



RESOLUTION NO. 266-2006
OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

RESOLUTION
Adopting the 2004 General Plan Traffic Impact Mitigation (TIM) Fee
Program and Adopting New TIM Fee Rates

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 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, in August 2004 the Board of Supervisors directed staff to develop an integrated traffic impact mitigation fee program pursuant to Measure TC-B of the 2004 General Plan that would implement the transportation and circulation 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 adopted an Interim 2004 General Plan Traffic Impact Mitigation (TIM) Fee Program on September 20, 2005, with Resolution 292-2005; and

WHEREAS the Board adopted Resolution 189-2006 on June 20, 2006 approving an inflation adjustment of 44 percent to the Interim 2004 General Plan TIM Fee program; and

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

WHEREAS studies were conducted to analyze the impacts of contemplated future development on existing public facilities in the County, and to determine 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 County has conducted a full review of the project pursuant to the California Environmental Quality Act (CEQA) and has, through Resolution 265-2006, certified a Supplement to the 2004 General Plan Environmental Impact Report which documents the potential increase in the severity of one impact identified in the 2004 General Plan Environmental Impact Report; 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 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 the inflation adjusted Interim 2004 General Plan TIM Fee Program fee rates took effect on Saturday, August 19, 2006 and the rates of the proposed TIM Fee Program will take effect on October 21, 2006, and in all cases the proposed new fee rates are less than those contained in the Interim TIM Fee Program with the most pronounced difference in the non-residential rates which increase 4.9% in the proposed TIM Fee Program instead of the 44% increase in the inflation-adjusted Interim Fee Program.

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 2004 General Plan Traffic Impact Mitigation Fee Program and the fees as shown in the attached Exhibit A within each of the areas of benefit shown on the map in Exhibit C.

B. Those building permit applicants that have final applications submitted and accepted after the effective date of the new 2004 General Plan TIM Fee Program (October 21, 2006) will pay the fee rate(s) listed in the attached Exhibit A.

C. Those building permit applicants that have final applications submitted and accepted between August 19, 2006 and October 21, 2006 will be required to pay TIM fees at the rates adopted in this new 2004 General Plan TIM Fee program.

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

E. All references to earlier programs in agreements, conditions of approval, mitigation measures, etc., will be assumed to apply to the new TIM Fee Program where:

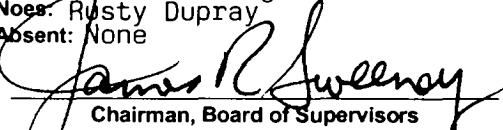
- a. References to the former RIF are assumed to also include the new 2004 EDH TIM
- b. References to the former TIM are assumed to also include the new 2004 TIM
- c. References to the former State TIM and the former Interim Highway 50 programs are assumed to also include the new 2004 Highway 50 TIM.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held on the 22 day of AUGUST, 2006, by the following vote of said Board:

ATTEST
CINDY KECK
Clerk of the Board of Supervisors

By 
Deputy Clerk

Ayes: Helen K. Baumann, James R. Sweeney,
Norma Santiago
Noes: Rusty Dupray
Absent: None


Chairman, Board of Supervisors

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 THE 2004 GENERAL PLAN TRAFFIC IMPACT MITIGATION FEE

FEE ZONE NUMBER 1

FEE ZONE NUMBER 1			
Single-family Residential	\$3,310	\$11,800	\$15,110
Multi-family Residential	\$2,160	\$7,700	\$9,860
High-Trip Commercial (per sq. foot)	\$2.25	\$14.70	\$16.95
General Commercial (per sq. foot)	\$1.05	\$6.85	\$7.90
Office (per sq. foot)	\$0.27	\$1.76	\$2.03
Industrial (per sq. foot)	\$0.17	\$1.11	\$1.28
Warehouse (per sq. foot)	\$0.09	\$0.56	\$0.64
Church (per sq. foot)	\$0.09	\$0.56	\$0.64
Gas Station (per pump)	\$1,060	\$6,910	\$7,970
Golf Course (per hole)	\$861	\$5,620	\$6,481
Campground (per campsite)	\$341	\$2,230	\$2,571
Bed & Breakfast (per rented room)	\$171	\$1,120	\$1,291

