

RESOLUTION NO. 114-2009

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

RESOLUTION

Amending the 2004 General Plan Traffic Impact Mitigation (TIM) Fee Program and Adopting Revised 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 pursuant to Public Resources Code Section 21000 et seq., on August 22, 2006, with Resolution 265-2006, the County certified the Traffic Impact Mitigation Fee Program Supplement to the 2004 General Plan Environmental Impact Report, issued a Supplemental Statement of Overriding Considerations, and made Supplement Findings of Fact; and

WHEREAS pursuant to Government Code Section 66001 et seq., the County adopted the 2004 General Plan Traffic Impact Mitigation (TIM) Fee Program on August 22, 2006, with Resolution 266-2006; and

WHEREAS Resolution 205-2008 adopted on July 29, 2008, provided that said fees shall be adjusted annually by an increase or decrease in the project costs by updating improvement cost estimates using actual construction costs of ongoing 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, and for all other projects, the Engineering News Record-Building Cost Index; and

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

NOW THEREFORE, BE IT RESOLVED:

A. The Board of Supervisors hereby adopts the updated 2004 General Plan Traffic Impact Mitigation Fee Program and the revised 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 updated 2004 General Plan TIM Fee Program (August 1, 2009) will pay the fee rate(s) listed in the attached Exhibit A.

C. All TIM Fee Program receipts are to be expended on projects shown on Exhibit B; the proportions paid for each project by the West Slope TIM account, the El Dorado Hills TIM account, and the Highway 50 TIM account are also shown on Exhibit B.

D. 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 <u>2</u> day of <u>JUNE</u>, 2009, by the following vote of said Board:

| | Ayes: | Briggs, | Knight, | Nutting, | Sweeney, | Santiago |
|---|--------|---------------------------------------|---|----------|----------|----------|
| ATTEST | | none | > | \sim | | 0 |
| Suzanne Allen de Sanchez Clerk of the Board of Supervisers | Noes: | · · · · · · · · · · · · · · · · · · · | | | | |
| Clerk of the Board of Supervisors | ADSUIT | | $M \ll$ | < | | |
| By Stathlip Julie | | e/10 | $\langle \langle \langle \rangle \rangle$ |] - | - 1. | |
| Deputy Clerk | | Chairman | Beard of Sup | ervisors | | |
| I CERTIFY THAT: | / | | r eriggs | | | |

THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

DATE

ATTEST: Suzanne Allen de Sanchez, Clerk of the Board of Supervisors of the County of El Dorado, State of California

By_

Deputy Clerk

EXHIBIT A

TO RESOLUTION <u>114-2009</u> SETTING THE 2004 GENERAL PLAN TRAFFIC IMPACT MITIGATION FEE

| | FEE ZONE NUMB | | Transformer |
|-------------------------------------|-------------------------|-------------------------|-------------|
| PROJECT | HIGHWAY 50 COMPONENT | LOCAL ROAD COMPONENT | FEE TOTAL |
| Single-family Residential | 3,710.00 | 13,300.00 | 17,010.00 |
| Multi-family Residential | 2,430.00 | 8,650.00 | 11,080.00 |
| High-Trip Commercial (per sq. foot) | 2.53 | 16.50 | 19.03 |
| General Commercial (per sq. ft) | 1.18 | 7.68 | 8.86 |
| Office (per sq. foot) | 0.30 | 1.98 | 2.28 |
| Industrial (per sq. foot) | 0.19 | 1.25 | 1.44 |
| Warehouse (per sq. foot) | 0.10 | 0.63 | 0.73 |
| Church (per sq. foot) | 0.10 | 0.63 | 0.73 |
| Gas Station (per pump) | 1,190.00 | 7,750.00 | 8,940.00 |
| Golf Course (per hole) | 966.00 | 6,310.00 | 7,276.00 |
| Campground (per campsite) | 383.00 | 2,510.00 | 2,893.00 |
| Bed & Breakfast (per rented room) | 193.00 | 1,260.00 | 1,453.00 |

FEE ZONE NUMBER 1

Board of Supervisors Resolution <u>114-200</u>, Adopted June 2, 2009

| PROJECT | HIGHWAY 50 COMPONENT | LOCAL ROAD COMPONENT | FEE TOTAL |
|-------------------------------------|-------------------------|-------------------------|-----------|
| Single-family Residential | 12,100.00 | 29,600.00 | 41,700.00 |
| Multi-family Residential | 7,780.00 | 19,400.00 | 27,180.00 |
| High-Trip Commercial (per sq. foot) | 7.83 | 18.20 | 26.03 |
| General Commercial (per sq. ft) | 3.67 | 8.50 | 12.17 |
| Office (per sq. foot) | 0.94 | 2.17 | 3.11 |
| Industrial (per sq. foot) | 0.61 | 1.38 | 1.99 |
| Warehouse (per sq. foot) | 0.30 | 0.70 | 1.00 |
| Church (per sq. foot) | 0.30 | 0.70 | 1.00 |
| Gas Station (per pump) | 3,470.00 | 8,040.00 | 11,510.00 |
| Golf Course (per hole) | 3,030.00 | 6,990.00 | 10,020.00 |
| Campground (per campsite) | 1,150.00 | 2,640.00 | 3,790.00 |
| Bed & Breakfast (per rented room) | 570.00 | 1,330.00 | 1,900.00 |

