

**Community Development Services
Capital Improvement Program
TIM Fee Program Cash Proforma
by Revenue Grouping**

| | Prior* | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | 24/25- 28/29 | 29/30- 38/39 | Total |
|------------------------------------|---|-----------|-----------|-----------|-------|-------|-----------------|-----------------|------------|
| Developer Advance - EDH TIM | | | | | | | | | |
| | Cash | 9,275,177 | 7,474,832 | 1,891,350 | 0 | 0 | 0 | 0 | 18,641,359 |
| | Total Sources | 9,275,177 | 7,474,832 | 1,891,350 | 0 | 0 | 0 | 0 | 18,641,359 |
| 66116 | Latrobe Connection | 275,177 | 0 | 0 | 0 | 0 | 0 | 0 | 275,177 |
| 71324 | Saratoga Way Extension - Phase 1 | 9,000,000 | 3,540,000 | 0 | 0 | 0 | 0 | 0 | 12,540,000 |
| 71360 | Country Club Drive Realignment - Bass Lake Road/Old Bass Lake Road to Tierra de Dios Drive | 0 | 3,934,832 | 1,891,350 | 0 | 0 | 0 | 0 | 5,826,182 |
| | Total Expense | 9,275,177 | 7,474,832 | 1,891,350 | 0 | 0 | 0 | 0 | 18,641,359 |
| | Change In Cash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Ending Balance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

*Prior FY includes actual revenue and expenditures through 6/30/19.

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|--|-----------|-------|-------|-------|-------|-------|-----------------|-----------------|-----------|
| Developer Advance - Silva Valley IC Set Aside | | | | | | | | | |
| Cash | 5,601,755 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,601,755 |
| Total Sources | 5,601,755 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,601,755 |
| 71328 U.S. 50/Silva Valley Parkway Interchange - Phase 1 | 5,601,755 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,601,755 |
| Total Expense | 5,601,755 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,601,755 |
| Change In Cash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ending Balance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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|--|-----------|-----------|-----------|-------|-------|-------|-----------------|-----------------|------------|
| Developer Advance TIM | | | | | | | | | |
| Cash | 1,285,963 | 7,588,786 | 3,478,577 | 0 | 0 | 0 | 0 | 0 | 12,353,326 |
| Total Sources | 1,285,963 | 7,588,786 | 3,478,577 | 0 | 0 | 0 | 0 | 0 | 12,353,326 |
| 71360 Country Club Drive Realignment - Bass Lake Road/Old Bass Lake Road to Tierra de Dios Drive | 0 | 5,780,803 | 2,778,650 | 0 | 0 | 0 | 0 | 0 | 8,559,453 |
| 76108 Silver Springs Parkway Offsite (South Segment) | 1,285,963 | 1,807,983 | 699,927 | 0 | 0 | 0 | 0 | 0 | 3,793,873 |
| Total Expense | 1,285,963 | 7,588,786 | 3,478,577 | 0 | 0 | 0 | 0 | 0 | 12,353,326 |
| Change In Cash | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ending Balance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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|-----------------------------------|--|------------|-----------|-----------|-----------|-----------|-----------------|-----------------|------------|
| El Dorado Hills TIM Zone 8 | | | | | | | | | |
| | | 23,863,083 | 0 | 0 | 0 | 0 | 0 | 8,511,912 | 32,374,995 |
| Cash | | | | | | | | | |
| Revenue | | 3,693,608 | 3,929,616 | 4,027,078 | 3,971,480 | 3,398,718 | 18,071,886 | 16,495,121 | 57,083,061 |
| TIM Fair Share Transfer | | 84,000 | (15,658) | (15,985) | (17,532) | (28,471) | (172,214) | (567,400) | (762,442) |
| Total Sources | | 27,640,691 | 3,913,958 | 4,011,093 | 3,953,948 | 3,370,247 | 17,899,672 | 24,439,633 | 88,695,614 |
| 53118 | Transit Services Improvements | 0 | 0 | 0 | 0 | 0 | 0 | 2,766,881 | 2,766,881 |
| 66116 | Latrobe Connection | 57,545 | 0 | 0 | 0 | 0 | 407,841 | 0 | 465,386 |
| 71323 | U.S. 50/El Dorado Hills Boulevard Interchange Improvements Ph 2B | 549,680 | 0 | 0 | 0 | 0 | 2,736,180 | 6,230,972 | 9,516,832 |
| 71324 | Saratoga Way Extension - Phase 1 | 1,088,426 | 485,467 | 20,000 | 20,000 | 0 | 0 | 0 | 1,613,893 |
| 71330 | U.S. 50/Bass Lake Road Interchange Improvements | 5,320 | 0 | 0 | 0 | 0 | 0 | 0 | 5,320 |
| 71360 | Country Club Drive Realignment - Bass Lake Road/Old Bass Lake Road to Tierra de Dios Drive | 0 | 0 | 0 | 8,000 | 8,000 | 0 | 0 | 16,000 |
| 71361 | Country Club Drive Extension - Tong Road to Bass Lake Road/Old Bass Lake Road | 0 | 0 | 0 | 200,000 | 279,452 | 200,000 | 12,522,616 | 13,202,068 |
| 71362 | Country Club Drive Ext - Silva Valley Parkway to Tong Road | 0 | 0 | 155,250 | 155,250 | 196,650 | 0 | 6,665,504 | 7,172,654 |
| 72374 | White Rock Road Widening (2 to 4 lanes) - Post St to South of Silva Valley Parkway | 4,172 | 0 | 0 | 0 | 0 | 0 | 6,192,241 | 6,196,413 |
| 72376 | Green Valley Rd Widening - County line to Sophia Parkway | 4,101 | 29,889 | 0 | 0 | 0 | 0 | 0 | 33,990 |
| 72377 | Country Club Drive Ext - East of El Dorado Hills Blvd to Silva Valley Parkway | 0 | 0 | 187,387 | 154,319 | 44,091 | 0 | 1,339,094 | 11,851,661 |
| 72381 | White Rock Road Widening (2 to 4 Lanes) - Windfield Way to Sacramento County Line | 59,586 | 36,825 | 17,664 | 17,664 | 0 | 0 | 3,333,901 | 3,465,640 |
| 72BASS | US Highway 50 to N. or Country Club Realignment | 0 | 0 | 0 | 0 | 0 | 0 | 1,500,000 | 1,500,000 |
| 72LATROBE | Latrobe Road - Investment Blvd. to Golden Foothill Parkway/Clubview Drive | 0 | 0 | 0 | 0 | 0 | 0 | 8,647,425 | 8,647,425 |