FEE ZONE NUMBER 2

Single-family Residential	\$10,700	\$26,300	\$37,000
Multi-family Residential	\$6,930	\$17,200	\$24,130
High-Trip Commercial (per sq. foot)	\$6.98	\$16.20	\$23.18
General Commercial (per sq. foot)	\$3.27	\$7.58	\$10.85
Office (per sq. foot)	\$0.84	\$1.94	\$2.78
Industrial (per sq. foot)	\$0.54	\$1.23	\$1.77
Warehouse (per sq. foot)	\$0.27	\$0.62	\$0.89
Church (per sq. foot)	\$0.27	\$0.62	\$0.89
Gas Station (per pump)	\$3,090	\$7,160	\$10,250
Golf Course (per hole)	\$2,690	\$6,220	\$8,910
Campground (per campsite)	\$1,020	\$2,350	\$3,370
Bed & Breakfast (per rented room)	\$508	\$1,180	\$1,688

FEE ZONE NUMBER 3

Single-family Residential	\$10,700	\$26,300	\$37,000
Multi-family Residential	\$6,930	\$17,200	\$24,130
High-Trip Commercial (per sq. foot)	\$4.12	\$19.10	\$23.22
General Commercial (per sq. foot)	\$1.93	\$8.92	\$10.85
Office (per sq. foot)	\$0.49	\$2.29	\$2.78
Industrial (per sq. foot)	\$0.31	\$1.45	\$1.76
Warehouse (per sq. foot)	\$0.16	\$0.73	\$0.88
Church (per sq. foot)	\$0.16	\$0.73	\$0.88
Gas Station (per pump)	\$1,830	\$8,430	\$10,260
Golf Course (per hole)	\$1,590	\$7,320	\$8,910
Campground (per campsite)	\$598	\$2,770	\$3,368
Bed & Breakfast (per rented room)	\$300	\$1,390	\$1,690

FEE ZONE NUMBER 4

Single-family Residential	\$2,070	\$11,600	\$13,670
Multi-family Residential	\$1,350	\$7,550	\$8,900
High-Trip Commercial (per sq. foot)	\$2.70	\$15.70	\$18.40
General Commercial (per sq. foot)	\$1.26	\$7.32	\$8.58
Office (per sq. foot)	\$0.33	\$1.88	\$2.21
Industrial (per sq. foot)	\$0.21	\$1.19	\$1.40
Warehouse (per sq. foot)	\$0.11	\$0.60	\$0.70
Church (per sq. foot)	\$0.11	\$0.60	\$0.70
Gas Station (per pump)	\$1,260	\$7,300	\$8,560
Golf Course (per hole)	\$1,040	\$6,000	\$7,040
Campground (per campsite)	\$405	\$2,350	\$2,755
Bed & Breakfast (per rented room)	\$203	\$1,180	\$1,383

FEE ZONE NUMBER 5

Single-family Residential	\$3,080	\$10,800	\$13,880
Multi-family Residential	\$2,010	\$7,020	\$9,030
High-Trip Commercial (per sq. foot)	\$2.40	\$16.00	\$18.40
General Commercial (per sq. foot)	\$1.12	\$7.45	\$8.57
Office (per sq. foot)	\$0.28	\$1.91	\$2.19
Industrial (per sq. foot)	\$0.18	\$1.21	\$1.39
Warehouse (per sq. foot)	\$0.09	\$0.61	\$0.70
Church (per sq. foot)	\$0.09	\$0.61	\$0.70
Gas Station (per pump)	\$1,120	\$7,430	\$8,550
Golf Course (per hole)	\$918	\$6,110	\$7,028
Campground (per campsite)	\$360	\$2,400	\$2,760
Bed & Breakfast (per rented room)	\$181	\$1,210	\$1,391