Board of Supervisors Resolution $\frac{114-2000}{2000}$ dopted June 2, 2009

| PROJECT | HIGHWAY 50 COMPONENT | LOCAL ROAD COMPONENT | FEE TOTAL |
|-------------------------------------|-------------------------|-------------------------|-----------|
| Single-family Residential | 12,100.00 | 29,600.00 | 41,700.00 |
| Multi-family Residential | 7,780.00 | 19,400.00 | 27,180.00 |
| High-Trip Commercial (per sq. foot) | 4.62 | 21.40 | 26.02 |
| General Commercial (per sq. ft) | 2.16 | 10.00 | 12.16 |
| Office (per sq. foot) | 0.55 | 2.56 | 3.11 |
| Industrial (per sq. foot) | 0.34 | 1.63 | 1.97 |
| Warehouse (per sq. foot) | 0.18 | 0.82 | 1.00 |
| Church (per sq. foot) | 0.18 | 0.82 | 1.00 |
| Gas Station (per pump) | 2,050.00 | 9,460.00 | 11,510.00 |
| Golf Course (per hole) | 1,790.00 | 8,220.00 | 10,010.00 |
| Campground (per campsite) | 671.00 | 3,120.00 | 3,791.00 |
| Bed & Breakfast (per rented room) | 337.00 | 1,560.00 | 1,897.00 |

| FEE | ZONE | I NUM | BER 4 |
|-----|------|-------|-------|
| | | | |

| PROJECT | HIGHWAY 50 COMPONENT | LOCAL ROAD | FEE TOTAL |
|--|-------------------------|------------|-----------|
| Single-family Residential | 2,330.00 | 13,100.00 | 15,430.00 |
| Multi-family Residential | 1,520.00 | 8,470.00 | 9,990.00 |
| High-Trip Commercial (per sq. foot) | 3.03 | 17.70 | 20.73 |
| General Commercial (per sq. ft) | 1.42 | 8.22 | 9.64 |
| Office (per sq. foot) | 0.37 | 2.11 | 2.48 |
| Industrial (per sq. foot) | 0.24 | 1.34 | 1.58 |
| Warehouse (per sq. foot) | 0.13 | 0.67 | 0.80 |
| Church (per sq. foot) | 0.13 | 0.67 | 0.80 |
| Gas Station (per pump) | 1,420.00 | 8,200.00 | 9,620.00 |
| Golf Course (per hole) | 1,170.00 | 6,730.00 | 7,900.00 |
| Campground (per campsite) | 455.00 | 2,640.00 | 3,095.00 |
| Bed & Breakfast (per rented room) | 228.00 | 1,330.00 | 1,558.00 |

| PROJECT | HIGHWAY 50 COMPONENT | LOCAL ROAD | FEE TOTAL |
|-------------------------------------|-------------------------|------------|-----------|
| Single-family Residential | 3,460,00 | 12,200.00 | 15,660.00 |
| Multi-family Residential | 2,260.00 | 7,880.00 | 10,140.00 |
| High-Trip Commercial (per sq. foot) | 2.69 | 18.00 | 20.69 |
| General Commercial (per sq. ft) | 1.26 | 8.35 | 9.61 |
| Office (per sq. foot) | 0.31 | 2.14 | 2.45 |
| Industrial (per sq. foot) | 0.21 | 1.36 | 1.57 |
| Warehouse (per sq. foot) | 0.10 | 0.69 | 0.79 |
| Church (per sq. foot) | 0.10 | 0.69 | 0.79 |
| Gas Station (per pump) | 1,260.00 | 8,340.00 | 9,600.00 |
| Golf Course (per hole) | 1,030.00 | 6,860.00 | 7,890.00 |
| Campground (per campsite) | 404.00 | 2,690.00 | 3,094.00 |
| Bed & Breakfast (per rented room) | 203.00 | 1,370.00 | 1,573.00 |

| PROJECT | HIGHWAY 50 COMPONENT | LOCAL ROAD | FEE TOTAL |
|-------------------------------------|-------------------------|------------|-----------|
| | | | |
| Single-family Residential | 2,750.00 | 24,300.00 | 27,050.00 |
| Multi-family Residential | 1,800.00 | 15,800.00 | 17,600.00 |
| High-Trip Commercial (per sq. foot) | 2.40 | 18.40 | 20.80 |
| General Commercial (per sq. ft) | 1.12 | 8.50 | 9.62 |
| Office (per sq. foot) | 0.28 | 2.17 | 2.45 |
| Industrial (per sq. foot) | 0.18 | 1.38 | 1.56 |
| Warehouse (per sq. foot) | 0.09 | 0.70 | 0.79 |
| Church (per sq. foot) | 0.09 | 0.70 | 0.79 |
| Gas Station (per pump) | 1,120.00 | 8,490.00 | 9,610.00 |
| Golf Course (per hole) | 919.00 | 6,990.00 | 7,909.00 |
| Campground (per campsite) | 361.00 | 2,740.00 | 3,101.00 |
| Bed & Breakfast (per rented room) | 181.00 | 1,390.00 | 1,571.00 |

Board of Supervisors Resolution <u>114-200</u>,9Adopted June 2, 2009

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|--|-------------------------|-------------------------|-----------|
| PROJECT | HIGHWAY 59 COMPONENT | LOCAL ROAD COMPONENT | FEE TOTAL |
| Single-family Residential | 3,740.00 | 13,400.00 | 17,140.00 |
| Multi-family Residential | 2,440.00 | 8,700.00 | 11,140.00 |
| High-Trip Commercial (per sq. foot) | 8.81 | 11.80 | 20.61 |
| General Commercial (per sq. ft) | 4.12 | 5.49 | 9.61 |
| Office (per sq. foot) | 1.05 | 1.42 | 2.47 |
| Industrial (per sq. foot) | 0.67 | 0.89 | 1.56 |
| Warehouse (per sq. foot) | 0.33 | 0.45 | 0.78 |
| Church (per sq. foot) | 0.33 | 0.45 | 0.78 |
| Gas Station (per pump) | 4,110.00 | 5,490.00 | 9,600.00 |
| Golf Course (per hole) | 3,380.00 | 4,550.00 | 7,930.00 |
| Campground (per campsite) | 1,330.00 | 1,780.00 | 3,110.00 |
| Bed & Breakfast (per rented room) | 664.00 | 886.00 | 1,550.00 |