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|------------------------------|--|-------------------|-------------------|--------------------|--------------------|-------------------|-------------------|---------------------|---------------------|---------------------|----------|----------|-----------|---------------------|
| Affordable | 1-Affordable Housing TIM Fee Reserve | 32,004 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,841,969 | 4,873,973 |
| Appr Reimb EDH | 2-Approved Reimbursement Agreements-El Dorado Hills TIM | 10,115,852 | 2,532,778 | 3,547,591 | 3,547,592 | 2,102,899 | 724,843 | 1,932,915 | 0 | 0 | 0 | 0 | 0 | 24,504,470 |
| Bridge Match | Bridge Program Match | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 568,939 | 568,939 |
| GP147 | Saratoga Way Extension - Phase 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,311,420 | 3,311,420 |
| GP178 | Green Valley Road Widening - Francisco to Silva Valley Parkway | 0 | 0 | 0 | 0 | 0 | 0 | 229,056 | 6,416,560 | 6,645,616 | 0 | 0 | 0 | 6,645,616 |
| Pend Reimb EDH | 3-Pending Reimbursement Agreements-El Dorado Hills TIM | 0 | 432,060 | 767,409 | 767,409 | 680,997 | 335,349 | 894,263 | 300,000 | 4,177,487 | 0 | 0 | 0 | 4,177,487 |
| TIM Prog | TIM Fee Program Projects | 1,179,118 | 144,164 | 740,485 | 144,164 | 144,164 | 0 | 1,129,282 | 2,174,165 | 5,655,542 | 0 | 0 | 0 | 5,655,542 |
| Traffic Signals Intersection | Traffic Signal and Intersection Operational Improvements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19,204,982 | 19,204,982 | 0 | 0 | 0 | 19,204,982 |
| Total Expense | | 13,095,804 | 3,661,183 | 5,435,786 | 5,014,398 | 3,456,253 | 1,260,192 | 44,196,417 | 59,276,559 | 135,396,592 | 0 | 0 | 0 | 135,396,592 |
| Change In Cash | | 14,544,887 | 252,775 | (1,424,693) | (1,060,450) | (86,006) | 2,206,180 | (26,296,745) | (34,836,926) | (46,700,978) | 0 | 0 | 0 | (46,700,978) |
| Ending Balance | | 14,544,887 | 14,797,662 | 13,372,969 | 12,312,519 | 12,226,513 | 14,432,693 | (11,864,052) | (46,700,978) | 0 | 0 | 0 | 0 | 0 |

