

EXHIBIT "A"

Highway 50 Mobility Partnership Priority Near-Term Improvements

- **White Rock Rd - 4 lanes Sunrise Blvd to Silva Valley Parkway.**
- **US 50 Auxiliary Lanes - Sunrise Blvd to Scott Road.**
- **Rancho Cordova Pkwy - New interchange at US 50, 4 lanes to White Rock Road.**
- **Hazel Ave - Modify interchange at US 50, 4 lane extension to Easton Valley Parkway .**
- **Zinfandel Blvd Extension - 4 lanes to Douglas Rd .**
- **International Dr - 4 lanes Kilgore Rd to Rancho Cordova Pkwy .**
- **Easton Valley Pkwy - 4 lanes Rancho Cordova Pkwy to Hazel Ave .**
- **Douglas Rd - 4 lanes Mather Field Rd to Sunrise Blvd .**
- **BRT/Express Bus - Sunrise LRT, Citrus Rd, Sunrise Mall .**
- **Gold Line Passing Tracks - Hazel to Iron Point Road Station in Folsom .**
- **Preserve ROW for other BRT/Express Bus**
- **Local Bus/Shuttle Service**
- **Bicycle and Pedestrian Improvements**

50 Corridor Mobility Fee Program

The proposed fee program includes the following roadway and transit improvements:

Roadway Projects

Auxiliary lanes on US 50 from Sunrise Boulevard to Scott Road would improve operations along this congested stretch of freeway by placing the merge, diverge and weaving movements of the high volume on- and off-ramps onto a separate lane between each interchange, thereby increasing the capacity of the mainline freeway lanes.

The widening of White Rock Road from two to four lanes from Silva Valley Parkway in El Dorado Hills to Sunrise Boulevard would more than double this road's capacity since it would also improve horizontal and vertical alignments, greatly improve intersection geometrics and add signal control. These improvements would not only relieve congestion on this roadway but they would also 1) provide a high speed connection for commuters between El Dorado County, Folsom and Rancho Cordova that would divert traffic from congested portions of US 50 and 2) begin the implementation of the Elk Grove-Rancho Cordova-El Dorado Connector

A new connection between Hazel Avenue and White Rock Road would involve: 1) modification to the Hazel Avenue/US 50 interchange, 2) the extension of Hazel Avenue to Easton Valley Parkway, 3) construction of Easton Valley Parkway from Hazel Avenue to Rancho Cordova Parkway, and 4) construction of Rancho Cordova Parkway from Easton Valley Parkway to White Rock Road. This connection would divert traffic from US 50 west of Hazel Avenue as well as from Sunrise Boulevard south of US 50. This new connection would also mitigate traffic increases related to the planned connection of Rancho Cordova Parkway to US 50.

Transit Project

Implement improvements to increase light rail frequency on the Gold Line east of Sunrise Boulevard from every 30 minutes to 15 minutes

Funding for Fee Program

The initial cost estimate for the projects in the fee program is about \$424 million. This cost estimate will be refined over time. Over a 15-year period, the fee program is expected to generate about \$169 million, or 40 percent of the estimated cost. The remainder would come from a combination of frontage improvement, local fee programs and other regional, State and Federal sources, including Measure A and State bond funds.

Allocation of Costs to Fee Districts

New development's "fair share" of each improvement is based on the estimated percent use of each improvement by trips from each of the seven fee districts shown in Figure 1.