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| PROJECT | HIGHWAY 50 COMPONENT | LOCAL ROAD | FEE TOTAL |
|-------------------------------------|-------------------------|------------|-----------|
| Single-family Residential | 5,920.00 | 26,500.00 | 32,420.00 |
| Multi-family Residential | 3,860.00 | 17,300.00 | 21,160.00 |
| High-Trip Commercial (per sq. foot) | 2.47 | 18.50 | 20.97 |
| General Commercial (per sq. ft) | 1.17 | 8.69 | 9.86 |
| Office (per sq. foot) | 0.29 | 2.22 | 2.51 |
| Industrial (per sq. foot) | 0.19 | 1.42 | 1.61 |
| Warehouse (per sq. foot) | 0.10 | 0.71 | 0.81 |
| Church (per sq. foot) | 0.10 | 0.71 | 0.81 |
| Gas Station (per pump) | 1,140.00 | 8,380.00 | 9,520.00 |
| Golf Course (per hole) | 958.00 | 7,140.00 | 8,098.00 |
| Campground (per campsite) | 396.00 | 2,960.00 | 3,356.00 |
| Bed & Breakfast (per rented room) | 199.00 | 1,480.00 | 1,679.00 |

FEE ZONE NUMBER 8

Board of Supervisors Resolution <u>114-200</u>,Adopted June 2, 2009

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 of ongoing 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, and for all other projects, the Engineering News Record Building Cost Index (ENR-BCI) (20 Cities). The above fees are based on the construction costs as of January 1, 2009. The January 2009 index figure was 4782. The Department of Transportation will also incorporate any changes to the land use forecasts should new General Plan land use forecasts become available.

Board of Supervisors Resolution <u>114-200</u>Adopted June 2, 2009

| Date: 04-22-2009 | | | | Alloca | Allocation of Cost/Percentage | ontage |
|-----------------------------------|--|---|--------------------------------|----------|-------------------------------|-------------|
| Fee Program Proje | Fee Program Project List - 2004 General Plan | | Cost Estimate | 2004 TIM | 2004 EDH TIM | 2004 Hwy 60 |
| ROAD NAME | LIMITS | DESCRIPTION OF PROJECT | TOTAL (millions of dollars) | * | * | % |
| Alternative Route Study WV C27 | Atternative connection between Latrobe Road south of EDH Business Park/Hwy 50. | For feasibility study afternative North/South connector to Hwy 50. | \$0.0 | | 100% | |
| Bass Lake Road | Hwy S0 to Hollow Oak Road | 2 Lanes with unimproved median and 4 foot paved shoulders. | \$6.6 | | 100% | |
| Bass Lake Road | US50 to Silver Springs Parkway | Widen 2 lane roadway to a 4 lane divided roadway. Improvements include curb, gutter and sidewalk. | \$19.0 | | 100% | |
| Bass Leke Road | Hokow Oak Road to Bass Lake Hills Specific Plan north boundary | 2 Lanes with 8 foot unimproved median and 4 foot paved shoulders. | \$ 6.6 | | 100% | |
| Bass Lake Road | Bass Lake Hills Specific Plan north boundary to existing Bass Lake Road. | 2 Lanes with 6 foot unimproved median and 4 foot paved shoulders. | \$2.6 | | 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. | \$9.1 | 100% | | |
| Cameron Park Drive | Paimer Drive to Oxford Rd. | Widen 2 iane roadway to a 4 iane dhided roadway. Projact does not include cuth, gutter and sidewelk. | \$15.4 | 100% | | |
| Country Club Drive | west Bass Lake Hills Specific Plan Boundary to Silver Dove Road to (Plan node N to G) | 2 lanes with 6-foot paved shoulders | 0.7 \$ | | 100% | |
| Country Club Drive | Silver Dove Road to Bass Lake Road (Plan node G to H) | 2 lanes with 6-foot paved shoulders. Includes construction of new intex at Bass Lk Rd. | \$1.5 | | 100% | |
| Country Club Drive | Bass Lake Road to east Bass Lake Hills Specific Plan Boundary (Plan node H to M) | Realign existing Country Club Drive - 2 lanes with 6-foot paved shoulders. | \$6.7 | 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 Carneron Park Drive and signal modification | \$2.4 | 100% | | |
| Durock Road | Robin Lane to South Shingle Road | Widen to add two-way left turn lane. No curb, gutter or sidewalk. | \$9.2 | 100% | | |
| Durock Road | Intersection of Business Drive and Durock Road | Signalizzation and Intersection Improvements/ turn lanes on Durock Road. Total project cost \$4.5m - \$2m additional project cost paid by Utility Companies | \$2.5 | 100% | | |

