It became necessary to perform a study of the corridor which analyzed alternatives for realigning the numerous existing roads intersecting the highway. The corridor study was then presented at public meetings and a consensus of approval was given by the affected communities. The resulting plan for the corridor is included as Exhibit B.

The original traffic study prepared by Basmaciyar-Darnell, Inc. (now part of Kimley-Horn, Inc.) was redone to reflect both the changes in land use densities and realignments for the State Highway 138 connections. This analysis projects the future anticipated traffic patterns in the area at "buildout". The traffic analysis clearly showed significant changes in traffic patterns brought about from the changes in land use designations, particularly the new concentrations of commercial, industrial, and planned development properties in the area of Highway 138.

The traffic model and the results of the corridor study showed a need to seek an alternative to serious congestion which would occur at buildout at the Sheep Creek Road and Highway 138 intersection. The plan now includes a new connection to State Highway 138 from Eaby Road which the model showed should help to alleviate the future anticipated congestion. In addition a flyover connection is also recommended and included in the plan for the intersection of Sheep Creek Road and the highway.

Traditionally, funding sources for maintaining and constructing County roads are derived almost entirely from highway use taxes and fees. Other sources included federal and state aid, fine and forfeitures, and grants and reimbursements. These sources are not sufficient to fund the necessary improvements to the road system to accommodate growth. This plan is a mechanism for financing improvements for transportation needs created by anticipated future development.

In 1989 the voters of San Bernardino County approved a half-cent sales tax to improve the County's transportation system. Known as Measure "I", the funds generated by the sales tax are designed to relieve existing deficiencies in the transportation system. Some of the projects identified in the traffic study for

future growth were also recognized in the Measure "I" program as locations beginning to have delays, indicating these locations would be further negatively impacted by growth.

The estimated funds to be generated by Measure "I" for the High Desert area have been deducted from Schedule "A" and the cost estimates. Measure "I" funds can be used to complete the improvements necessary to relieve existing traffic congestion, increase public safety, and improve air quality and in conjunction with contributions from the developer fee program a project can also accommodate future traffic impacts. However, Measure "I" funds specifically cannot be used to mitigate growth impacts. It should be noted that the extent of the improvements to mitigate growth is much greater than the correctional measures covered by Measure "I" contributions.

During the past years, the State has maintained a program for matching local contributions on road projects. For the purpose of estimating the project costs a State contribution of 20% of the total project has been included. If State funding should no longer be available, recalculation of the cost estimates and resulting fees will be necessary.

ESTIMATE OF DEVELOPABLE LANDS

The area includes a variety of residential, planned development, commercial, and industrial land use designations. Based on a review of the existing Assessor's Office information, United States Geological Survey topographical mapping, aerial photos, and the existing land use from the current County General Plan, it is projected that approximately 25,900 lots would be developed as single family residential, 745 acres is available for commercial development, and 829 acres is available for industrial development.

AREA PLAN

The preliminary updated program was identified by staff and presented to the community at a series of committee and public meetings. Some \$85.8 million in two, four, and six lane roads, signals, aqueduct crossings, and railroad crossings were identified along with the local traffic share of the costs for improvements to State Highways 18, 138, and 395. A new connection to State

Highway 138 from Eaby Road is included in addition to a flyover that will connect Sheep Creek Road to State Highway 138.

The California Aqueduct and the Southern Pacific Railroad traverses the area and dictated the traffic patterns in the study. Eight of the existing two lane aqueduct crossings will have to be widened to accommodate additional traffic. The total for the bridge widening projects is currently estimated to be \$3 million. As roads are paved and traffic increases, warning devices and cross arms will be installed along the Southern Pacific Railroad tracks. The amount estimated for the crossings are \$150,000 with the Public Utilities Commission paying 90% and development fees paying the remaining 10%. The costs of two of the crossings and a portion of Baldy Mesa Road will be shared between the Oak Hills Plan and this updated plan.

Direct public input was received from area property owners and members of the Pinon Hills Municipal Advisory Committee, the Phelan Citizens Advisory Panel, and the Baldy Mesa Citizens Group through a series of committee and public meetings during the development of this updated plan. Development patterns, Caltrans requirements, and the community's desires were a major element in designating the priorities for the first ten years of the program based on anticipated revenues. The priority listing in Schedule "A" should be reviewed and updated periodically to match improvements with growth in the plan area. The Building and Safety Department normally adds a \$25.00 charge for fee collection.

