

RESOLUTION NO. 292-2005
OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

**RESOLUTION SETTING
Interim 2004 General Plan Traffic Impact Mitigation Fees**

WHEREAS, the County Board of Supervisors has long recognized the need for new development to help fund the roadway and bridge improvements necessary to serve that new development; and

WHEREAS, starting in 1984 and continuing until the present time, the Board has adopted and updated various fee resolutions to ensure that new development on the western slope pay to fund its fair share of the costs of improving the county and state roadways necessary to serve that new development; and

WHEREAS, the fees collected have gone into four separate fee programs: the El Dorado Hills/Salmon Falls Road Impact Fee (RIF) currently adopted as Resolution 091-2005; the Traffic Impact Mitigation (TIM) Fee currently adopted as Resolution 092-2005; the Traffic Impact Mitigation Fees for the State System's Capacity and Interchanges currently adopted as Resolution 093-2005; and the Interim Highway 50 Corridor Variable Traffic Impact Mitigation Fee Program currently adopted as Resolution 094-2005; and

WHEREAS, the County prepared a new General Plan entitled "2004 El Dorado County General Plan: A Plan for Managed Growth and Open Roads; A Plan for Quality Neighborhoods and Traffic Relief", and in July of 2004 adopted that plan; and

WHEREAS, the Board of Supervisors determined that the existing and anticipated fees collected under the fee programs are insufficient to ensure that the roadway improvements needed to comply with the traffic policies in the 2004 General Plan; and

WHEREAS, in August 2004 the Board of Supervisors directed staff to develop an integrated fee program that would implement the policies in the 2004 General Plan; and

WHEREAS, staff, with the assistance of numerous consultants and the Community Advisory Committee that the Board created to provide public input to the process, reviewed numerous fee scenarios to implement the policies of the General Plan; and

WHEREAS pursuant to Government Code Section 66001 et seq., the County has directed the preparation of the West Slope Travel Demand Forecasting Model and an Interim 2004 General Plan Traffic Impact Mitigation (TIM) Fee Program final report by the Department of Transportation; and

WHEREAS said studies analyzed the impacts of contemplated future development on existing public facilities in the County, along with an analysis of the need for new public facilities and improvements required by the new development; and

WHEREAS said studies set forth the relationship between new development, the needed facilities, and the estimated costs of these improvements; and

WHEREAS the facts and evidence presented in the reports, analyses, and a public hearing at the Board of Supervisors establish that there is a reasonable relationship between the need for the described public facilities and the impacts of the types of development described, for which the corresponding fee is charged; and

WHEREAS the facts and evidence presented in the reports, analyses, and a public hearing at the Board of Supervisors establish there is a reasonable relationship between the fee's use and the type of development for which the fee is charged (document package on file with the Clerk of the Board of Supervisors and at the Department of Transportation); and

WHEREAS the Board of Supervisors has determined that Federal and State of California transportation improvement grants are not County tax revenues as described in Policy TC-Xa, Subsection 4., and that the estimated grant revenue from these sources has been appropriately distributed to project costs in the fee program calculations; and

WHEREAS it was determined that it is not possible to develop one integrated fee program without segregating the funds already collected and programmed; and

WHEREAS since El Dorado Hills may incorporate in November 2005 the Board determined that the fees collected in El Dorado Hills should be maintained in a separate account; and

WHEREAS the County determined that the funds collected under this fee program shall be placed in three separate funds: for Highway 50 improvements, for local roads in El Dorado Hills and for all other local roads; and

WHEREAS fully implementing the General Plan policies will take additional research and study to integrate the fee program with other funding and financing mechanisms; and

WHEREAS the County desires to not wait until all of the issues are fully resolved and a complete financing program is adopted to update the fees, but instead adopt an interim fee program as incremental implementation of the various 2004 General Plan Policies and Implementation Measures; and

WHEREAS after a full public hearing during which the fee structure was studied and reviewed the Board determined to adopt the fee structure as presented by staff at the public hearing;

NOW THEREFORE, BE IT RESOLVED:

A. The Board of Supervisors hereby adopts the Interim 2004 General Plan Traffic Impact Mitigation Fee Program fees as shown in the attached Exhibit A within each of the areas of benefit shown on the map in Exhibit A..

B. The Board of Supervisors hereby directs that the traffic impact fee rates in the following programs are to be replaced with the new rates contained in the Interim 2004 General Plan TIM Fee Program, set forth in Exhibit A to this resolution, sixty days from the date of this resolution. .