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| Date: 04-22-2009 | | | | Alloca | Allocation of Cost/Percentage | intage |
|---------------------------|---|---|--------------------------------|----------|-------------------------------|-------------|
| Fee Program Proj | Fee Program Project List - 2004 General Plan | | Cost Estimate | 2004 TIM | 2004 EDH TIM | 2004 Hwy 60 |
| ROAD NAME | LIMITS | DESCRIPTION OF PROJECT | TOTAL (millions of dollars) | * | * | * |
| Ei Dorado Hitis Bivd. | Park Drive to Serrano Pikwy/Lassen Lane | Add 3rd SB lane. Improvements include curb, gutter and sidewalk. | \$1.3 | | 100% | |
| El Dorado Hills Błvd. | Intersection of Wilson Bivd. and El Dorado Hills Boulevard | Signalization and intersection improvements | \$0.\$ | | 100% | |
| El Dorado Hills Blvd. | Intersection of Otson Lane and El Dorado Hills Boulevard | Signelization and intersection improvements | \$ 0.5 | | 100% | |
| El Dorado Hills Bhd. | Francisco Intersection | Realign EI Dorado Hills Blvd. and Francisco Dr intex & extend 4 lanes on Francisco Dr to Green Valley Rd. Add curb, guttar and sidewalk. | \$13.9 | | 100% | |
| Forni Road | City Limits to City Limits | Preliminary planning, engineering and ervironmental analysis for future widening to a standard 2 lane road. | \$0.20 | 100% | | |
| Green Vailey Road | County Line to Francisco Road | Complete second what are from Sophia Pkwy to Francisco Dr. install signal at GVR/Brown's Ravine(Millar Road), add second whatane from Francisco to Brown's Ravine, add second w/b lane from Mormon island to Commercial area | \$9.2 | | 100% | |
| Green Valley Road | Francisco Road to Salmon Fails Road | Widen 2 iana roadway to a 4 iane undivided roadway. Improvements include curb, gutter and sidewalk. | \$2.4 | | 100% | |
| Green Valley Road | North side of Green Valley Road from Francisco Drive to 780 feet easterly | North Helf of 84 foot road section with curb, gutter, sidewalk and median. {Half of the 4-Lane section for a quarter mile will be built.} | \$1.3 | | 100% | |
| Green Valley Road | Salmon Falls Road to Deer Valley Road (West) | Widen 2 lane roadway to a 4 lane undivided roadway. Project does not include cutb, gutter and sidewalk. | \$15.5 | | 100% | · · · · · |
| Green Valley Road | Intersection of Cambridga and Green Valley Road Signalization and intersection improvements | Signalization and intersection improvements | \$0.6 | 100% | | |
| Green Valley Road | Deer Vly (East) to Lotus Rd. | Upgrade to wider laries and wider paved shoulders. Add 5 turn pockats. | \$2.9 | 100% | | |
| Headington Road Extension | Missouri Flat Road to El Dorado Road | New 2 lane artertal with median. Does not include curb, gutter and sidewalk. | \$8.7 | 100% | | |

2004 GP Project List

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| Date: 04-22-2009 | | | | Alloca | Allocation of Cost/Percentage | tentage |
|-------------------------|--|---|--------------------------------|---|-------------------------------|-------------|
| Fee Program Proj | 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) | % | * | 25 |
| Latrobe Road | lirvestment Blvd. to Golden Foothilk (South) | Widen to 4 lane divided roedway. Add curb, gutter and sidewalk. | \$3.2 | | 100% | |
| Latrobe Road | Golden Foothill (South) to Suncest Lane | Widen Latrobe Road to 4-Lanes from Suncast Lane southerly to Golden Foothilf Pkwy. Intersection improverments and signatization at Latrobe and Golden Foothill Parkway. | \$11.8 | | 100% | |
| Latrobe Road | Cerson Creek (Suncast Ln) to White Rock Rd | Widen from 4 to 6 iane divided roadway with four-foot shoulders. | \$11.1 | | 100% | |
| Latrobe Road | Latrobe/White Rock Road Intersection | Work and costs included in White Rock Road (West), Manchester Dr. to Latrobe Rd, and Latrobe Road White Rock Rd to US50 | 0.0 \$ | | 100% | |
| Latrobe Road | White Rock Road to Towncenter Blvd. | 1 lane northbound | \$0,0 | | 100% | |
| Latrobe Road | White Rock Road to Hwy 50 | Widening and restriping to 6 lane roadway; includes intersection improvements at White Rock. | \$3.4 | l y e s de la constante de la constante | 100% | |
| Missouri Flat Road | Golden Center Drive, Commercial Area | Signalization at the intersection of Missouri Flat Road and Goldan Centar Drive, Interconnected with the signals at Missouri Flat Road and Forni Road | \$0.3 | 100% | | |
| Missouri Flat Roed | El Dorado Road lo Headington Road | Add two-way left turn lane. No curb, gutter or sidewaik. | \$1.5 | 100% | | |
| Missouri Flat Road | Mother Lode Drive to China Garden Road | Widen from 2-lane undivided roadway to a 4-lane divided Arterial. Work included in proj. 72334 | 0.0\$ | 100% | | |
| Diamond Springs Parkway | Missouri Flat Road to SR 49 | New 2 lane road. 100' R/W for ultimate 4 lane road. No curb, gutter or sidewalk. | \$20.5 | 100% | | |
| Diamond Springs Parkway | SR 49/Broadway to Pleasant Valley Road | New 4 lane arterial highway & T Intex w/ SR49 south of Bradley Drive. Includes widening and improvments to SR49/Diamond Road from the new roadway. | \$10.0 | 100% | | |