REASONABLE COST DISTRIBUTION

The development generated costs were distributed to the anticipated land uses based on the trips per land use as defined in the "Institute of Transportation Engineers Trip Generation Manual" and the existing land use factors for the High Desert area. Trip generation was computed at 10 trips per day for single family residential, 34.5 trips per 1,000 gross leasable square feet for commercial, and 30 trips/AC for industrial.

Commercial developments are largely dependent upon attracting business within the plan area. It is recognized, however, that a portion of the trips to the

commercial areas will be induced traffic from outside the plan area, such as necessary service and supply vehicles. Since the commercial areas are supported by the residential community in which they serve an adjustment factor has been used in an effort to insure that the trips generated as a result of the commercial attraction are being accounted for exclusive of residential generated trips. For the commercial land use areas traffic generator factors have been adjusted for passerby trips based on the ITE Traffic Generation - 5th Edition (published in 1991). This adjustment reflects anticipated driver behavior and consists of a summation of diverted links, passerby, and induced trips deemed appropriate to the development area. Commercial development shall have the opportunity to submit for approval an independent traffic study, prepared by a traffic engineer, estimating the anticipated traffic from a development. If it is agreed that the trip generation rates are different than the averages used in this report, the fees will be based on the cost per trip.

Approximately 829 acres of industrial land is contained within the plan area boundary. This land use designation will require special traffic studies and allow a wide variety of development intensities. Traffic impact fees will be treated on a case by case basis supported by individual traffic studies for each development. The industrial land use will be charged the cost per trip multiplied by the anticipated number of average daily trips generated by the development.

An example of the methodology in determining the industrial fee can be shown with a typical industrial park. Manufacturing is under the "medium" category (30 trips/AC) based on the ITE Traffic Generation - 5th Edition (published in 1991).

$$\begin{aligned} 30 \text{ trips/acre} \times .7 &= 21 \text{ trips/acre} \\ 21 \text{ trips/acre} \times \$193.55/\text{trip} &= \$4,064/\text{acre} \end{aligned}$$

COMMUNITY REVIEW

County Counsel has reviewed the report and prepared the required ordinances on August 30, 1993. The plan was presented before the Planning Commission on August 19, 1993 and sent to the Development Advisory Committee on July 29, 1993. On September 14, 1993 the Transportation/Flood Control Department will take forth

to the Board of Supervisors, for their consideration, a Fee Ordinance and related actions for transportation facilities in the community of High Desert. These documents are on file with the Clerk of the Board of Supervisors.

ENVIRONMENTAL ANALYSIS

On September 11, 1989, a Notice of Determination of Negative Declaration was filed by the Board of Supervisors for the High Desert Local Area Transportation Facilities Plan. The Environmental Analysis Team reviewed the revisions to the plan and have determined that adequate California Environmental Quality Act (CEQA) review of all road segments has been accomplished through the adoption of the Negative Declaration and the EIR prepared for the Phelan Communities Plan. The update to the transportation facilities plan is not expected to result in significant environmental impacts.

By memo, dated August 19, 1993, the Environmental Analysis Team has recommended the Board find that the update to the High Desert Local Area Transportation Facilities Fee Ordinance will not cause a significant effect on the environment. They also recommended the Board file a Notice of Exemption pursuant to Section 15061 (b) (3) of CEQA.