FIGURE 1
Exhibit B
FEE DISTRICTS AND PROJECTS IN 50 CORRIDOR MOBILITY FEE PROGRAM

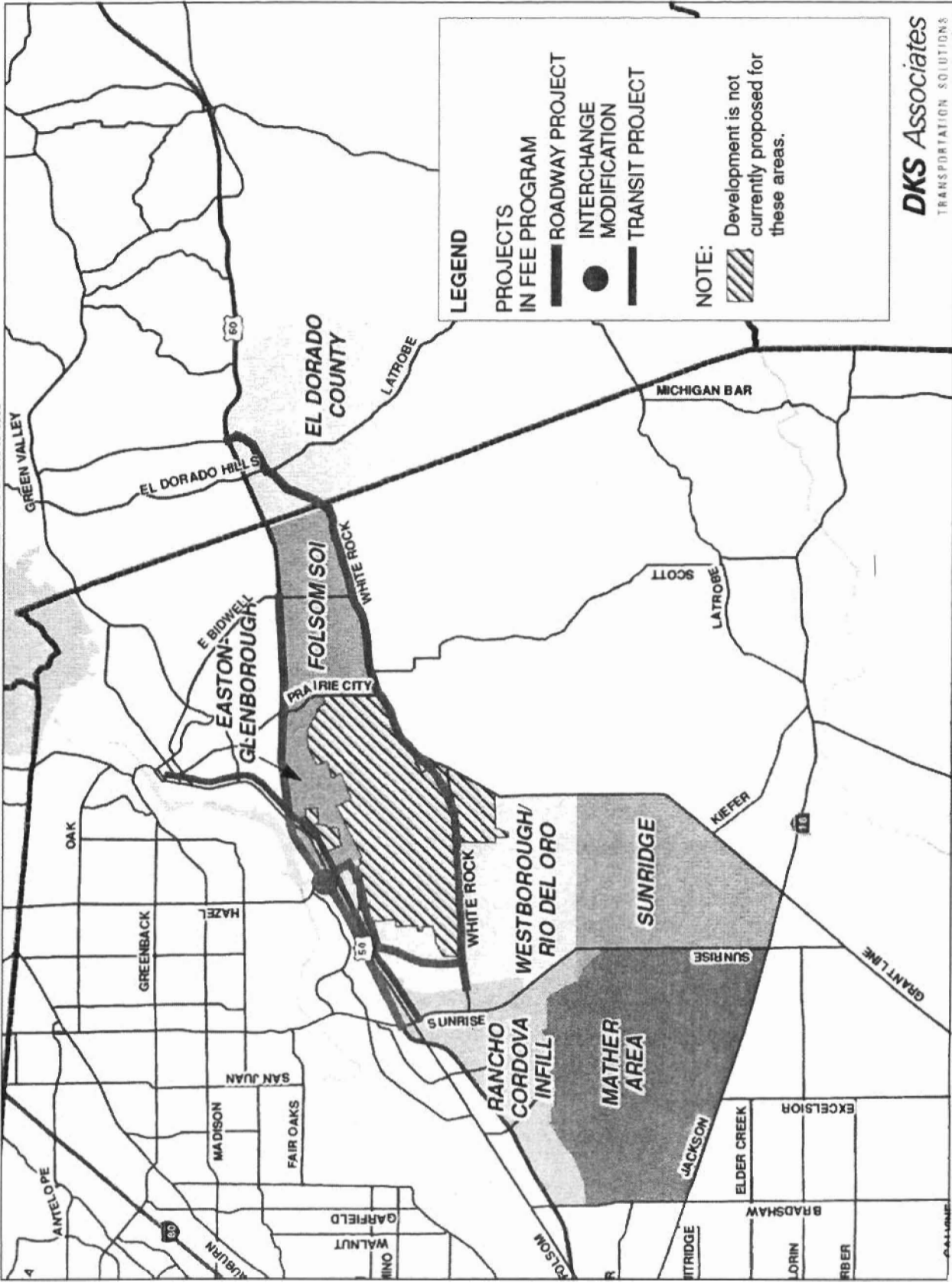
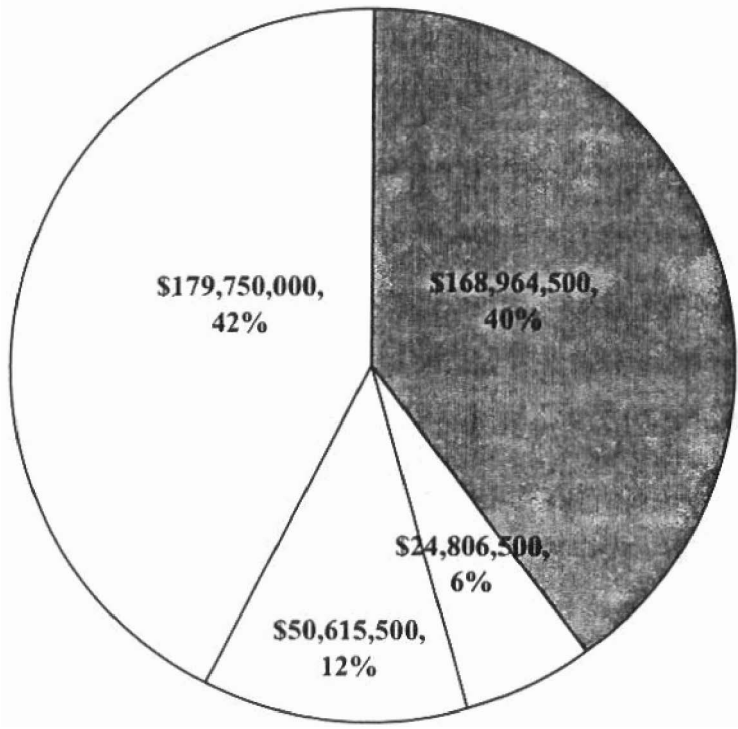
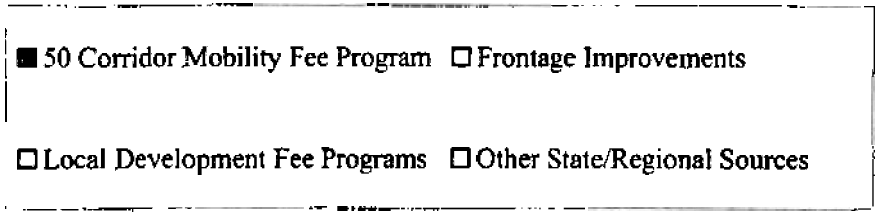


Exhibit D

Funding for Projects in 50 Corridor Mobility Fee Program		
Funding Source	Amount	Percent
50 Corridor Mobility Fee Program	\$168,964,500	40%
Frontage Improvements	\$24,806,500	6%
Local Development Fee Programs	\$50,615,500	12%
Other State/Regional Sources	\$179,750,000	42%
Total	\$424,136,500	100%

Assumptions for Other State/Regional Sources:	
Source	\$millions
Measure A	\$40.0
CMIA	\$22.0
SHOPP	\$35.0
State & Local Partnership	\$40.0
Other (Transit)	\$42.7
Total	\$179.7



Summary of External Agency Monies in Fee Program		
Fee Program Component	2006 Base Year Cost (millions)	2008 Current Year Costs (millions)
total external monies available to invest in Fee Program over 20 years	\$180.6	\$180.6 (1)
Costs attributed to external trips	(\$15.6)	(\$17.5)
Costs attributed to affordable housing grants	(\$20.0)	(\$20.0)
Costs attributed to non-residential "buy-down"	(\$92.4)	(\$118.8)
Surplus amount remaining for investment into Fee Program	\$52.6	\$24.3
1) Current fee program projects with external monies in 5-year CIP total over \$100 million. Continued receipt of external funds at this rate indicate approximately \$400 million will be received.		