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| | 1 | | | | Alloc | Allocation of Cost/Percentage | entage |
|---------|-----------------------------------|--|---|--------------------------------|----------|-------------------------------|-------------|
| | Fee Program Proj | Fee Program Project List - 2004 General Plan | | Cost Estimate | 2004 TIM | 2004 EDH TIM | 2004 Hwy 60 |
| | 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. | \$2.3 | 100% | | |
| | Mother Lode Drive | Greenstone Road to Pleasant Valley Road | Add two-way left turn lane. No curb, gutter or sidewalk. | 8,4 % 8, | 100% | | |
| | Mother Lode Drive | EI Dorado Road and Mother Lode Drive intersection | Signalization and intersection improvements | \$0.8 | 100% | | |
| | Latrobe / White Rock Connector | Latrobe Rd to White Rock / US50 | New connector road south of EDH Business Park from Latrobe Rd to White Rock Rd - possibly to US50 | \$24.0 | | 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% | | |
| I | 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. | \$6.2 | 100% | | |
| | Pleasant Vailey Road | Big Cut Road to Cedar Ravine Road | Add 9 ieft tum pockets. | \$2.8 | 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. | \$3.4 | 100% | | |
| | Ray Lawyer Drive Extension | Formi Road to SR 49 | Preliminary planning, engineering and environmental analysis for future construction of a new 2 lane road | \$0.20 | 100% | | |
| | Runnymeede Dr. | Runnymeade Drive at El Dorado Road, Frontaga of US Hwy 50 | Realign 1000 Linear feet of Runnymeade Drive to move road so it is 500 feet south of US Hwy 50. | \$2.4 | 100% | | |
| | Saratoga Way | County Line to Saratoga (end) | Phase 1 Includes construction of new 2 lane artisrial w/ 100' r/w for uttimate 4 lane road. No curb, gutter or sidewalk. Phase 2 will widen to 4 lanes, with curb, gutter and sidewalk. | \$ 19.5 | | 100% | |
| | Silva Valtey Partway Extension | n U.S. 50 to Serrano Pkwy | Widen 2 lane to 4 lane divided roadway. Add curb, gutter and sidewalk. (This work & cost have been incorporated in Silva Vailey Interchange project cost.) | 0.0 \$ | 4 | 100% | |

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2004 GP Project List

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| Date: 04-22-2009 | | | | Alloca | Allocation of Cost/Percentage | centage |
|--|--|---|--------------------------------|----------|-------------------------------|-------------|
| Fee Program Proj | Fee Program Project List - 2004 General Plan | | Cost Estimate | 2004 TIM | 2004 EDH TIM | 2004 Hwy 60 |
| ROAD NAME | LIMITS | DESCRIPTION OF PROJECT | TOTAL (millions of dollars) | % | * | % |
| Silva Valley Parkway | Intersection of Silva Valley Pkwy and Serrano Partway | Signalization and intersection improvements | 0.0\$ | | 100% | |
| Silva Vailey Parƙway | Intersection of Silva Valley Pkwy. and Harvard Way | Signalization and intersection improvements | \$0.2 | | 100% | |
| Silver Springs Parkway | Existing Bass Lake Rd to South end of Silver Springs Subdivision. | Two lane standard divided with shoulders. | \$6.3 | 100% | | |
| Silver Springs Parkway | South and of Silver Springs Subdivision to Green Valley Road. | Two lane standard divided with shoulders. | \$8.2 | 100% | | |
| Silver Springs Parkway | Silver Springs Parkway and Green Valley Road Intersection. | Signalization and intersection improvements. | \$ 1.6 | 100% | | |
| Sophia Parkway | Alexandra Dr. to Green Valley Rd | Construct 4 lane divided Sophia Parkway from Green Valley Road southerty into Promontory Subdivision to Alexandria Rd. | \$2.1 | | 100% | |
| State Route 49 | Pleasant Valley Road (in El Dorado) to Missouri Flat Road | Add two-way left turn lane/shoulders | \$9.7 | 100% | | |
| State Route 49 @ Missouri Flat Road | l 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. | \$4.3 | 100% | | |
| US Highway 50 HOV Lanes | County Line to Ponderosa Road | Add 1 WB HOV and 1 EB HOV lane | \$82.8 | | | 100% |
| US Highway 50 | Through Camino - may Include an Interchange | Preliminary planning, engineering and enviroramental analysis for conversion of expressway to freeway and future construction of a new interchange. | \$4.3 | | | 100% |
| | | | | | | |