1. El Dorado Hills/Salmon Falls Road Impact Fee (RIF) currently adopted as Resolution 091-2005
2. Traffic Impact Mitigation (TIM) Fee currently adopted as Resolution 092-2005
3. Traffic Impact Mitigation Fees for the State System's Capacity and Interchanges (State TIM) currently adopted as Resolution 093-2005
4. Interim Highway 50 Corridor Variable Traffic Impact Mitigation Fee Program (Interim Highway 50) currently adopted as Resolution 094-2005

C. Those building permit applications that had final applications submitted and accepted prior to the effective date of the new Interim 2004 General Plan TIM Fee Program will pay the fee rate(s) listed in the four programs identified in Section B above rather than the Interim 2004 General Plan Fee.

D. Cash balances collected under the existing current fee programs are to remain in existing programs and expended only for projects included in those fee programs with no cash transfers being made to the new fee program.

E. New special revenue funds will be created for each of the three new components of the fee program where fees will be deposited as follows:

1. The Highway 50 Component of the fees collected in all Fee Zones will be deposited into the Highway 50 TIM special revenue fund, and;
2. The Local Road Component of the fees collected in Fee Zones 1 through 7 will be deposited into the 2004 TIM special revenue fund, and;
3. The Local Road Component of the fees collected in Fee Zone 8 will be deposited into two separate funds:
 - i. 70% into the 2004 EDH TIM special revenue fund; and
 - ii. 30% deposited into the existing Silva Valley Set-Aside special revenue fund.

F. All Program receipts are to be expended on projects and in the proportions shown on Exhibit B.

G. In accordance with section D above, cash balances in the existing fee program funds can be applied to a project such that the TIM cash can be used to satisfy the obligation of the 2004 TIM, the RIF cash can be used to satisfy the obligation of the 2004 EDH TIM, the Silva Valley Set-Aside can be used for the Silva Valley Interchange only, and the two existing state program funds can be used to satisfy the obligation of the Highway 50 TIM.

H. All references to earlier programs in agreements, conditions of approval, mitigation measures, etc., will be assumed to apply to the new fee program where:

- a. References to the current RIF are assumed to also include the new 2004 EDH TIM
- b. References to the current TIM are assumed to also include the new 2004 TIM
- c. References to the State TIM and the Interim Highway 50 programs are assumed to also include the new 2004 Highway 50 TIM.

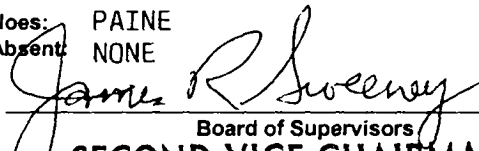
PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held on the 20 day of SEPTEMBER, 2005, by the following vote of said Board:

Ayes: DUPRAY, SWEENEY, BAUMANN

ATTEST
CINDY KECK
Clerk of the Board of Supervisors

Noes: PAINE
Absent: NONE

By 
Deputy Clerk


Board of Supervisors
SECOND VICE-CHAIRMAN

I CERTIFY THAT:
THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

DATE _____

ATTEST: CINDY KECK, Clerk of the Board of Supervisors of the County of El Dorado, State of California

By _____
Deputy Clerk

EXHIBIT A

TO RESOLUTION SETTING AN INTERIM 2004 GENERAL PLAN TRAFFIC IMPACT MITIGATION FEE

FEE ZONE NUMBER 1

PROJECT	HIGHWAY 40 COMPONENT	LOCAL ROAD COMPONENT	FEE TOTAL
Single-family Residential	\$1,717	\$11,032	\$12,749
Multi-family Residential	\$1,120	\$7,195	\$8,315
High-Trip Commercial (per sq. foot)	\$2.14	\$14.00	\$16.14
General Commercial (per sq. foot)	\$1.00	\$6.53	\$7.53
Office (per sq. foot)	\$0.26	\$1.68	\$1.94
Industrial (per sq. foot)	\$0.16	\$1.06	\$1.22
Warehouse (per sq. foot)	\$0.08	\$0.53	\$0.61
Church (per sq. foot)	\$0.08	\$0.53	\$0.61
Gas Station (per pump)	\$1,008	\$6,582	\$7,590
Golf Course (per hole)	\$820	\$5,357	\$6,177
Campground (per campsite)	\$325	\$2,121	\$2446
Bed & Breakfast (per rented room)	\$163	\$1,066	\$1,229

FEE ZONE NUMBER 2

PROJECT	HIGHWAY COMPONENT	LOCAL ROAD COMPONENT	FEE TOTAL
Single-family Residential	\$5,808	\$22,576	\$28,384
Multi-family Residential	\$3,788	\$14,724	\$18,512
High-Trip Commercial (per sq. foot)	\$6.66	\$15.42	\$22.08
General Commercial (per sq. foot)	\$3.12	\$7.22	\$10.34
Office (per sq. foot)	\$0.80	\$1.85	\$2.65
Industrial (per sq. foot)	\$0.51	\$1.17	\$1.68
Warehouse (per sq. foot)	\$0.255	\$0.585	\$0.84
Church (per sq. foot)	\$0.255	\$0.585	\$0.84
Gas Station (per pump)	\$2,947	\$6,819	\$9,766
Golf Course (per hole)	\$2,560	\$5,924	\$8,484
Campground (per campsite)	\$967	\$2,239	\$3,206
Bed & Breakfast (per rented room)	\$485	\$1,122	\$1,607