1993 UPDATE OF HIGH DESERT LOCAL AREA
TRANSPORTATION FACILITIES PLAN COST ESTIMATES

hdor3b3
8/5/93

ROUTE	LENGTH (MILES)	ESTIMATED COST	STATE SHARE (20%)
<u>1. 6 LANE ROADS</u>			
DUNCAN ROAD Johnson Rd. to East Plan Boundary	7	\$4,472,000	\$894,000
PHELAN ROAD Sheep Creek Rd. to S.H. 395	10	\$0 (FAS)	\$0
BALDY MESA RD. A) Snowline Rd. to Mesa St. (Less 50% Oak Hills Share)	3	\$1,362,000	\$272,000
B) Mesa St. to Duncan Rd.	1.5	\$658,000	\$132,000
C) Duncan to S.H. 18 (Less Victorville Share)	2.5	\$1,341,000	\$268,000
SNOWLINE RD./JOSHUA ST. (Less 50% Oak Hills Share) Caughlin Rd. to S.H. 395	5	\$3,864,000	\$773,000
WILSON RANCH RD. Smoke Tree Rd. to Duncan Rd.	2	\$1,278,000	\$256,000
SUB TOTALS	31.0	\$12,975,000	\$2,595,000
<u>2. 4 LANE ROADS</u>			
OASIS RD. S.H. 138 to Mojave Rd.	4	\$1,100,000	\$220,000
SHEEP CREEK RD. Snowline Rd. to Mojave Rd.	8.5	\$3,400,000	\$680,000
JOHNSON RD. Nielson Rd. to S.H. 18	6	\$1,200,000	\$240,000
WILSON RANCH RD. A) Snowline Rd. to Smoke Tree Rd.	2.5	\$1,000,000	\$200,000
B) Duncan Rd. to Mojave Rd.	4	\$1,600,000	\$320,000
CAUGHLIN RD. Phelan Rd. to S.H. 18	5.5	\$2,200,000	\$440,000
OAK HILL RD./ASTER RD. (Less 50% Oak Hills Share) Snowline Rd. to I-15	3	\$1,200,000	\$240,000
SMOKE TREE RD. (Less 50% Oak Hills Share) Oasis Rd. to S.H. 395	14	\$5,000,000	\$1,000,000
PHELAN RD. Lucania St. to Sheep Creek Rd.	2	\$0 (FAS)	\$0
SNOWLINE RD. Eaby Rd. to Caughlin Rd.	3	\$3,026,000	\$605,000
DUNCAN RD Buckwheat Rd. to Johnson Rd.	3	\$613,000	\$123,000
SUB TOTALS	55.5	\$20,339,000	\$4,068,000

HIGH DESERT

ROUTE 2 LANE ROADS	LENGTH (MILES)	ESTIMATED COST	STATE SHARE (20%)
OASIS RD.			
A) Mojave Rd. to Rancho Rd.	2	\$400,000	\$80,000
B) Sunnyslope Rd. to S.H. 138	2	\$600,000	\$120,000
CRYSTAL AIRE RD.			
Smoke Tree Rd. to S.H. 138	0.25	\$50,000	\$10,000
DESERT VIEW RD.			
S.H. 138 to Smoke Tree Rd.	0.25	\$50,000	\$10,000
WINTERGREEN RD.			
S.H. 138 to Goss Rd.	1.75	\$350,000	\$70,000
SILVER ROCK RD.			
A) S.H. 138/Phelan to Goss Rd.	2	\$895,000	\$179,000
B) Sunnyslope Rd. to S.H. 138	0.875	\$263,000	\$53,000
BUCKWHEAT RD.			
Phelan Rd. to La Mesa Rd.	4	\$800,000	\$160,000
BEEKLEY RD.			
Silver Ridge Rd. to S.H. 18	7	\$1,690,000	\$338,000
JOHNSON RD.			
Snowline Rd. to Nielson Rd.	1	\$200,000	\$40,000
EABY RD.			
S.H. 138 to Smoke Tree Rd.	5	\$1,018,000	\$204,000
WILSON RANCH ROAD			
A) Mesquite Rd. to Snowline Rd.	0.5	\$150,000	\$30,000
B) Mojave Rd. to Rancho Rd.	2	\$400,000	\$80,000
CAUGHLIN RD.			
Snowline Rd. to Phelan Rd.	1.5	\$309,000	\$62,000
BALDY MESA RD. (Less 50% Oak Hills Share)			
Farmington Rd. to Snowline Rd.	2	\$300,000	\$60,000
MOJAVE DR.			
Oasis Rd. to Caughlin Rd.	9	\$1,800,000	\$360,000
RANCHO RD. (Less 50% El Mirage Share)			
Oasis Rd. to Lessing Rd.	8	\$800,000	\$160,000
DUNCAN RD.			
Crystal Aire/Alta Vista Rd. to Buckwheat Rd.	2.5	\$500,000	\$100,000
GOSS RD.			
A) Crystal Aire/Alta Vista Rd. to Beekely Rd.	3.5	\$700,000	\$140,000
B) Caughlin Rd. to Mesa View Dr.	4.5	\$900,000	\$180,000
TAMARACK/GREEN			
Mountain Rd. to Green Rd.	1.5	\$450,000	\$90,000
MARIA RD.			
Evergreen Rd. to Silver Rock Rd.	0.25	\$50,000	\$10,000