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| Fee Program Project List - 2004 General Plan Continuer | Date: 04-22-2009 | | | | Alloca | Allocation of Cost/Percentage | entage |
|--|-------------------------------|--|---|--------------------------------|----------|-------------------------------|-----------------------------|
| Electronization Litters Distribution Control from to approximation vibranciation Distribution State Control from to approximation vibranciation No State | Fee Program Proje | | | Cost Estimate | 2004 TIM | 2004 EDH TIM | 2004 Hwv 60 |
| Method County fine to approximately Manchadure Viden 2 to 4 lane divided cateboay S18.2 S18.2 Method Manchadure / Lanctobe fload Resign and weden? Jame to 4 lane divided cateboay and faitheed cateboard S18.2 S18.2 S18.2 Method Rock (Franke II: Vither Rock (Faid IC) con Mark III and match direction for the Rock (Faid IC) (S10.2) Upprover Vither Rock (Faid IC) (S10.2) S10.2 S10.2 Manchadure (Lines II: Vither Rock (Faid IC) (S10.2) Upprover Vither Rock (Faid IC) (S10.2) S10.2 S10.2 S10.2 State Addition Upprover Vither Rock (Faid IC) (S10.2) Unden 2 lane and categories S10.2 S10.2 S10.2 State Addition Upprover Vither Rock (Faid IC) (S10.2) Unden 2 lane and categories S10.2 S10.2 S10.2 Base (Faid IC) Unden 2 lane to 6 tame 6 for Rock (Faid IC) | ROAD NAME | LIMITS | DESCRIPTION OF PROJECT | TOTAL (millions of dollars) | * | % | * |
| death Munchreater Dirve to Larrende Road Deading mark winding. 2 than to 4 time of doted crashway and intermediation intercommata. \$7.6 Ease of Larrende Road to Sith America East Phases 1 Upprovide Road Koad Khanel Khanel - White Road Koad to care full lare in seach direction disponsibility. \$0.2 \$0.2 White Road Koad Khanel Khanel - White Road Koad Koad Lio care full lare in seach disponsibility. \$0.2 \$0.2 White Road Koad Khanel Khanel - White Road Koad Koad Koad Koad Koad Koad Koad K | White Rock Road (West) | County line to approximately Manchester | Wrden 2 to 4 lanes divided roadway | \$18.2 | | 100% | |
| East of Larredon Rad to Sin Avenue East Phase 1 Upgrade Write Rook Rad for an extendence and Limit ansas at intersections and major. 30.2 Minia Rook Rad Phase 1: White Rook Rad and extend Silva Valley Perkever 2.2 2.2 2.2 Sin Aven up (25), Sin Valley Perkever Construct Write Rook Rad for and more definitions. 2.2.2 2 Larclee Fit is U.S. So (SVP IC) Widen 2. In each direction web. 5.3.2.5 2 2 Main Rook Rad Phase 1: White Rook Rad for the each web. Construct Write Rook Rad for and an each direction web. 5.2.2 2 2 Larclee Fit is U.S. So (SVP IC) Widen 2. Ian each direction web. 5.2.2 5 2 2 2 2 I arclee Fit is U.S. So (SVP IC) Widen 2. Ian each direction web. 5.2.2 5 2 | White Rock Road (West) | Manchester Drive to Latrobe Road | Realign and widen 2 lane to 4 lane divided roadway and intersection improvments. | \$ 7.6 | | 100% | |
| While Rock Read Construct While Rock Read Construct While Rock Read Construct While Rock Read S2 S2 She value) Flow, U.S. 50 to can add laren in mach Reck read and reader mach referencys. \$2.2 \$2.2 \$2.2 Latrobe Rdue U.S. 50 (SVP UC) Widan 2 lane to 6 lane d vided (rackness). \$2.2 \$2.2 \$2.2 Latrobe Rd. to U.S. 50 (SVP UC) Widan 2 lane to 6 lane d vided (rackness). \$2.2 \$2.2 \$2.2 Interchange with U.S. 50. Phase 1 28 - Enhystocements to a stating range. Langthen \$2.0 \$2.2 Interchange with U.S. 50. Phase 1 28 - Enhystocements to a stating range. Langthen \$2.0 \$2.0 Interchange with U.S. 50 Rout 2 lane to 6 lane d vided (rackness). \$2.2 \$2.2 Interchange with U.S. 50 Rout 2 lane to 6 lane d vided (rackness). \$2.0 \$2.0 Interchange with U.S. 50 Rout 2 lane to 6 lane d vided (rackness). \$2.2 \$2.5 \$2.5 Interchange with U.S. 50 Rout 2 lane to 6 lane d vided (rackness). \$2.2 \$2.6 \$2.6 Interchange with U.S. 50 Rout 2 lane to 6 lane d vided (rackness). \$2.2 \$2.6 \$2.6 | White Rock Road | | Upgrade White Rock Road to one full lane in each direction with shoulders and turn lanes at intersections and major driveways. | \$ 0.2 | | 100% | |
| Latrocke Rcd to U.S. 50 (SVP I/C) Miden 2 lane to 6 lane divided routhway. \$32.5 \$32.5 Latrocke Rcd to U.S. 50 (SVP I/C) Miden 2 lane to 6 lane divided routhway. \$32.5 \$32.5 Latrocke Rcd to U.S. 50 (SVP I/C) Miden 2 lane to 6 lane divided routhway. \$32.6 \$32.6 Interchange with U.S. 50. Eldon. (This work and cost theree been incorporated in C.S. O'Thias as 2 Ultimate. \$0.0 \$30.0 Interchange with U.S. 50. Eldon. (This work and cost theree been incorporated in C.S. O'Thias as 2 Ultimate. \$0.0 \$30.0 Interchange with U.S. 50 Eldon. (This work and cost theree been incorporated in C.S. O'Thias as 2 Ultimate. \$0.0 \$10.0 Interchange with U.S. 50 Eldon. (This work and cost theree been incorporated in C.S. O'Thias as 2 C. Complete in reprovements 'Including and tamps. Add the cost of th | White Rock Road (Phase II) | White Rock Road Phase II - White Rock Road, 5th Ave to US 50; Silva Valley Pkwy, US 50 to Silva Valley Pkwy Ext; | Construct White Rock Road and axtend Silva Valley Partwary to one full lane in each direction with shoulders and turn lanes at Intersections and major driveways. | \$ 2.2 | | 100% | |
| Bat Interchange with U.S. 50. Phase 1.26 - Enhancements to existing ramps. Langthen Interchange with U.S. 50. Phase 1.26 - Enhancements to existing ramps. Langthen El Oreson PHI BioLi. Interchange with U.S. 50. Phase 1.28 - Enhancements to existing ramps. Langthen TEL Oreson PHI BioLi. Interchange with U.S. 50. S0.0 Interchange with U.S. 50 Phase 1.3 and Phase 2 Ultimate. Westbound 50 Ramps. Ultimata"). \$0.0 \$0.0 Interchange with U.S. 50 Phase 1.3 and Phase 2 Ultimate. Westbound 50 Ramps. Complete imponenters? Including and tamps. Add and langt Alma west bound to EDN and aux tane therchange with U.S. 50. \$3.2.6 \$1.4 \$25% Interchange with U.S. 50. Read aux lanes to counter and langt and langts. Add aux lanes at bound to EDN and aux tane to completing hindrometing and tamps. Add aux lanes to counter the aux lanes to counter the aux lanes to counter the aux lanes to counter the aux lanes to count be aux lanes at and aux tane to completing hindrometing and aux tane to completing hindrometing and aux lanes to count the aux lanes widen on the maps of the aux lanes to completing hindrometing and aux lanes to completing hindrometing and aux lanes to count. Langt and aux lanes to count be appleted and lanes to count the aux lanes widen on the maps of the aux lanes to counter the aux lanes to count be appleted and lanes to count the aux lanes widen on the maps of the aux lanes to counter the aux lanes widen and and lanes to count the aux lanes widen on the aux lanes to count locates to count lanes to count to counter the aux lanes widen and and lanes to count to counter the aux lanes widen and the bound. 25% Interchange wit | White Rock Road | Latrobe Rd. to U.S. 50 (SVP I/C) | Widen 2 lane to 6 lane divided roadway. | \$32.5 | | 100% | |