FEE ZONE NUMBER 3

PROJECT	HIGHWAY COMPONENT	LOCAL ROAD COMPONENT	FEE TOTAL
Single-family Residential	\$5,808	\$22,576	\$28,384
Multi-family Residential	\$3,788	\$14,724	\$18,512
High-Trip Commercial (per sq. foot)	\$3.93	\$18.15	\$22.08
General Commercial (per sq. foot)	\$1.84	\$8.50	\$10.34
Office (per sq. foot)	\$0.47	\$2.18	\$2.65
Industrial (per sq. foot)	\$0.30	\$1.38	\$1.68
Warehouse (per sq. foot)	\$0.15	\$0.69	\$0.84
Church (per sq. foot)	\$0.15	\$0.69	\$0.84
Gas Station (per pump)	\$1,738	\$8,028	\$9,766
Golf Course (per hole)	\$1,510	\$6,974	\$8,484
Campground (per campsite)	\$571	\$2,635	\$3,206
Bed & Breakfast (per rented room)	\$286	\$1,321	\$1,607

FEE ZONE NUMBER 4

PROJECT	HIGHWAY/40 COMPONENT	LOCAL ROAD COMPONENT	FEE TOTAL
Single-family Residential	\$1,884	\$11,710	\$13,594
Multi-family Residential	\$1,229	\$7,637	\$8,866
High-Trip Commercial (per sq. foot)	\$2.57	\$14.92	\$17.49
General Commercial (per sq. foot)	\$1.20	\$6.97	\$8.17
Office (per sq. foot)	\$0.31	\$1.79	\$2.10
Industrial (per sq. foot)	\$0.20	\$1.13	\$1.33
Warehouse (per sq. foot)	\$0.10	\$0.57	\$0.67
Church (per sq. foot)	\$0.10	\$0.57	\$0.67
Gas Station (per pump)	\$1,196	\$6,949	\$8,145
Golf Course (per hole)	\$983	\$5,711	\$6,694
Campground (per campsite)	\$385	\$2,238	\$2,623
Bed & Breakfast (per rented room)	\$193	\$1,124	\$1,317

FEE ZONE NUMBER 5

PROJECT	HIGHWAY COMPONENT	LOCAL ROAD COMPONENT	FEE TOTAL
Single-family Residential	\$1,723	\$11,129	\$12,852
Multi-family Residential	\$1,124	\$7,258	\$8,382
High-Trip Commercial (per sq. foot)	\$2.29	\$15.20	\$17.49
General Commercial (per sq. foot)	\$1.07	\$7.10	\$8.17
Office (per sq. foot)	\$0.27	\$1.82	\$2.09
Industrial (per sq. foot)	\$0.17	\$1.15	\$1.32
Warehouse (per sq. foot)	\$0.085	\$0.575	\$0.66
Church (per sq. foot)	\$0.085	\$0.575	\$0.66
Gas Station (per pump)	\$1,067	\$7,078	\$8,145
Golf Course (per hole)	\$877	\$5,817	\$6,694
Campground (per campsite)	\$344	\$2,279	\$2,623
Bed & Breakfast (per rented room)	\$172	\$1,145	\$1,317

FEE ZONE NUMBER 6

PROJECT	HIGHWAY COMPONENT	LOCAL ROAD COMPONENT	FEE TOTAL
Single-family Residential	\$2,070	\$14,800	\$16,870
Multi-family Residential	\$1,350	\$9,652	\$11,002
High-Trip Commercial (per sq. foot)	\$2.03	\$15.46	\$17.49
General Commercial (per sq. foot)	\$0.95	\$7.22	\$8.17
Office (per sq. foot)	\$0.24	\$1.85	\$2.09
Industrial (per sq. foot)	\$0.15	\$1.17	\$1.32
Warehouse (per sq. foot)	\$0.075	\$0.585	\$0.66
Church (per sq. foot)	\$0.075	\$0.585	\$0.66
Gas Station (per pump)	\$947	\$7,198	\$8,145
Golf Course (per hole)	\$778	\$5,916	\$6,694
Campground (per campsite)	\$305	\$2,318	\$2,623
Bed & Breakfast (per rented room)	\$153	\$1,164	\$1,317