FEE ZONE NUMBER 6

Single-family Residential	\$2,450	\$21,600	\$24,050
Multi-family Residential	\$1,600	\$14,100	\$15,700
High-Trip Commercial (per sq. foot)	\$2.14	\$16.30	\$18.44
General Commercial (per sq. foot)	\$1.00	\$7.58	\$8.58
Office (per sq. foot)	\$0.25	\$1.94	\$2.19
Industrial (per sq. foot)	\$0.16	\$1.23	\$1.39
Warehouse (per sq. foot)	\$0.08	\$0.62	\$0.70
Church (per sq. foot)	\$0.08	\$0.62	\$0.70
Gas Station (per pump)	\$997	\$7,560	\$8,557
Golf Course (per hole)	\$819	\$6,220	\$7,039
Campground (per campsite)	\$321	\$2,440	\$2,761
Bed & Breakfast (per rented room)	\$161	\$1,230	\$1,391

FEE ZONE NUMBER 7

Single-family Residential	\$3,330	\$11,900	\$15,230
Multi-family Residential	\$2,170	\$7,750	\$9,920
High-Trip Commercial (per sq. foot)	\$7.86	\$10.50	\$18.36
General Commercial (per sq. foot)	\$3.67	\$4.90	\$8.57
Office (per sq. foot)	\$0.94	\$1.26	\$2.20
Industrial (per sq. foot)	\$0.60	\$0.80	\$1.40
Warehouse (per sq. foot)	\$0.30	\$0.40	\$0.70
Church (per sq. foot)	\$0.30	\$0.40	\$0.70
Gas Station (per pump)	\$3,660	\$4,890	\$8,550
Golf Course (per hole)	\$3,010	\$4,050	\$7,060
Campground (per campsite)	\$1,180	\$1,580	\$2,760
Bed & Breakfast (per rented room)	\$592	\$790	\$1,381

FEE ZONE NUMBER 8

Single-family Residential	\$5,270	\$23,600	\$28,870
Multi-family Residential	\$3,440	\$15,400	\$18,840
High-Trip Commercial (per sq. foot)	\$2.20	\$16.40	\$18.60
General Commercial (per sq. foot)	\$1.04	\$7.74	\$8.78
Office (per sq. foot)	\$0.26	\$1.98	\$2.24
Industrial (per sq. foot)	\$0.17	\$1.26	\$1.43
Warehouse (per sq. foot)	\$0.09	\$0.63	\$0.72
Church (per sq. foot)	\$0.09	\$0.63	\$0.72
Gas Station (per pump)	\$1,010	\$7,470	\$8,480
Golf Course (per hole)	\$854	\$6,360	\$7,214
Campground (per campsite)	\$353	\$2,630	\$2,983
Bed & Breakfast (per rented room)	\$177	\$1,320	\$1,497

Notes:

1. All 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. At the discretion of the Director of Transportation, an 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 2004 General Plan Traffic Impact Mitigation Fee Program through other funding mechanisms.
8. Refunds will be made payable to the current owner(s) or whomever they legally designate.
9. The fees set forth above in this Exhibit "A" will be adjusted annually with any revised fees taking effect on, or about, July 1st of each year, by updating improvement cost estimates using actual construction costs on going and completed projects, the most current cost estimates for those projects that are far enough along in the project development cycle to have project specific cost estimates, or for all other projects, the California Department of Transportation (Caltrans) Price Index for Selected California Construction Items. The above fees are based on the end of the third quarter 2005 index figure of 240.7. The Department of Transportation will also incorporate any changes to the land use forecasts should new General Plan land use forecasts become available.

Exhibit B

Date: 08-22-2006		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	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.	\$0.3		100%	
Bass Lake Road	Hwy 50 to Hollow Oak Road	2 Lanes with unimproved median and 4 foot paved shoulders.	\$14.0		100%	
Bass Lake Road	Country Club Drive to Bass Lake	Widen 2 lane roadway to a 4 lane divided roadway. Project includes curb, gutter and sidewalk.	\$11.2		100%	
Bass Lake Road	Hollow Oak Road north Bass Lake Hills Specific Plan Boundry	2 Lanes with 8 foot unimproved median and 4 foot paved shoulders.	\$7.5		100%	
Bass Lake Road	Bass Lake Hills Specific Plan north boundry to existing Bass Lake Road.	2 Lanes with 8 foot unimproved median and 4 foot paved shoulders.	\$3.0		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.	\$1.1	100%		
Cameron Park Drive	Palmer Drive to Oxford Rd.	Widen 2 lane roadway to a 4 lane divided roadway. Project includes curb, gutter and sidewalk.	\$14.8	100%		
Country Club Drive	Silver Dove Road to west Bass Lake Hills Specific Plan Boundry (Plan node G to N)	2 lanes with 6-foot paved shoulders (possible sidewalk)	\$5.4		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)	\$1.3		100%	
Country Club Drive	Bass Lake Road to east Bass Lake Hills Specific Plan Boundry (Plan node H to M)	2 lanes with 6-foot paved shoulders (possible sidewalk)	\$4.8	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	\$1.6	100%		
Durock Road	Robin Lane to South Shingle Road	Widen to add two-way left turn lane. No curb, gutter or sidewalk.	\$8.1	100%		

