

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.