FEE ZONE NUMBER 7

PROJECT	HIGHWAY 30 COMPONENT	LOCAL ROAD COMPONENT	FEE TOTAL
Single-family Residential	\$3,648	\$10,939	\$14,587
Multi-family Residential	\$2,379	\$7,134	\$9,513
High-Trip Commercial (per sq. foot)	\$7.49	\$10.00	\$17.49
General Commercial (per sq. foot)	\$3.50	\$4.67	\$8.17
Office (per sq. foot)	\$0.90	\$1.20	\$2.10
Industrial (per sq. foot)	\$0.57	\$0.76	\$1.33
Warehouse (per sq. foot)	\$0.29	\$0.38	\$0.67
Church (per sq. foot)	\$0.29	\$0.38	\$0.67
Gas Station (per pump)	\$3,489	\$4,656	\$8,145
Golf Course (per hole)	\$2,868	\$3,826	\$6,694
Campground (per campsite)	\$1,124	\$1,499	\$2,623
Bed & Breakfast (per rented room)	\$564	\$753	\$1,317

FEE ZONE NUMBER 8

PROJECT	HIGHWAY USE COMPONENT	LOCAL ROAD COMPONENT	FEE TOTAL
Single-family Residential	\$3,456	\$19,230	\$22,686
Multi-family Residential	\$2,254	\$12,541	\$14,795
High-Trip Commercial (per sq. foot)	\$2.10	\$15.61	\$17.71
General Commercial (per sq. foot)	\$0.99	\$7.37	\$8.36
Office (per sq. foot)	\$0.25	\$1.89	\$2.14
Industrial (per sq. foot)	\$0.16	\$1.20	\$1.36
Warehouse (per sq. foot)	\$0.08	\$0.60	\$0.68
Church (per sq. foot)	\$0.08	\$0.60	\$0.68
Gas Station (per pump)	\$955	\$7,110	\$8,065
Golf Course (per hole)	\$813	\$6,049	\$6,862
Campground (per campsite)	\$336	\$2,502	\$2,838
Bed & Breakfast (per rented room)	\$169	\$1,257	\$1,426

Notes:

1. All Interim 2004 General Plan Traffic Impact Mitigation Fee Program fees for residential projects shall be paid at the building permit stage. The fees charged will be the fees in effect on the date a completed application is accepted by the Development Services Department's Building Services.
2. No fee shall be required for remodeling of existing residential units pursuant to County Code Chapter 12.32.030. B. However, the fee may be due to bring a residential unit up to the applicable building code specifications if the unit was initially built without the approval of and inspection by the building department.
3. The fees other than residential shall be based on the projected use of structures, as determined by plans submitted for building permits, and paid

prior to the issuance of a building permit. Pursuant to the terms of Board of Supervisors Policy B-3 for fee deferral, some projects may be eligible to defer payment of the fee until issuance of the certificate of occupancy, or may elect to pay a portion of the fee over a five-year period.

4. Mobile homes on permanent foundations shall be subject to the single-family residential fee.
5. Second dwelling as defined under County Code Chapter 17.15.020 shall be subject to the multi-family fee.
6. A gas pump (defined) is a customer service location with a fuel delivery device containing fuel dispensing hose(s), which may or may not be located on an island or other raised platform.
7. Any applicant required to pay a fee calculated on the basis of the above schedule may receive a full or partial waiver of the fee or may receive credits against future fee obligations, and/or future reimbursements for any road improvement expenditures in excess of applicants fee obligation, if the Director of Transportation certifies that the applicant has constructed improvements included in the Interim 2004 General Plan Traffic Impact Mitigation Fee Program through other funding mechanisms.
8. The fees set forth above in this Exhibit "A" will be adjusted annually on, or about April 1st of each year by an increase or decrease in the California Department of Transportation (Caltrans) Price Index for Selected California Construction Items. The above fees are based on the end of the 3rd Quarter 2004 index figure of 167.1.