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|---|------------|-----------|-----------|-----------|-----------|-----------|-----------------|-----------------|-------------|
| Highway 50 TIM Zones 1 - 8 | | | | | | | | | |
| | 13,707,709 | 0 | 0 | 0 | 0 | 0 | 0 | 934,517 | 14,642,226 |
| Cash | | | | | | | | | |
| | 3,094,048 | 4,047,235 | 4,380,685 | 4,463,027 | 5,099,682 | 5,217,505 | 29,284,479 | 64,574,772 | 120,161,433 |
| Revenue | | | | | | | | | |
| | 16,801,757 | 4,047,235 | 4,380,685 | 4,463,027 | 5,099,682 | 5,217,505 | 29,284,479 | 65,509,289 | 134,803,659 |
| Total Sources | | | | | | | | | |
| 53117 | | | | | | | | | |
| US 50 Auxiliary Lane Westbound - Bass Lake Rd to Silva Valley Parkway | 0 | 0 | 0 | 0 | 0 | 0 | 6,025,587 | 0 | 6,025,587 |
| 53118 | | | | | | | | | |
| Transit Services Improvements | 1,284,618 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,284,618 |
| 53125 | | | | | | | | | |
| US 50 Auxiliary Lane Eastbound - Sacramento County line to EDHB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,176,361 | 7,176,361 |
| 53126 | | | | | | | | | |
| US 50 Auxiliary Lane Eastbound - Cambridge Rd to Cameron Park Dr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,637,742 | 9,637,742 |
| 53127 | | | | | | | | | |
| US 50 Auxiliary Lane Eastbound - Cameron Park Dr to Ponderosa Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,238,167 | 9,238,167 |
| 53128 | | | | | | | | | |
| US 50 Auxiliary Lane Westbound - Ponderosa Road to Cameron Park Dr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,877,487 | 9,877,487 |
| 53US50 | | | | | | | | | |
| US 50 WB Aux - Cameron Park Drive to Cambridge Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,300,975 | 12,300,975 |
| 71319 | | | | | | | | | |
| US 50 / Camino Area Safety Project | 378,145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 378,145 |
| 71330 | | | | | | | | | |
| U.S. 50/Bass Lake Road Interchange Improvements | 11,523 | 0 | 0 | 0 | 0 | 0 | 1,853,764 | 3,040,967 | 4,906,254 |
| 71332 | | | | | | | | | |
| U.S. 50/Cambridge Road Interchange Improvements | 37,788 | 0 | 0 | 0 | 0 | 0 | 648,603 | 8,805,245 | 9,491,636 |
| 71333 | | | | | | | | | |
| US 50 / Ponderosa Road / South Shingle Road Interchange Improvements | 670,508 | 66,555 | 43,000 | 0 | 0 | 0 | 0 | 22,688,026 | 23,468,089 |
| 71338 | | | | | | | | | |
| US 50/ Ponderosa Road Interchange - Durock Road Realignment | 10,412 | 0 | 0 | 0 | 0 | 0 | 1,134,084 | 9,740,469 | 10,884,964 |
| 71339 | | | | | | | | | |
| US 50/ Ponderosa Road Interchange - North Shingle Road Realignment | 4,627 | 0 | 0 | 0 | 0 | 0 | 1,140,737 | 6,493,224 | 7,638,587 |
| 71347 | | | | | | | | | |
| US 50 / El Dorado Road Interchange Improvements - Ph 1 | 25,897 | 0 | 0 | 0 | 0 | 0 | 731,445 | 4,760,403 | 5,517,745 |
| 71376 | | | | | | | | | |
| US 50 / El Dorado Road Interchange Improvements Phase 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,555,439 | 11,555,439 |

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|------------|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----------------------|----------------------|---------------------|
| 72361 | US 50 / Cameron Park Drive Interchange Improvements | 742,364 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61,979,619 | 62,721,983 |
| 73367 | US 50/BASS LAKE RD EB OFF RAMP SIGNALIZATION | 0 | 411,475 | 500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 911,475 |
| Affordable | 1-Affordable Housing TIM Fee Reserve | 468,740 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,245,978 | 8,714,718 |
| GP148 | U.S. 50 Auxiliary Lane Eastbound - Bass Lake Road to Cambridge Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,733,640 | 9,733,640 |
| TIM Prog | TIM Fee Program Projects | 936,311 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 936,311 |
| | Total Expense | 4,570,933 | 478,030 | 543,000 | 0 | 0 | 0 | 0 | 0 | 11,534,219 | 195,273,741 | 212,399,924 |
| | Change In Cash | 12,230,824 | 3,569,205 | 3,837,685 | 4,463,027 | 5,099,682 | 5,217,505 | 5,217,505 | 17,750,260 | (129,764,452) | (129,764,452) | (77,596,265) |
| | Ending Balance | 12,230,824 | 15,800,029 | 19,637,714 | 24,100,741 | 29,200,423 | 34,417,928 | 34,417,928 | 52,168,187 | (77,596,265) | | |

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|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------------|-----------------|-----------|
| Hwy 50 TIM-Blackstone | | | | | | | | | |
| Cash | 7,098,671 | 0 | 0 | 0 | 0 | 0 | 0 | (934,517) | 6,164,154 |
| Revenue | 20,916 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,916 |
| Total Sources | 7,119,587 | 0 | 0 | 0 | 0 | 0 | 0 | (934,517) | 6,185,070 |
| 53115 U.S. 50 Auxiliary Lane Westbound - El Dorado Hills Boulevard IC to Sacramento County Line | 9,904 | 0 | 0 | 0 | 0 | 0 | 0 | 6,175,166 | 6,185,070 |
| Total Expense | 9,904 | 0 | 0 | 0 | 0 | 0 | 0 | 6,175,166 | 6,185,070 |
| Change In Cash | 7,109,683 | 0 | 0 | 0 | 0 | 0 | 0 | (7,109,683) | 0 |
| Ending Balance | 7,109,683 | 7,109,683 | 7,109,683 | 7,109,683 | 7,109,683 | 7,109,683 | 7,109,683 | 0 | 0 |