| Let Phase 1.25. Enhancements to existing ranps. Langthen Interchange with U.S. 50. Phase 1.25. Enhancements to existing ranps. Langthen bridge. (This work and cast thereof have been incorporated in UEDorated Hills Bivt. Interchange with U.S. 50. Phase 2 Phase 3 Phase 3 Phase 4 SO 0 Phase 3 Phase 3 Phase 3 Phase 4 SO 0 Phase 3 Phase 3 Phase 3 Phase 4 SO 0 Phase 3 Phase 3 Phase 3 Phase 4 SO 0 Phase 3 Phase3 Phase 3 | | | | | | | |
| Phase 1.25 - Enhancements to existing ramps. Langthen Interchange with U.S. 50. Phase 1.28 - Enhancements to existing ramps. Langthen Eliforet Phase 1.3 and Theoret Phase been incorporated in ED corecto Hills Birkd. Interchange with U.S. 50. S0.0 Interchange with U.S. 50 Phase 1.3 and Phase 2 Ultimate. Westbound 50 Ramps. Complete Interchange with U.S. 50 S3.2.6 S3.2.6 Interchange with U.S. 50 Phase 1.3 and Phase 2 Ultimate. Westbound 50 Ramps. Complete Interchange with U.S. 50 Phase 1.3 and Phase 2 Ultimate. Westbound 50 Ramps. Complete Interchange with U.S. 50 S3.2.6 S3.2.6 Interchange with U.S. 50 Construct new Interchange with overcressing and ramps. Add existing truck cited for each phase. Interchange with U.S. 50. S1.7.6 S1.7.6 Interchange with U.S. 50. Evalue Or next I/C west bound to EDH and auxiane auxianes for each phase. Hourd connecting to existing truck citedholg iane. S17.6 S17.6 Interchange with U.S. 50. Modify axising Interchange by indefining off-ramps to provide truine S17.6 S17.6 Interchange with U.S. 50. Interchange bound condition. S17.6 S17.6 S17.6 Interchange with U.S. 50. Interchange off on order truines for each plane. S17.6 S17.6 S17.6 Interchange with U.S. 50. Interchange with U.S. 50. Interchange with U.S. 50. </td <td>Interchange Projects</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> | Interchange Projects | | | | | | |
| Interchange with U.S. 50 Phase 1.3 and Phase 2 Utimate. Westbound 50 Ramps. \$32.6 interchange with U.S. 50 "Complete improvements" including aux lanees 12 wys to east "Complete improvements" including aux lanees 12 wys to east Silva Valley I/C and aux lane west bound to county line. \$33.6 \$33.6 interchange with U.S. 50 Construct new interchange with overcrossing and ramps. Add aux lanees t/2 way to next I/C west bound connecting to ackling truck climbing lane. \$377.6 \$377.6 interchange with U.S. 50. best bound connecting to ackling truck climbing and. \$77.6 \$44.4 255% interchange with U.S. 50. best bound connecting to ackling truck climbing and. \$44.4 255% interchange with U.S. 50. best bound. Lengthen bridges. \$44.4 255% interchange with U.S. 50. best bound. Lengthen bridges. \$44.4 255% interchange with U.S. 50. best bound. Lengthen bridges. \$44.4 255% interchange with U.S. 50. best bound. Lengthen bridges. \$44.4 255% interchange with U.S. 50. best bound. Lengthen bridges. \$44.4 \$25% interchange with U.S. 50. best widen on-arms for ranne widen stant #40.00000000000000000000000000000000000 | El Dorado Hills Blvd. | Interchange with U.S. 50. | Phase 1.28 - Enhancements to axisting ramps. Lengthen bridge. (This work and cost thereof have been incorporated in "El Dorado Hills Blvd. Interchange with U.S. 50", "Phase 2 Utitmate") | ¢0.0 | | 100% | 211 24 24 24 24 |
| Interchange with U.S. 50 Construct new interchange with overcrossing and ramps. Add aux larees 1/2 wey to next I/C west bound to EOH and aux lane east bound connecting to axisting truck climbing lane. \$77,6 Interchange with U.S. 50. Modify axisting Interchange by widening off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lanes, install traffic signals. \$44,4 25% Modify axisting Interchange by installing traffic signals. Modify avisting Interchange by widening and HOV bypass lanes, install traffic signals. \$44,4 25% Interchange with U.S. 50. Modify avisting Interchange by installing traffic signals. \$44,4 25% Interchange with U.S. 50. Modify avisting Interchange by widening and HOV bypass. \$44,4 25% Interchange with U.S. 50. Interchange by widening and HOV bypass lane, add aux lanes 1/2 wey to next I/C east and west bound. \$26,2 50% Interchange with U.S. 50. Interchange by widening off-ramps to framms to frames to frame brow widen on-ramps for ramp metering and HOV bypass \$73.6 50% | El Dorado Hills BVd. | 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 Vailey UC and aux lane west bound to county line. | \$ 32.6 | | 100% | |
| Interchange with U.S. 50. Modify existing Interchange by widening off-ramps to provide turn lances, widen on-ramps for ramp metering and HOV bysass lanes, install traffic signals and aux lanes 1/2 way to next I/C east bound. Lengthen bridges. \$44,4 2596 Interchange with U.S. 50. Modify existing Interchange by installing traffic signals, construct who silp on-ramp, widen OFT-amps 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. \$26,2 50% Modify existing Interchange by widening 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. \$26,2 50% Interchange with U.S. 50. Interchange by widening off-ramps for ramp widen on-ramps for ramp metering and HOV bypass lane, add aux lanes 1/2 way to next I/C east and west bound. \$26.2 50% Interchange with U.S. 50. Interchange by widening off-ramps for ramp widen on-ramps for ramp metering and HOV bypass lanes, add aux lanes 1/2 way to next I/C east and west bound. \$73.6 50% | Silva Valley Parkway | Interchange with U.S. 50 | Construct new interchange with overcrossing and ramps. Add aux lares 1/2 way to next (/C west bound to EDH and aux lane east bound connecting to existing fruck climbing lane. | \$77.6 | | 100% | |
| Modify existing interchange by installing traffic signals, construct whe sip on-ramp, widen off-tamps to provide turn interchange with U.S. 50. Modify existing interchange and HOV bypass lane, add aux lanes 1/2 way to next I/C east and west bound. \$26.2 \$26.2 Modify existing interchange by widening off-tamps for turn interchange with U.S. 50. Modify existing interchange by widening off-tamps for turn widen on-ramps for ramp metering and HOV bypass innes, widen on-ramps for ramp metering and HOV bypass innes, widen on-ramps for ramp metering and HOV bypass innes, widen on-ramps for ramp metering and HOV bypass \$73.6 | Bass Lake Road | Interchange with U.S. 50. | Modify existing Interchange by widening off-ramps to provide turn lanes, widen on-ramps for ramp melening and HOV bypass lanes, install traffic signals add aux lanes 1/2 way to inext I/C east bound. Lengthen bridges. | 4 | 25% | 25% | 50% |
| Modify axisting Interchange by widening off-tamps for turn Interchange with U.S. 50. Ianes, widen on-tamps for ramp metering and HOV bypass \$73.6 Ianes, add aux Ianes 1/2 way to next I/C east and west bound. Lengthen bridges. | Cambridge Road | Interchange with U.S. 50. | Modify evisiting interchange by Installing traffic signals, construct who 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. | \$ 26.2 | 50% | | 50% |
| | Cameron Park Drive | interchange with U.S. 50. | Modify existing Interchange by widening off-tamps for turn larres, widen or-tamps for ramp metering and HOV bypass larres, add aux lanes 1/2 way to rext I/C east and west bound. Lengthen bridges. | \$73.6 | 50% | | 50% |