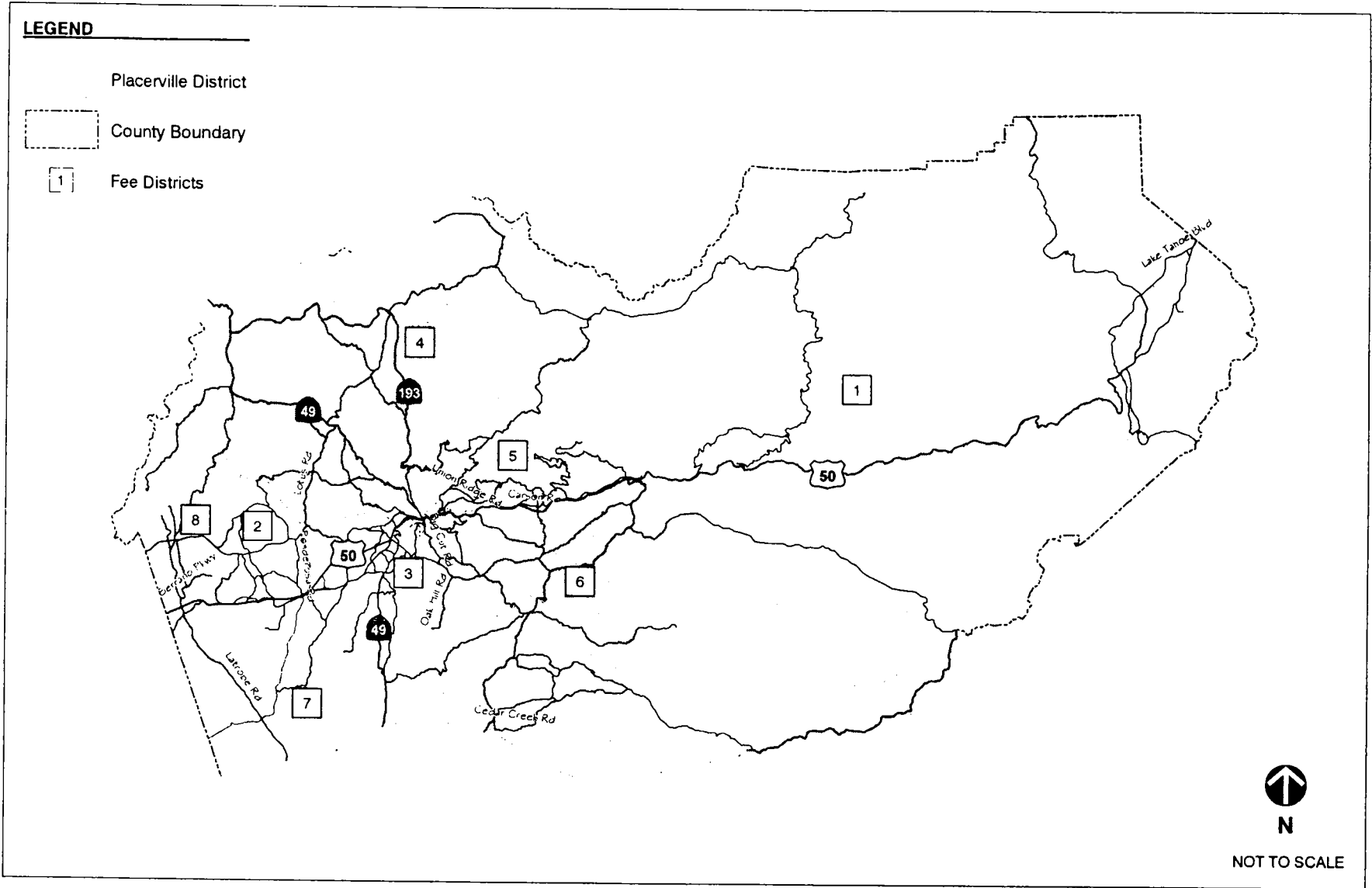


Exhibit B

Resolution No. 292-2005
Page 15 of 20

Date: 02-22-2005					Allocation of Cost/Percentage			
Fee Program Project List - 2004 General Plan					Cost Estimate	2004 TIM	2004 EDH TIM	2004 Hwy 50
ROAD NAME	LIMITS	DESCRIPTION OF PROJECT	LENGTH in mi.	TOTAL (millions of dollars)	%	%	%	
Alternative Route Study WV C27	Latrobe and Hwy 50 Alternative connection between Latrobe Road south of EDH Business Park/Hwy 50	For feasibility study alternative North/South connector to Hwy 50.	NA	\$0.3		100%		
Bass Lake Road	Hwy 50 to Hollow Oak Road	2 Lanes with 8 foot unimproved median and 4 foot paved shoulders.	0.83	\$5.7		100%		
Bass Lake Road	Hollow Oak Road north Bass Lake Hills Specific Plan Boundary	2 Lanes with 8 foot unimproved median and 4 foot paved shoulders.	0.25	\$4.7		100%		
Bass Lake Road	Bass Lake Hills Specific Plan north boundary to existing Bass Lake Road	2 Lanes with 8 foot unimproved median and 4 foot paved shoulders.	0.39	\$1.6		100%		
Bass Lake Road	South end of Silver Springs Subdivision to existing Bass Lake Road.	Two lane standard divided with shoulders.	0.28	\$2.5	100%			
Bass Lake Road	South end of Silver Springs Subdivision to Green Valley Road.	Two lane standard divided with shoulders.	0.83	\$3.8	100%			
Bass Lake Road	Silver Springs Subdivision New Bass Lake Road to Green Valley Road intersection.	Signalization and intersection improvements.	NA	\$0.8	100%			
Cameron Park Drive	Durock Road to Coach Ln.	Widen 3 lane divided roadway to a modified 4 lane divided roadway. Improvements include curb, gutter, and sidewalk.	0.13	\$0.9	100%			
Cameron Park Drive	Palmer Drive to Oxford Rd.	Widen 2 lane roadway to a 4 lane undivided roadway. Project does not include curb, gutter and sidewalk.	1.31	\$7.2	100%			
Country Club Drive	Silver Dove Road to west Bass Lake Hills Specific Plan Boundary (Plan node G to N)	2 lanes with 6-foot paved shoulders (possible sidewalk)	0.69	\$1.8		100%		
Country Club Drive	Bass Lake Road to Silver Dove Road (Plan node G to H)	2 lanes with 6-foot paved shoulders (possible sidewalk)	0.15	\$0.6		100%		
Country Club Drive	Bass Lake Road to east Bass Lake Hills Specific Plan Boundary (Plan node H to M)	2 lanes with 6-foot paved shoulders (possible sidewalk)	0.60	\$3.1	100%			
Country Club Drive	Intersection of Country Club Drive and Cameron Park Drive	Left turn lane for EB traffic on County Club Drive and right turn for SB Cameron Park Drive and signal modification	NA	\$1.5	100%			