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|---|------------|-------------|-------------|-------------|-----------|-----------|-----------------|-----------------|------------|
| Local Funds - Tribe | | | | | | | | | |
| Cash | 22,800,943 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22,800,943 |
| Revenue | 3,045,221 | 2,959,141 | 2,914,324 | 2,970,610 | 3,028,022 | 3,086,582 | 16,253,140 | 37,528,046 | 71,785,086 |
| Total Sources | 25,846,164 | 2,959,141 | 2,914,324 | 2,970,610 | 3,028,022 | 3,086,582 | 16,253,140 | 37,528,046 | 94,586,029 |
| 72192 Overlay - Elks Club Drive | 829,299 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 839,299 |
| 72308 New York Creek Trail East - Phase 2 | 100,430 | (3,051) | 0 | 0 | 0 | 0 | 0 | 0 | 97,379 |
| 72334 Diamond Springs Parkway - Phase 1B | 43,420 | 217,756 | 22,409 | 2,978,587 | 2,000,000 | 0 | 0 | 0 | 5,262,172 |
| 72375 Diamond Springs Parkway Phase 1A - SR-49 Realignment | 2,253,896 | 5,150,187 | 5,011,230 | 0 | 0 | 0 | 0 | 0 | 12,415,313 |
| 73365 Enterprise Drive - Signalization | 0 | 105,000 | 0 | 2,389,751 | 0 | 0 | 0 | 0 | 2,494,751 |
| 73366 Industrial Drive - Signalization & Realignment | 0 | 0 | 279,000 | 0 | 0 | 0 | 0 | 0 | 279,000 |
| RDMAINT 1-Road Maintenance | 6,823,714 | 2,175,000 | 1,375,000 | 1,375,000 | 1,375,000 | 1,375,000 | 6,875,000 | 13,750,000 | 35,123,714 |
| Total Expense | 10,050,759 | 7,654,892 | 6,687,639 | 6,743,338 | 3,375,000 | 1,375,000 | 6,875,000 | 13,750,000 | 56,511,628 |
| Change In Cash | 15,795,405 | (4,695,751) | (3,773,315) | (3,772,728) | (346,978) | 1,711,582 | 9,378,140 | 23,778,046 | 38,074,401 |
| Ending Balance | 15,795,405 | 11,099,654 | 7,326,339 | 3,553,611 | 3,206,633 | 4,918,215 | 14,296,355 | 38,074,401 | |

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|--|--------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|
|--|--------|-------|-------|-------|-------|-------|-----------------|-----------------|-------|

Master Circulation and Funding Plan Financing

| | | | | | | | | | |
|-------|---|------------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| | Cash | 10,599,239 | 0 | 0 | 0 | 0 | 0 | 0 | 10,599,239 |
| | Revenue | 1,230,462 | 1,050,000 | 1,050,000 | 1,050,000 | 1,050,000 | 5,250,000 | 10,500,000 | 22,230,462 |
| | Total Sources | 11,829,701 | 1,050,000 | 1,050,000 | 1,050,000 | 1,050,000 | 5,250,000 | 10,500,000 | 32,829,701 |
| 31120 | MC & FP - Phase II | 313,457 | 263,000 | 20,000 | 0 | 0 | 0 | 0 | 596,457 |
| 71346 | US 50/ Missouri Flat Road Interchange Improvements - Phase 1C- Riparian Restoration | 984,780 | 93,736 | 84,080 | 82,800 | 0 | 0 | 0 | 1,329,476 |
| 71359 | U.S. 50/Missouri Flat Road Interchange - Phase 1B.2 | 1,132,250 | 2,236 | 0 | 0 | 0 | 0 | 0 | 1,134,486 |
| 71375 | Headington Road Extension - Missouri Flat Road to El Dorado Road | 0 | 0 | 0 | 0 | 0 | 0 | 2,070,000 | 2,070,000 |
| 72334 | Diamond Springs Parkway - Phase 1B | 1,370,105 | 2,723,824 | 1,602,591 | 1,745,000 | 1,725,000 | 0 | 0 | 9,166,520 |
| 72375 | Diamond Springs Parkway Phase 1A - SR-49 Realignment | 739,231 | 299,813 | 0 | 0 | 0 | 0 | 0 | 1,039,044 |

| | | | | | | | | | |
|----------------|-----------|-------------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| Total Expense | 4,539,823 | 3,382,609 | 1,706,671 | 1,829,080 | 1,807,800 | 0 | 0 | 2,070,000 | 15,335,983 |
| Change In Cash | 7,289,878 | (2,332,609) | (656,671) | (779,080) | (757,800) | 1,050,000 | 5,250,000 | 8,430,000 | 17,493,718 |
| Ending Balance | 7,289,878 | 4,957,269 | 4,300,598 | 3,521,518 | 2,763,718 | 3,813,718 | 9,063,718 | 17,493,718 | |