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| Date: 04-22-2009 | | | | Alloca | Allocation of Cost/Percentage | antage |
|---|--|---|--------------------------------|----------|-------------------------------|--------------|
| Fee Program Proje | Fee Program Project List - 2004 General Plan | | Cost Estimate | 2004 TIM | 2004 EDH TW | 2004 Hwy 60 |
| ROAD NAME | LINUTS | DESCRIPTION OF PROJECT | TOTAL (millions of dollars) | * | * | * |
| Ponderosa Road | Interchange with U.S. 50 | Modify existing Interchange by widering off-tampe to provide turn larses, widen on-range for rang metering and HOV bypease lanes, relocate N. Shingle Road and Durock Road, and bypease larses 1/2 way west bound to next I/C and widen bridge. | \$ 39. 4 | 50% | | 50% |
| El Dorado Road | Interchange with U.S. 50 | Modify existing interchange to uttimate improvements: edd traffic signals to the ramps, widen ramps for furn lanes, widen bridge. | \$10.8 | 50% | | \$0 % |
| Missouri Flat Road | irterchange with U.S. 50 | Phase I - modify axisting interchange to tight diamond configuration. | \$74.2 | 50% | | 50 % |
| | | | | | | |
| Other Projects | | | | | | |
| Fee Program Development and Updates | | 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 | \$ 8.4 | 37.05% | 39.65% | 23.30% |
| Traffic Signals, operational and safety improvements | Various Locations | Example Projects: Construct new or upgrade axisting Traffic Signals, seed funding intellegent Transportation Systems (ITS) projects, local match funding for safety improvements proportional to new develoment's impacts. | \$110.2 | 66.67% | 33.33% | |
| Transit Service Improvements | | Example Projects: New bus fleet expansion and park and ride lots. | \$10.5 | | | 100% |
| Bridge Replacement and Refusbilitation | | | \$15.7 | 100% | | |
| Prooren Totels. | | | \$982.1 | | | |

Exhibit B

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2004 GP Project List

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