HIGH DESERT

ROUTE	LENGTH (MILES)	ESTIMATED COST	STATE SHARE (20%)
3. 2 LANE ROADS – CONTINUED			
NIELSON RD. Gitano Rd. to Sheep Creek Rd.	1.5	\$300,000	\$60,000
SUNNYSLOPE RD.			
A) Eaby Rd. to Beekley Rd.	3	\$935,000	\$187,000
B) Deer Haven Rd. to Oasis Rd.	2.8	\$1,400,000	\$280,000
SNOWLINE RD. Sheep Creek Rd. to Eaby Rd.	2	\$635,000	\$127,000
MESQUITE RD. Wilson Ranch Rd. to Johnson Rd.	2	\$1,022,000	\$204,000
SILVER RIDGE RD. Beekley Rd. to Deer Haven Rd.	0.3	\$60,000	\$12,000
ARROWHEAD DR. Deer Haven Rd. to Beekley Rd.	0.3	\$60,000	\$12,000
QUAIL RD. Beekley Rd. south/east .4 miles	0.4	\$120,000	\$24,000
SCRUB OAK RD. Sunnyslope Rd. to S.H. 138	0.5	\$186,000	\$37,000
MINFERO RD. S.H. 138 to Phelan Rd.	0.5	\$100,000	\$20,000
GITANO RD. Nielson Rd. to Elsinore Rd.	0.125	\$50,000	\$10,000
ELSINORE RD. Gitano Rd. to Minfero Rd.	0.125	\$50,000	\$10,000
WALNUT RD. Crystal Aire Rd. to Mountain Rd.	0.25	\$50,000	\$10,000
MOUNTAIN RD.			
A) Juniper Rd. to Walnut Rd.	0.5	\$100,000	\$20,000
B) Goss Rd. to S.H. 138	1	\$200,000	\$40,000
BUCKTHORNE ST. Oasis Rd. to Mountain Rd.	0.25	\$50,000	\$10,000
JUNIPER RD.			
A) Mountain Rd. to Primavera Rd.	0.375	\$75,000	\$15,000
B) Desert View Rd. east .3 mi.	0.3	\$60,000	\$12,000
DEER HAVEN RD. Arrowhead Rd. to Sunnyslope Rd.	0.19	\$57,000	\$11,000
CHOLLA RD. Oasis Rd. to Ponderosa Rd.	0.25	\$50,000	\$10,000
PONDEROSA RD.			
A) Barkley Ranch Rd. to S.H. 138	0.375	\$102,000	\$20,000
B) Walnut Rd. to Smoke Tree Rd.	0.25	\$50,000	\$10,000

HIGH DESERT

ROUTE 2 LANE ROADS – CONTINUED	LENGTH (MILES)	ESTIMATED COST	STATE SHARE (20%)
PINE TREE RD. Juniper Rd. south to Lucania St.	0.1	\$20,000	\$4,000
"NEW" ROAD "B" Lucania St. east to New Road "C"	0.125	\$25,000	\$5,000
"NEW" ROAD "C" New Rd. "B" south to Lucania St.	0.1	\$20,000	\$4,000
LUCANIA ST. A) Pine Tree Rd. south/east to New Rd. "B" B) New Rd. "C" south/east to Phelan Rd.	0.375 0.25	\$102,000 \$68,000	\$20,000 \$14,000
PINON RD. Ponderosa Rd. east to New Rd. "A"	0.125	\$25,000	\$5,000
"NEW" ROAD "A" Pinon Rd. south/east to New Rd. "D"	0.5	\$136,000	\$27,000
"NEW" ROAD "D" Tamarack Rd. north to S.H. 138	0.25	\$68,000	\$14,000
EVERGREEN RD. A) Maria Rd. north to Green Rd. (Cul-de-Sac) B) Lucania St. North 1250'	0.25 0.24	\$50,000 \$47,000	\$10,000 \$9,000
HOLLISTER RD. Scrub Oak Dr. to Pionero Rd.	0.25	\$50,000	\$10,000
PIONERO RD. Sunnyslope Rd. to Hollister Rd.	0.25	\$50,000	\$10,000
DESERT FRONT RD. Sand Canyon Rd. to S.H. 2	1.5	\$450,000	\$90,000
OAK SPRINGS VALLEY RD. Desert Front Rd. to Purple Sage Rd.	0.5	\$150,000	\$30,000
SUB TOTALS	83.5	\$19,648,000	\$3,929,000