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| RSTP Exchange Funds-Caltrans | | | | | | | | | |
| | | 1,103,734 | 0 | 0 | 0 | 0 | 0 | 0 | 1,103,734 |
| Cash | | | | | | | | | |
| Revenue | 321,909 | 321,909 | 321,909 | 321,909 | 321,909 | 321,909 | 1,609,545 | 3,219,090 | 6,760,089 |
| Total Sources | 1,425,643 | 321,909 | 321,909 | 321,909 | 321,909 | 321,909 | 1,609,545 | 3,219,090 | 7,863,823 |
| 72311 | El Dorado Hills Blvd Class 1 Bike Path - Governor Dr to Brittany Pl | 3,865 | 0 | 0 | 0 | 0 | 0 | 0 | 3,865 |
| 72379 | Pioneer Trail/US Highway 50 Intersection Safety Improvement Project | 14,709 | 0 | 0 | 0 | 0 | 0 | 0 | 14,709 |
| 72383 | Camino Frontage Road - Ponderado Extension | 0 | 120,000 | 240,000 | 0 | 0 | 0 | 0 | 360,000 |
| 77109 | Green Valley Road at Tennessee Creek - Bridge Replacement | 583,183 | 0 | 0 | 0 | 0 | 0 | 0 | 583,183 |
| 77114 | Green Valley Road at Weber Creek - Bridge Replacement | 3,897 | 0 | 0 | 0 | 0 | 0 | 0 | 3,897 |
| 77115 | Sly Park Road at Clear Creek Crossing - Bridge Replacement | 12,768 | 0 | 0 | 0 | 0 | 0 | 0 | 12,768 |
| 77116 | Bucks Bar Road at the N. Fork Cosumnes River - Bridge Replacement | 7,780 | 0 | 0 | 0 | 0 | 0 | 0 | 7,780 |
| 77122 | Newtown Road / Weber Creek Bridge | 9,122 | 0 | 0 | 0 | 0 | 0 | 0 | 9,122 |
| 77125 | Hazel Valley Road at EID Canal Bridge | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| 77126 | Mosquito Road Bridge at South Fork American River - Bridge Replacement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 77128 | Bassi Road at Granite Creek - Bridge Replacement | 929 | 0 | 0 | 0 | 0 | 0 | 0 | 929 |
| 77134 | Oak Hill Road at Squaw Hollow Creek - Bridge Replacement | 704 | 0 | 0 | 0 | 0 | 0 | 0 | 704 |
| 77135 | Hanks Exchange at Squaw Hollow Creek - Bridge Replacement | 571 | 0 | 0 | 0 | 0 | 0 | 0 | 571 |
| 77136 | Green Valley Road at Mound Springs Creek - Bridge Replacement | 24,638 | 0 | 0 | 0 | 0 | 0 | 0 | 24,638 |
| 77137 | Greenstone Road at Slate Creek - Bridge Replacement | 1,228 | 0 | 0 | 0 | 0 | 0 | 0 | 1,228 |

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| 77139 | Clear Creek Road at Clear Creek (PM 0.25) - Bridge Replacement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 78711 | White Meadows Rd - Slide Dumped On And Shifted Road | 0 | 247,498 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 247,498 |
| 97017 | El Dorado Trail - Halcon to Carson Road | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 184 |
| 97018 | Ponderosa Class II Bike Lanes and Sidewalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97019 | Pony Express (Class 2 and Pathway) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| OP005 | Metal Beam Guardrail Installation - Various Locations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67,000 | 0 | 0 | 67,000 |
| | Total Expense | 663,709 | 367,498 | 240,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67,000 | 0 | 0 | 0 | 1,338,207 |
| | Change In Cash | 761,934 | (45,589) | 81,909 | 321,909 | 321,909 | 321,909 | 321,909 | 321,909 | 321,909 | 321,909 | 1,542,545 | 3,219,090 | 3,219,090 | 6,525,616 | | | |
| | Ending Balance | 761,934 | 716,345 | 798,254 | 1,120,163 | 1,442,072 | 1,763,981 | 3,306,526 | 3,306,526 | 3,306,526 | 3,306,526 | 6,525,616 | 6,525,616 | 6,525,616 | | | | |

*Prior FY includes actual revenue and expenditures through 6/30/19.