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Date: 08-22-2006		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	TOTAL (millions of dollars)	%	%	%
Durock Road	Intersection of Business Drive and Durock Road	Signalization and intersection improvements/ turn lanes on Durock Road	\$1.6	100%		
El Dorado Hills Blvd.	Park Drive to Serrano Pkwy/Lassen Lane	Add 3rd SB lane. Improvements include curb, gutter and sidewalk.	\$1.5		100%	
El Dorado Hills Blvd.	Intersection of Wilson Blvd. and El Dorado Hills Boulevard	Signalization and intersection improvements	\$1.6		100%	
El Dorado Hills Blvd.	Intersection of Olson Lane and El Dorado Hills Boulevard	Signalization and intersection improvements	\$1.1		100%	
El Dorado Hills Blvd.	Francisco Intersection	Realign El Dorado Hills Blvd. and Francisco Drive intersection. Add curb, gutter and sidewalk.	\$6.9		100%	
Forni Road	City Limits to City Limits	Preliminary planning, engineering and environmental analysis for future widening to a standard 2 lane road.	\$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	\$9.5		100%	
Green Valley Road	Francisco Road to Salmon Falls Road	Widen 2 lane roadway to a 4 lane undivided roadway. Project includes curb, gutter and sidewalk.	\$2.9		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.)	\$1.1		100%	
Green Valley Road	Salmon Falls Road to Deer Valley Road (West)	Construct 4 lane undivided road with no curb, gutter or sidewalk.	\$14.6		100%	
Green Valley Road	Intersection of Cambridge and Green Valley Road	Signalization and intersection improvements	\$1.1	100%		
Green Valley Road	Deer Vly (East) to Lotus Rd.	Upgrade to wider lanes and wider paved shoulders. Add 6 turn pockets.	\$4.3	100%		

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Date: 08-22-2006		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	TOTAL (millions of dollars)	%	%	%
Headington Road Extension	Missouri Flat Road to El Dorado Road	New 2 lane arterial with median. Does not include curb, gutter and sidewalk.	\$11.9	100%		
Latrobe Road	Investment Blvd. to Golden Foothill (South)	Widen to 4 lane divided roadway. Add curb, gutter and sidewalk.	\$8.1		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.	\$6.6		100%	
Latrobe Road	Golden Foothill (South) to White Rock Road	Widen to 6 lane divided roadway. Add curb, gutter and sidewalk.	\$11.0		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.	\$5.4		100%	
Latrobe Road	White Rock Road to Towncenter Blvd.	1 lane northbound	\$0.9		100%	
Latrobe Road	Hwy 50 to White Rock Road	Widening and restiping, etc. , to 3 NB and 3 SB lanes.	\$2.9		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 Forni Road	\$1.5	100%		
Missouri Flat Road	El Dorado Road to Headington Road	Add two-way left turn lane. No curb, gutter or sidewalk.	\$1.2	100%		
Missouri Flat Road	Mother Lode Drive to China Garden Road	Widen remaining 2-lane road to 4-lane divided with curb, gutter or sidewalk.	\$7.4	100%		
Missouri Flat Road Connector	Missouri Flat Road to SR 49	New 4 lane road. 100' r/w for ultimate 4 lane road. Curb, gutter or sidewalk.	\$28.4	100%		
Missouri Flat Road Connector	SR 49 to Pleasant Valley Road	New 2 lane road. 100' r/w for ultimate 4 lane road. No curb, gutter or sidewalk.	\$14.9	100%		