Exhibit B

Date: 02-22-2005					Allocation of Cost/Percentage			
Fee Program Project List - 2004 General Plan					Cost Estimate	2004 TIM	2004 EDH TIM	2004 Hwy 50
ROAD NAME	LIMITS	DESCRIPTION OF PROJECT	LENGTH in mi.	TOTAL (millions of dollars)	%	%	%	
Durock Road	Robin Lane to South Shingle Road	Widen to add two-way left turn lane. No curb, gutter or sidewalk.	2.05	\$7.9	100%			
Durock Road	Intersection of Business Drive and Durock Road	Signalization and intersection improvements/ turn lanes on Durock Road	NA	\$1.4	100%			
El Dorado Hills Blvd	Park Drive to Serrano Pkwy/Lassen Lane	Add 3rd SB lane. Improvements include curb, gutter and sidewalk.	0.25	\$1.1		100%		
El Dorado Hills Blvd.	Intersection of Wilson Blvd. and El Dorado Hills Boulevard	Signalization and intersection improvements	NA	\$1.0		100%		
El Dorado Hills Blvd.	Intersection of Olson Lane and El Dorado Hills Boulevard	Signalization and intersection improvements	NA	\$0.8		100%		
El Dorado Hills Blvd.	Francisco Intersection	Realign El Dorado Hills Blvd. and Francisco Drive intersection. Add curb, gutter and sidewalk.	0.20	\$9.0		100%		
Forni Road	City Limits to City Limits	Preliminary planning, engineering and environmental analysis for future widening to a standard 2 lane road.	NA	\$0.20	100%			
Green Valley Road	County Line to Francisco Road	Complete second e/b lane from Sophia Pkwy to Francisco Dr., install signal at GVR/Brown's Ravine(Miller Road), add second w/b lane from Francisco to Brown's Ravine, add second w/b lane from Mormon Island to Commercial area	N/A	\$5.7		100%		
Green Valley Road	Northside of Green Valley Road from Francisco Drive to 780 feet easterly	North Half of 84 foot road section with curb, gutter, sidewalk and median. {Half of the 4-Lane section for a quarter mile will be built }	0.15	\$0.7		100%		
Green Valley Road	Salmon Falls Road to Deer Valley Road (West)	Add 10 left turn pockets along route segment. No curb, gutter or sidewalk.	NA	\$2.9		100%		
Green Valley Road	Intersection of Cambridge and Green Valley Road	Signalization and intersection improvements	NA	\$0.7	100%			
Green Valley Road	Deer Vly (East) to Lotus Rd	Upgrade to wider lanes and wider paved shoulders. Add 6 turn pockets.	1.53	\$6.9	100%			
Headington Road Extension	Missouri Flat Road to El Dorado Road	New 2 lane arterial with median. Does not include curb, gutter and sidewalk.	0.60	\$7.6	100%			