5. SIGNALS (S.H indicates % funded by State Highway. O.H. indicates % funded by Oak Hills Plan)

Crystal Aire Rd./Mountain Rd @ SH 138	(Less 50% State Highway Share)	\$125,000	\$25,000
Oasis Rd./Smoke Tree Rd. @ SH 138	(Less 50% State Highway Share)	\$80,000	\$16,000
Ponderosa/Desert View @ SH 138	(Less 50% State Highway Share)	\$125,000	\$25,000
Wintergreen/New Road "D" @ SH 138	(Less 50% State Highway Share)	\$125,000	\$25,000
Phelan Rd./Silver Rock @ SH 138	(Less 50% State Highway Share)	\$80,000	\$16,000
Mirfero Rd./Scrub Oak @ SH 138	(Less 50% State Highway Share)	\$125,000	\$25,000
Beekley Rd/Sunnyslope @ SH 138	(Less 50% State Highway Share)	\$80,000	\$16,000
Desert Front Rd. @ SH 2	(Less 50% State Highway Share)	\$125,000	\$25,000
Mojave Dr. @ Sheep Creek Rd.		\$250,000	\$50,000
Mojave Dr. @ Wilson Ranch Rd.		\$250,000	\$50,000
Oasis Rd. @ SH 18	(Less 50% State Highway Share)	\$125,000	\$25,000
Beekley Rd. @ SH 18	(Less 50% State Highway Share)	\$125,000	\$25,000
Sheep Creek Rd @ SH 18	(Less 50% State Highway Share)	\$125,000	\$25,000
Johnson Rd. @ SH 18	(Less 50% State Highway Share)	\$125,000	\$25,000
Wilson Ranch Rd. @ SH 18	(Less 50% State Highway Share)	\$125,000	\$25,000
Caughlin Rd. @ SH 18	(Less 50% State Highway Share)	\$125,000	\$25,000
Baldy Mesa Rd. @ SH 18	(Less 50% State Highway Share)	\$125,000	\$25,000

5. SIGNALS – CONTINUED

		ESTIMATED COST	STATE SHARE (20%)
SH 2 @ SH 138	(CALTRANS)	\$0	\$0
** SH 18 @ SH 395	(CALTRANS)	\$0	\$0
** Bear Valley Rd @ SH 395	Less 87.5% State Highway/Vic. Share)	\$38,000	\$8,000
Snowline Rd. @ Caughlin Rd.		\$250,000	\$50,000
Snowline Rd. @ Baldy Mesa Rd.	(Less 50% Oak Hills Share)	\$125,000	\$25,000
Snowline Rd. @ Wilson Ranch Rd.		\$250,000	\$50,000
Snowline Rd. @ Eaby Rd.		\$250,000	\$50,000
Phelan Rd. @ Baldy Mesa Rd.		\$0 (FAS)	
Phelan Rd. @ Caughlin Rd.		\$250,000	\$50,000
Phelan Rd. @ Wilson Ranch Rd.		\$250,000	\$50,000
Phelan Rd. @ Beekley Rd.		\$250,000	\$50,000
Phelan Rd. @ Buckwheat Rd.		\$250,000	\$50,000
Smoke Tree Rd. @ Baldy Mesa Rd.	(Less 50% Oak Hills Share)	\$125,000	\$25,000
Smoke Tree Rd. @ Caughlin Rd.		\$250,000	\$50,000
Smoke Tree Rd. @ Wilson Ranch Rd.		\$250,000	\$50,000
Smoke Tree Rd. @ Johnson Rd.		\$250,000	\$50,000
Smoke Tree Rd. @ Sheep Creek Rd.		\$250,000	\$50,000
Smoke Tree Rd. @ Beekley Rd.		\$250,000	\$50,000
Smoke Tree Rd. @ Buckwheat Rd.		\$250,000	\$50,000
Smoke Tree Rd. @ Silver Rock Rd.		\$250,000	\$50,000
Smoke Tree Rd. @ Wintergreen Rd.		\$250,000	\$50,000
Duncan Rd. @ Baldy Mesa Rd.		\$250,000	\$50,000
Duncan Rd. @ Caughlin Rd.		\$250,000	\$50,000
Duncan Rd. @ Wilson Ranch Rd.		\$250,000	\$50,000
Duncan Rd. @ Johnson Rd.		\$250,000	\$50,000
Duncan Rd. @ Sheep Creek Rd.		\$250,000	\$50,000
Duncan Rd @ Beekley Rd.		\$250,000	\$50,000
Duncan Rd. @ Buckwheat Rd.		\$250,000	\$50,000
Duncan Rd. @ Oasis Rd.		\$250,000	\$50,000
Goss Rd. @ Oasis Rd.		\$250,000	\$50,000
Sheep Creek Rd. @ Snowline Rd.		\$250,000	\$50,000
Sheep Creek Rd. @ Sunnyslope Rd.		\$250,000	\$50,000
Sheep Creek Rd. @ Nielson Rd.		\$250,000	\$50,000
Joshua St. @ Baldy Mesa Rd.	(Less 50% Oak Hills Share)	\$125,000	\$25,000
	SUB TOTALS	\$9,403,000	\$1,881,000