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Date: 08-22-2006				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	TOTAL (millions of dollars)	%	%	%
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.	\$1.5	100%		
Mother Lode Drive	Greenstone Road to Pleasant Valley Road	Add two-way left turn lane. No curb, gutter or sidewalk.	\$5.1	100%		
Mother Lode Drive	El Dorado Road and Mother Lode Drive intersection	Signalization and intersection improvements	\$1.9	100%		
New Road - Business Park to the west	End of an existing road to the County Line	New 2 lane arterial. Add curb, gutter and sidewalk.	\$4.7		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.	\$1.3	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.	\$3.7	100%		
Pleasant Valley Road	Big Cut Road to Cedar Ravine Road	Add 7 left turn pockets.	\$2.2	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	\$3.7	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..	\$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.	\$2.2	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.	\$20.1		100%	
Silva Valley Parkway Extension	U.S. 50 to Serrano Pkwy	Widen 2 lane to 4 lane divided roadway. Add curb, gutter and sidewalk.	\$22.3		100%	

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Date: 08-22-2006		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	TOTAL (millions of dollars)	%	%	%
Silva Valley Parkway	Intersection of Silva Valley Pkwy and Serrano Parkway	Signalization and intersection improvements	\$1.6		100%	
Silva Valley Parkway	Intersection of Silva Valley Pkwy and Harvard Way	Signalization and intersection improvements	\$1.6		100%	
Silver Springs Parkway	South end of Silver Springs Subdivision to existing Bass Lake Road.	Two lane standard divided with shoulders.	\$2.6	100%		
Silver Springs Parkway	South end of Silver Springs Subdivision to Green Valley Road.	Two lane standard divided with shoulders.	\$5.1	100%		
Silver Springs Parkway	Silver Springs Parkway and Green Valley Road intersection.	Signalization and intersection improvements.	\$1.1	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..	\$5.2		100%	
State Route 49	Pleasant Valley Road (in El Dorado) to Missouri Flat Road	Add two-way left turn lane/shoulders	\$8.2	100%		
State Route 49 @ Missouri Flat Road	Intersection of SR 49 and Missouri Flat Road	Intersection frontage improvements.	\$0.2	100%		
State Route 49	SR 193 (in Cool) to County Line (north)	Add 2 passing lanes/climbing lanes.	\$3.8	100%		
US Highway 50	El Dorado Hills Boulevard to Ponderosa Road	Add 1 WB HOV and 1 EB HOV lane	\$99.5			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.	\$2.0			100%
White Rock Road (West)	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)	\$9.1		100%	

Exhibit B




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ROAD NAME	LIMITS	DESCRIPTION OF PROJECT	TOTAL (millions of dollars)	%	%	%
White Rock Road (West)	Manchester Drive to Latrobe Road	Widen 2 lane to 4 lane divided roadway. Add curb, gutter and sidewalk.	\$6.8		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.	\$0.4		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.	\$6.7		100%	
White Rock Road	Latrobe Rd. to U.S. 50 (SVP I/C)	Widen 2 lane to 6 lane divided roadway.	\$32.5		100%	
Interchange Projects						
El Dorado Hills Blvd.	Interchange with U.S. 50.	Phase 1.2B - Enhancements to existing ramps. Lengthen bridge.	\$2.9		100%	
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.	\$21.7		100%	
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.	\$42.0		100%	
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.	\$20.3	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.	\$21.6	50%		50%
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.	\$23.7	50%		50%