Exhibit B

Date: 02-22-2005					Allocation of Cost/Percentage			
Fee Program Project List - 2004 General Plan				LENGTH in	Cost Estimate	2004 TIM	2004 EDH TIM	2004 Hwy 50
ROAD NAME	LIMITS	DESCRIPTION OF PROJECT	mi.	TOTAL (millions of dollars)	%	%	%	
Latrobe Road	Investment Blvd. to Golden Foothill (South)	Widen to 4 lane divided roadway. Add curb, gutter and sidewalk.	0.54	\$5.4		100%		
Latrobe Road	Suncast Lane to Golden Foothill Pkwy. south	Widen Latrobe Road to 4-Lanes from Suncast Lane southerly to Golden Foothill Pkwy. Intersection improvements and signalization at Latrobe and Golden Foothill Parkway.	0.72	\$6.1		100%		
Latrobe Road	Latrobe/White Rock Road intersection	Add 1 right turn lane and 2 thru lanes North leg. Add 1 left turn lane and 1 thru lane West leg. Add 1 right lane and 1 left turn lane and 1 thru Lane East leg. Add 1 right turn lane South leg.	NA	\$6.0		100%		
Latrobe Road	White Rock Road to Towncenter Blvd.	1 lane northbound	0.22	\$0.8		100%		
Latrobe Road	Hwy 50 to White Rock Road	Widening and restiping, etc., to 3 NB and 3 SB lanes.	0.48	\$2.4		100%		
Missouri Flat Road	Golden Center Drive, Commercial Area	Signalization at the intersection of Missouri Flat Road and Golden Center Drive, interconnected with the signals at Missouri Flat Road and Fomi Road	NA	\$1.4	100%			
Missouri Flat Road	El Dorado Road to Headington Road	Add two-way left turn lane. No curb, gutter or sidewalk.	0.30	\$1.1	100%			
Missouri Flat Road Connector	Missouri Flat Road to SR 49	New 2 lane road. 100' r/w for ultimate 4 lane road. No curb, gutter or sidewalk.	1.30	\$12.2	100%			
Mother Lode Drive	South Shingle Road to French Creek Road	Add left turn pockets/two-way left turn lane and some shoulder work. No curb, gutter or sidewalk.	0.46	\$1.3	100%			
Mother Lode Drive	Greenstone Road to Pleasant Valley Road	Add two-way left turn lane. No curb, gutter or sidewalk.	1.13	\$3.0	100%			
Mother Lode Drive	El Dorado Road and Mother Lode Drive intersection	Signalization and intersection improvements	NA	\$1.4	100%			
Pleasant Valley Road	El Dorado Road to SR 49 (in El Dorado)	Add two-way left turn lane for 0.25 miles on west end and widen shoulders. No curb, gutter or sidewalk.	NA	\$1.0	100%			
Pleasant Valley Road	SR 49 (in Diamond Springs) to Big Cut Road	Add 3 left turn pockets, 0.5 miles of two-way left turn lane and widen shoulders along route segment. No curb, gutter or sidewalk.	NA	\$2.8	100%			

Resolution No. 292-2005
Page 17 of 20

Exhibit B

Date: 02-22-2005					Allocation of Cost/Percentage			
Fee Program Project List - 2004 General Plan					Cost Estimate	2004 TIM	2004 EDH TIM	2004 Hwy 50
ROAD NAME	LIMITS	DESCRIPTION OF PROJECT	LENGTH in mi.	TOTAL (millions of dollars)	%	%	%	
Pleasant Valley Road	Big Cut Road to Cedar Ravine Road	Add 7 left turn pockets.	NA	\$2.1	100%			
Ponderosa Road	North Shingle Road to Meder Road	Add 4 left turn pockets and 0.3 miles of two-way left turn lane and misc. shoulders along route segment.	NA	\$2.6	100%			
Ray Lawyer Drive Extension	Forni Road to SR 49	Preliminary planning, engineering and environmental analysis for future construction of a new 2 lane road.	NA	\$0.20	100%			
Runnymede Dr	Runnymede Drive at El Dorado Road, Frontage of US Hwy 50	Realign 1000 Linear feet of of Runnymede Drive to move road so it is 500 feet south of US Hwy 50.	0.20	\$1.1	100%			
Saratoga Way	End of Saratoga Road to County Line	New 2 lane arterial. 100' r/w for ultimate 4 lane road. No curb, gutter or sidewalk.	0.50	\$10.6		100%		
Serrano Parkway Extension	Collingtree Parkway to Bass Lake Road.	New 2 lane arterial. Add curb, gutter and sidewalk.	0.90	\$3.8		100%		
Silva Valley Parkway Extension	U.S. 50 to Serrano Pkwy	Widen 2 lane to 4 lane divided roadway. Add curb, gutter and sidewalk.	0.65	\$8.8		100%		
Silva Valley Parkway	Intersection of Silva Valley Pkwy and Serrano Parkway	Signalization and intersection improvements	NA	\$1.0		100%		
Silva Valley Parkway	Intersection of Silva Valley Pkwy. and Harvard Way	Signalization and intersection improvements	NA	\$1.0		100%		
Sophia Parkway	Green Valley Road to Alexandria	Construct 4 lane divided Sophia Parkway from Green Valley Road southerly into Promontory Subdivision to Alexandria Rd.	2.00	\$2.0		100%		
State Route 49	Pleasant Valley Road (in El Dorado) to Missouri Flat Road	Add two-way left turn lane/shoulders	1.60	\$7.3	100%			
State Route 49 @ Missouri Flat Road	Intersection of SR 49 and Missouri Flat Road	Intersection frontage improvements.	NA	\$0.2	100%			
State Route 49	SR 193 (in Cool) to County Line (north)	Add 2 passing lanes/climbing lanes.	NA	\$4.2	100%			