**Community Development Services
Capital Improvement Program
TIM Fee Program Cash Proforma
by Revenue Grouping**

| | Prior* | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | 24/25- 28/29 | 29/30- 38/39 | Total |
|----------------------------------|---|-----------|---------|---------|-----------|---------|-----------------|-----------------|------------|
| RSTP Exchange Funds-EDCTC | | | | | | | | | |
| | Cash | 3,504,479 | 0 | 0 | 0 | 0 | 0 | 0 | 3,504,479 |
| | Revenue | 504,013 | 450,000 | 450,000 | 450,000 | 450,000 | 2,250,000 | 4,500,000 | 9,504,013 |
| | Total Sources | 4,008,492 | 450,000 | 450,000 | 450,000 | 450,000 | 2,250,000 | 4,500,000 | 13,008,492 |
| 71319 | US 50 / Camino Area Safety Project | 341,208 | 30,000 | 25,000 | 0 | 0 | 0 | 0 | 396,208 |
| 71347 | US 50 / El Dorado Road Interchange Improvements - Ph 1 | 124,594 | 0 | 0 | 0 | 0 | 0 | 0 | 124,594 |
| 72196 | Intersection Safety/Pedestrian Safety Improvement | 0 | 0 | 242,300 | 0 | 0 | 0 | 0 | 242,300 |
| 72197 | Intersection Safety/Sight Triangle Improvement | 783 | 16,700 | 36,824 | 0 | 0 | 0 | 0 | 54,307 |
| 72376 | Green Valley Rd Widening - County line to Sophia Parkway | 2,672 | 0 | 0 | 0 | 0 | 0 | 0 | 2,672 |
| 77109 | Green Valley Road at Tennessee Creek - Bridge Replacement | 116,825 | 0 | 0 | 0 | 0 | 0 | 0 | 116,825 |
| 77114 | Green Valley Road at Weber Creek - Bridge Replacement | 1,121,697 | 0 | 0 | 0 | 0 | 0 | 0 | 1,121,697 |
| 77116 | Bucks Bar Road at the N. Fork Cosumnes River - Bridge Replacement | 43,021 | 0 | 0 | 0 | 0 | 0 | 0 | 43,021 |
| 77122 | Newtown Road / Weber Creek Bridge | 112,037 | 30,916 | 321,853 | 200,000 | 0 | 0 | 0 | 664,806 |
| 77125 | Hazel Valley Road at EID Canal Bridge | 20,885 | 0 | 0 | 0 | 0 | 0 | 0 | 20,885 |
| 77127 | Green Valley Road at Indian Creek - Bridge Replacement | 23,000 | 26,000 | 42,500 | 565,500 | 320,000 | 0 | 0 | 977,000 |
| 77136 | Green Valley Road at Mound Springs Creek - Bridge Replacement | 23,226 | 26,000 | 42,500 | 565,500 | 320,000 | 0 | 0 | 977,226 |
| RDMAINT | 1-Road Maintenance | 463,418 | 0 | 0 | 0 | 0 | 0 | 0 | 463,418 |
| | Total Expense | 2,393,366 | 129,616 | 710,977 | 1,331,000 | 640,000 | 0 | 0 | 5,204,959 |

*Prior FY includes actual revenue and expenditures through 6/30/19.

**Community Development Services
Capital Improvement Program
TIM Fee Program Cash Proforma
by Revenue Grouping**

| | | | | | | | | | |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Change In Cash | 1,615,126 | 320,384 | (260,977) | (881,000) | (190,000) | 450,000 | 2,250,000 | 4,500,000 | 7,803,533 |
| Ending Balance | 1,615,126 | 1,935,510 | 1,674,533 | 793,533 | 603,533 | 1,053,533 | 3,303,533 | 7,803,533 | 7,803,533 |

*Prior FY includes actual revenue and expenditures through 6/30/19.

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**Community Development Services
Capital Improvement Program
TIM Fee Program Cash Proforma
by Revenue Grouping**

| | Prior* | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | 24/25- 28/29 | 29/30- 38/39 | Total |
|----------------------------------|---|---------|---------|---------|---------|---------|-----------------|-----------------|-----------|
| RSTP Match Funds-Caltrans | | | | | | | | | |
| | Cash | 607,591 | 0 | 0 | 0 | 0 | 0 | 0 | 607,591 |
| | Revenue | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 | 1,000,000 | 2,100,000 |
| | Total Sources | 707,591 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 | 1,000,000 | 2,707,591 |
| 77109 | Green Valley Road at Tennessee Creek - Bridge Replacement | 100,183 | 1,606 | 1,147 | 1,475 | 0 | 0 | 0 | 104,411 |
| 77114 | Green Valley Road at Weber Creek - Bridge Replacement | 77,855 | 0 | 0 | 0 | 0 | 0 | 0 | 77,855 |
| 77115 | Sly Park Road at Clear Creek Crossing - Bridge Replacement | 71,828 | 0 | 0 | 0 | 0 | 0 | 0 | 71,828 |
| 77116 | Bucks Bar Road at the N. Fork Cosumnes River - Bridge Replacement | 51,983 | 0 | 0 | 0 | 0 | 0 | 0 | 51,983 |
| 77122 | Newtown Road / Weber Creek Bridge | 68,710 | 0 | 0 | 0 | 0 | 0 | 0 | 68,710 |
| 77127 | Green Valley Road at Indian Creek - Bridge Replacement | 16,077 | 0 | 0 | 0 | 0 | 0 | 0 | 16,077 |
| | Total Expense | 386,636 | 1,606 | 1,147 | 1,475 | 0 | 0 | 0 | 390,864 |
| | Change In Cash | 320,955 | 98,394 | 98,853 | 98,525 | 100,000 | 500,000 | 1,000,000 | 2,316,727 |
| | Ending Balance | 320,955 | 419,349 | 518,202 | 616,727 | 716,727 | 1,316,727 | 2,316,727 | |

*Prior FY includes actual revenue and expenditures through 6/30/19.