6. AQUEDUCT CROSSINGS

Baldy Mesa	\$750,000	\$150,000
Duncan Rd.	\$750,000	\$150,000
Sheep Creek Rd.	\$750,000	\$150,000
Oasis Rd.	\$750,000	\$150,000
Beekley Rd.	\$750,000	\$150,000
Johnson Rd.	\$750,000	\$150,000
Wilson Ranch Rd.	\$750,000	\$150,000
Caughlin Rd.	\$750,000	\$150,000
	SUB TOTAL	\$6,000,000
		\$1,200,000

HIGH DESERT

7. RAILROAD CROSSINGS

	ESTIMATED COST	STATE SHARE (20%)
Baldy Mesa (Less 50% Oak Hills Share)	\$7,500	\$2,000
Caughlin Rd.	\$15,000	\$3,000
Wilson Ranch Rd.	\$15,000	\$3,000
Johnson Rd.	\$15,000	\$3,000
Phelan Rd.	\$15,000	\$3,000
Beekley Rd.	\$15,000	\$3,000
Oasis Rd.	\$15,000	\$3,000
Sheep Creek Rd.	\$15,000	\$3,000
Duncan Rd.	\$15,000	\$3,000
Snowline/Joshua St. (Less 50% Oak Hills Share)	\$7,500	\$2,000
Smoke Tree Rd.	\$15,000	\$3,000
SUB TOTAL	\$150,000	\$31,000

8. STATE HIGHWAYS

	LENGTH (MILES)	ESTIMATED COST	STATE SHARE (20%)
S.H. 18 – Widen			
A) Sheep Creek to Baldy Mesa –6 Ln (Less 52% State Share)	7.0	\$3,289,000	\$658,000
B) County Line to Sheep Creek 4 Ln (Less 51% State Share)	5.0	\$1,152,000	\$230,000
S.H. 395 – Widen to 6 Lanes			
A) I-15 to Phelan Rd. (Less 92% State Share)	1.5	\$117,000	\$23,000
B) Phelan Rd. to Duncan Rd. (Less 96% State Share)	3.0	\$117,000	\$23,000
C) Duncan Rd. S.H 18 (Less 91% State Share)	2.5	\$220,000	\$44,000
S.H. 138 – Widen			
A) Wintergreen to Sheep Creek –6 Ln (Less 35% State Share)	3.0	\$1,909,000	\$382,000
B) Oasis Rd. to Wintergreen –4 Ln (Less 68% State Share)	1	\$150,000	\$30,000
SUB TOTAL		\$6,954,000	\$1,390,000

9. ADDITIONAL IMPROVEMENTS

Sheep Creek Rd./S.H. 138 – Flyover (Two Lane)	\$7,890,000	\$1,578,000
Johnson Rd./S.H. 18 – Turn Pocket	\$150,000	\$30,000
S.H. 138 Road Closures:		
Beekley Rd.	\$4,000	\$1,000
Scrub Oak Dr.	\$4,000	\$1,000
Silver Rock Road	\$4,000	\$1,000
Green Rd.	\$5,000	\$1,000
Desert View Rd.	\$4,000	\$1,000
Oasis Rd.	\$5,000	\$1,000
Crystal Aire Rd.	\$4,000	\$1,000
Sheep Creek Rd.	\$5,000	\$1,000
SUB TOTAL	\$8,075,000	\$1,616,000

TOTALS

	\$83,544,000	\$16,710,000
Less Measure "I" Funds	(\$2,067,000)	
Less State Funds	(\$16,710,000)	
Development Fee Contribution	\$64,767,000	