Exhibit B

Date: 02-22-2005					Allocation of Cost/Percentage			
Fee Program Project List - 2004 General Plan					Cost Estimate	2004 TIM	2004 EDH TIM	2004 Hwy 50
ROAD NAME	LIMITS	DESCRIPTION OF PROJECT	LENGTH in mi.	TOTAL (millions of dollars)	%	%	%	
US Highway 50	El Dorado Hills Boulevard to Ponderosa Road	Add 1 WB HOV and 1 EB HOV lane	8.56	\$72.9			100%	
US Highway 50	Through Camino - may include an Interchange	Preliminary planning, engineering and environmental analysis for conversion of expressway to freeway and future construction of a new interchange.	NA	\$2.0			100%	
White Rock Road (West)	White Rock Road Widening, County line to approximately Winfield Way	Widen south side of White Rock Road with 2 lanes. (This project has a Road Improvement Agreement but not yet a formal Reimbursement Agreement)	N/A	\$5.6		100%		
White Rock Road	East of Latrobe Rd to 5th Avenue East Phase 1	Upgrade White Rock Road to one full lane in each direction with shoulders and turn lanes at intersections and major driveways.	N/A	\$0.3		100%		
White Rock Road (Phase II)	White Rock Road Phase II. Silva Valley Extension south to US 50, White Rock Road from US 50 south to 5th Ave.	Construct White Rock Road and extend Silva Valley Parkway to one full lane in each direction with shoulders and turn lanes at intersections and major driveways.	N/A	\$4.9		100%		
White Rock Road	Latrobe Rd. to U.S. 50 (SVP I/C)	Widen 2 lane to 4 lane divided roadway.	0.95	\$12.2		100%		
Interchange Projects								
El Dorado Hills Blvd.	Interchange with U.S. 50.	Phase 1.2B - Enhancements to existing ramps. Lengthen bridge.	NA	\$2.9		50%	50%	
El Dorado Hills Blvd.	Interchange with U.S. 50	Phase 1.3 and Phase 2 Ultimate. Westbound 50 Ramps. "Complete improvements" including aux lanes 1/2 way to east Silva Valley I/C and aux lane west bound to county line.	NA	\$49.7		50%	50%	
Silva Valley Parkway	Interchange with U.S. 50	Construct new interchange with overcrossing and ramps. Add aux lanes 1/2 way to next I/C west bound to EDH and aux lane east bound connecting to existing truck climbing lane.	NA	\$46.2		50%	50%	
Bass Lake Road	Interchange with U.S. 50	Modify existing interchange by widening off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lanes, install traffic signals add aux lanes 1/2 way to next I/C east bound. Lengthen bridges.	NA	\$31.2	25%	25%	50%	
Cambridge Road	Interchange with U.S. 50.	Modify existing interchange by installing traffic signals, construct w/b slip on-ramp, widen off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lane, add aux lanes 1/2 way to next I/C east and west bound. Widen bridge.	NA	\$35.5	50%		50%	

Exhibit B

Date: 02-22-2005					Allocation of Cost/Percentage		
Fee Program Project List - 2004 General Plan				Cost Estimate	2004 TIM	2004 EDH TIM	2004 Hwy 50
ROAD NAME	LIMITS	DESCRIPTION OF PROJECT	LENGTH in mi.	TOTAL (millions of dollars)	%	%	%
Cameron Park Drive	Interchange with U.S. 50.	Modify existing interchange by widening off-ramps for turn lanes, widen on-ramps for ramp metering and HOV bypass lanes, add aux lanes 1/2 way to next I/C east and west bound. Lengthen bridges.	NA	\$34.8	50%		50%
Ponderosa Road	Interchange with U.S. 50	Modify existing interchange by widening off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lanes, relocate N. Shingle Road and Durock Road, and add aux lanes 1/2 way west bound to next I/C and widen bridge.	NA	\$43.5	50%		50%
El Dorado Road	Interchange with U.S. 50	Modify existing interchange to ultimate improvements. add traffic signals to the ramps, widen ramps for turn lanes, widen bridge.	NA	\$6.9	50%		50%
Missouri Flat Road	Interchange with U.S. 50	Phase I - modify existing interchange to tight diamond configuration.	NA	\$41.8	50%		50%
Other Projects							
Fee Program Development and Updates		NA	NA	\$4.0	34.75%	32.67%	32.57%
Traffic Signals	Various Locations	6 per year	NA	\$60.0	66.67%	33.33%	
Transit Service Improvements		Example Projects: New bus fleet expansion and park and ride lots	NA	\$5.0			100%
Program Totals					629.6*		

* Reference to the Interim 2004 General Plan, Traffic Impact Mitigation Fee Program Technical Report, and referenced exhibits, for relationship between total project costs (\$629.6 million) and revenue to be raised by impact fees (\$241 million).