**Community Development Services
Capital Improvement Program
TIM Fee Program Cash Proforma
by Revenue Grouping**

| | Prior* | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | 24/25- 28/29 | 29/30- 38/39 | Total |
|--|------------|-------------|-----------|-----------|-----------|-----------|-----------------|-----------------|------------|
| Silva Valley Interchange Set Aside | | | | | | | | | |
| Cash | 56,438,856 | 0 | 0 | 0 | 0 | 0 | 0 | (8,511,912) | 47,926,944 |
| Revenue | 1,483,306 | 1,572,693 | 1,614,462 | 1,590,634 | 1,349,523 | 1,409,523 | 7,821,846 | 7,056,313 | 23,898,300 |
| TIM Fair Share Transfer | 222,665 | 74,128 | 75,676 | 83,001 | 134,783 | 138,151 | 815,281 | 2,686,146 | 4,229,831 |
| Total Sources | 58,144,827 | 1,646,821 | 1,690,138 | 1,673,635 | 1,484,306 | 1,547,674 | 8,637,127 | 1,230,547 | 76,055,075 |
| 71328 U.S. 50/Silva Valley Parkway Interchange - Phase 1 | 46,500,262 | 83,756 | 0 | 0 | 0 | 0 | 0 | 0 | 46,584,018 |
| 71345 US 50/Silva Valley Parkway Interchange - Phase 2 - On Ramps and Auxiliary Lane on U.S. 50 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 8,441,198 | 8,441,221 |
| 71368 U.S. 50/Silva Valley Parkway Interchange - Phase 1 Landscape | 43,714 | 2,076,286 | 20,000 | 20,000 | 20,000 | 20,000 | 0 | 0 | 2,200,000 |
| Affordable 1-Affordable Housing TIM Fee Reserve | 13,716 | 0 | 0 | 0 | 0 | 0 | 0 | 2,075,130 | 2,088,846 |
| Appr Reimb SVI 2-Approved Reimbursement Agreements-Silva Valley Interchange | 7,900,285 | 2,501,118 | 1,907,769 | 1,673,635 | 1,484,306 | 899,020 | 0 | 0 | 16,366,133 |
| TIM Prog TIM Fee Program Projects | 374,857 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374,857 |
| Total Expense | 54,832,857 | 4,661,160 | 1,927,769 | 1,693,635 | 1,504,306 | 919,020 | 0 | 10,516,328 | 76,055,075 |
| Change in Cash | 3,311,970 | (3,014,339) | (237,631) | (20,000) | (20,000) | 628,654 | 8,637,127 | (9,285,781) | 0 |
| Ending Balance | 3,311,970 | 297,631 | 60,000 | 40,000 | 20,000 | 648,654 | 9,285,781 | 0 | 0 |

*Prior FY includes actual revenue and expenditures through 6/30/19.