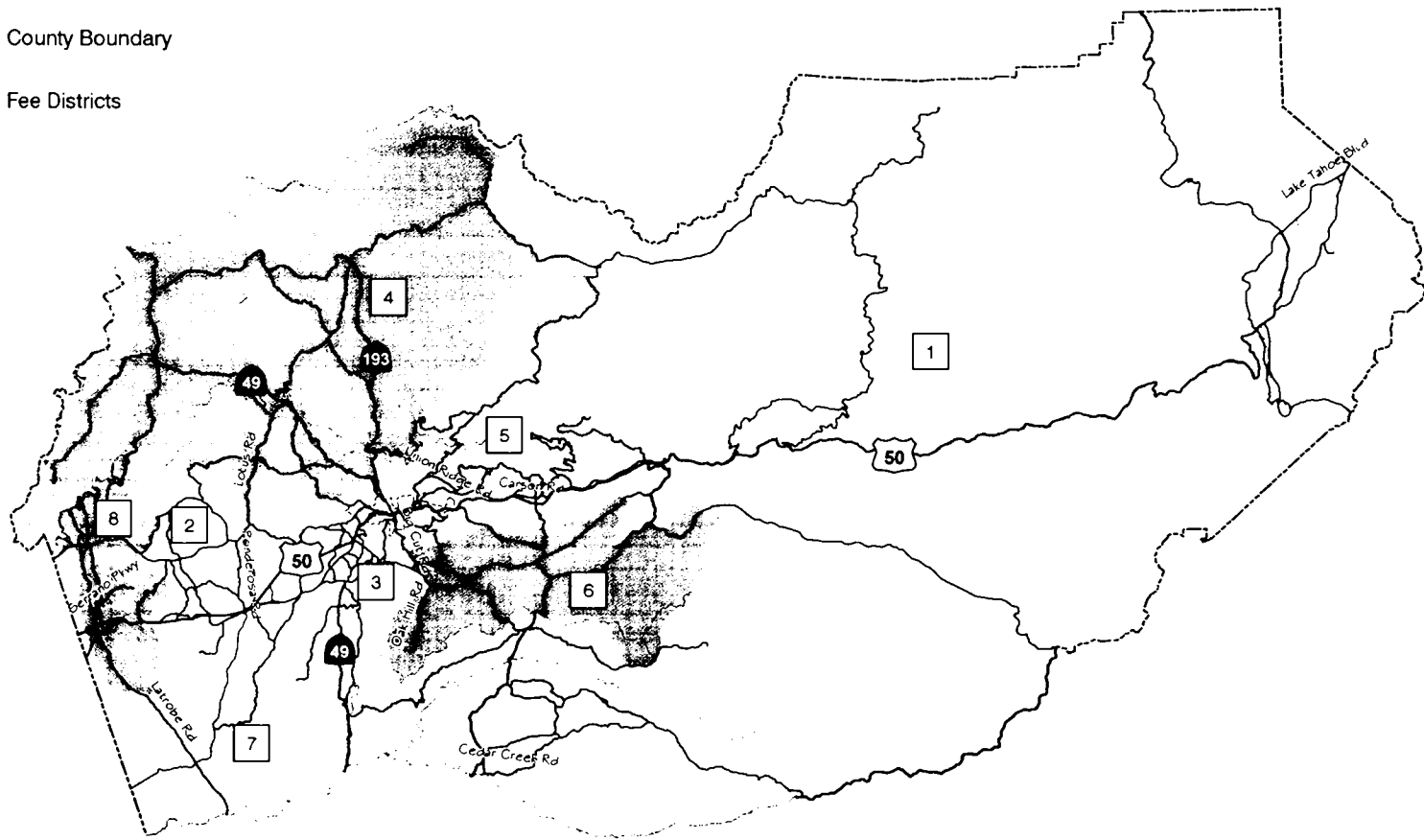
Exhibit B

Date: 08-22-2006		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	TOTAL (millions of dollars)	%	%	%
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.	\$28.5	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.	\$10.2	50%		50%
Missouri Flat Road	Interchange with U.S. 50	Phase I - modify existing interchange to tight diamond configuration.	\$57.0	50%		50%
Other Projects						
Fee Program Development and Updates		NA	\$8.0	37.05%	39.65%	23.30%
Traffic Signals	Various Locations	6 per year	\$105.0	66.67%	33.33%	
Transit Service Improvements		Example Projects: New bus fleet expansion and park and ride lots.	\$10.0			100%
Bridge Replacement and Rehabilitation			\$15.0	100%		
Program Totals			\$840.5			

* Refer to the 2004 General Plan Traffic Impact Mitigation Fee Program Staff Report, and referenced exhibits, for relationship between total project costs (\$840.5 million) and revenue to be raised by impact fees (\$608.5 million).

LEGEND

-  Placerville District
-  County Boundary
-  Fee Districts



NOT TO SCALE