**Community Development Services
Capital Improvement Program
TIM Fee Program Cash Proforma
by Revenue Grouping**

| | Prior* | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | 24/25- 28/29 | 29/30- 38/39 | Total |
|--|------------|-----------|-----------|-----------|-----------|-----------|-----------------|-----------------|-------------|
| TIM Zones 1 - 7 | | | | | | | | | |
| | 21,818,857 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21,818,857 |
| Cash | | | | | | | | | |
| Revenue | 818,352 | 1,277,540 | 1,261,293 | 1,273,706 | 2,068,342 | 2,120,019 | 12,511,048 | 41,220,743 | 62,551,043 |
| TIM Fair Share Transfer | (306,666) | (58,470) | (59,690) | (65,468) | (106,313) | (108,969) | (643,068) | (2,118,746) | (3,467,390) |
| Total Sources | 22,330,543 | 1,219,070 | 1,201,603 | 1,208,238 | 1,962,029 | 2,011,050 | 11,867,980 | 39,101,997 | 80,902,510 |
| 53118 | | | | | | | | | |
| Transit Services Improvements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,050,145 |
| 71330 | 5,321 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,321 |
| U.S. 50/Bass Lake Road Interchange Improvements | | | | | | | | | |
| 71332 | 935 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 935 |
| U.S. 50/Cambridge Road Interchange Improvements | | | | | | | | | |
| 71333 | 558,116 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 558,116 |
| US 50 / Ponderosa Road / South Shingle Road Interchange Improvements | | | | | | | | | |
| 71338 | 7,300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,300 |
| US 50/ Ponderosa Road Interchange - Durock Road Realignment | | | | | | | | | |
| 71339 | 4,627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,627 |
| US 50/ Ponderosa Road Interchange - North Shingle Road Realignment | | | | | | | | | |
| 71347 | 31,635 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31,635 |
| US 50 / El Dorado Road Interchange Improvements - Ph 1 | | | | | | | | | |
| 71360 | 0 | 0 | 0 | 12,000 | 12,000 | 0 | 0 | 0 | 24,000 |
| Country Club Drive Realignment - Bass Lake Road/Old Bass Lake Road to Tierra de Dios Drive | | | | | | | | | |
| 71375 | 653,817 | 0 | 0 | 0 | 0 | 0 | 0 | 4,184,236 | 4,838,053 |
| Headington Road Extension - Missouri Flat Road to El Dorado Road | | | | | | | | | |
| 72142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,320,918 | 4,320,918 |
| Missouri Flat Rd - China Garden to SR 49 | | | | | | | | | |
| 72143 | 66,109 | 100,000 | 650,000 | 2,740,000 | 64,561 | 0 | 0 | 0 | 3,620,670 |
| Cameron Park Drive Widening - Phase 1 (Palmer Drive to Toronto Road) | | | | | | | | | |
| 72144 | 0 | 0 | 20,000 | 195,000 | 675,000 | 2,025,000 | 0 | 0 | 2,915,000 |
| Cameron Park Drive Widening - Phase 2 (Toronto Road to Sudbury Road) | | | | | | | | | |
| 72334 | 3,187,060 | 113,420 | 0 | 3,676,071 | 3,000,000 | 0 | 0 | 0 | 9,976,551 |
| Diamond Springs Parkway - Phase 1B | | | | | | | | | |
| 72361 | 665,926 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 665,926 |
| US 50 / Cameron Park Drive Interchange Improvements | | | | | | | | | |

*Prior FY includes actual revenue and expenditures through 6/30/19.

Revenue Sources and Potential Uses

- ❖ **State Highway Users Tax (aka “Gas Tax”):** Provided for under the Streets and Highway Code, Sections 2104-2106. Most of this funding is calculated by formula based on the number of licensed vehicles and maintained mileage.
- ❖ **Road District Tax:** A percentage of property taxes.
- ❖ **Public Utility Franchise Fees:** Provided for under the Streets and Highway Code, Sections 680-694. Public utility companies have entered into franchise agreements that provide for the payment of franchise fees to the County based on a percentage of power sales.
- ❖ **General Fund:** Can be used for anything the Board directs the Division to use it for, including capital overlays, road maintenance, matching funds for bridge grants, etc.
- ❖ **Federal/State Grants:** Grants awarded for various types of (primarily) capital projects.
- ❖ **Local Tribe Funds:** These funds can only be used in the specific area as defined in the Amendment of Memorandum of Understanding and Intergovernmental Agreement between the County of El Dorado and Shingle Springs Band of Miwok Indians.
- ❖ **MC&FP:** Master Circulation and Funding Plan: A portion of the sales and property tax collected in the Missouri Flat MC&FP district, which is to be used to fund roadway capital improvement projects inside the district (e.g., Missouri Flat Interchange, Diamond Springs Parkway).
- ❖ **TIM Fees:** Capital projects in “Exhibit B” of the most current Board adopted TIM Fee Resolution
 - Zone 8 TIM: (formerly known as “El Dorado Hills/Salmon Falls Area RIF”) Traffic Impact Mitigation fees to fund road improvements in the El Dorado Hills area (TIM Fee Program Zone 8)
 - Highway 50 TIM: Traffic Impact Mitigation fees collected in all Zones to fund road improvements along the Highway 50 Corridor
 - Zones 1-7 TIM: Traffic Impact Mitigation Fees to fund road improvements in the remainder of the county (TIM Fee Program Zones 1-7), excluding El Dorado Hills and Tahoe.

Revenue Sources and Potential Uses

- ❖ **RSTP:** Regional Surface Transportation Program: This program was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. Various types of projects are eligible for funding from the RSTP including, but not limited to: construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on Federal-aid highways and bridges; safety improvements on public roads of all functional classifications; capital costs for transit projects eligible for assistance under the Federal Transit Act; etc.
- ❖ **Urban RSTP:** Can only be used in the urbanized area based on the Sacramento Urbanized Area Map 2010. The Sacramento Urbanized Area Map was developed by the FHWA based on 2010 census data.
- ❖ **Road Fund:** Used mostly in road maintenance, but occasionally used for Capital Overlay and Rehabilitation Program projects.
- ❖ **Rural RSTP:** Can only be used in areas that are outside those identified as Urban on the Sacramento Urbanized Area Map.
- ❖ **Accumulative Capital Outlay:** Can be used for capital outlays including the construction and maintenance of capital facilities. In the CIP, this funding is used for matching funds for Federal Aviation Administration grants for Airport projects.