

Draft version 1

US 50 CMCP Draft Policy Framework

Task 3.1

Prepared for:



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1. CMCP Background

The Sacramento Area Council of Governments (SACOG), in partnership with Caltrans District 3, is leading the development of a Comprehensive Multimodal Corridor Plan (CMCP) for the US 50 corridor between West Sacramento to the west and Pollock Pines to the east. The US 50 CMCP will prioritize equity, sustainability, VMT reduction and multimodal transportation through careful investment strategies and prioritization.

This document serves as the basis for aligning the development of the US 50 CMCP with relevant Regional, State and Federal policy. This alignment is important to render projects within the CMCP competitive and eligible for discretionary funding from State and Federal governments. The document describes the relevant policies and how it will shape the US 50 CMCP moving forward.

2. CMCP Guiding Policies

2.1 State Policy Alignment

2.1.1 Climate Action Plan for Transportation Infrastructure (CAPTI)

CAPTI serves as a key Caltrans strategy, in alignment with Caltrans System Investment Strategy (CSIS), which helps prioritize sustainable transportation investment across the state. CAPTI's goals focus on reducing Greenhouse Gas (GHS) emissions, improving transportation equity, and ensuring that the needs of disadvantaged communities are met. The US 50 CMCP will follow these guiding principles, closely aligning with Caltrans' CAPTI priorities by incorporating multimodal options and active transportation networks to promote VMT reduction and address equity. A new action in CAPTI 2.0 commits the CTC to update the Solutions for Congested Corridors Program (SCCP) guidelines to target a VMT neutral suite of investments and prioritize projects that reduce VMT.

2.1.2 Caltrans System Investment Strategy (CSIS)

Caltrans CSIS is a unified framework for investing in the state's transportation system. CSIS identifies key areas such as managed lanes, high-occupancy vehicle (HOV) lanes, and multimodal transportation as high priorities for future investment. The US 50 will align with these goals, ensuring the corridor is developed in a way that integrates Caltrans' transportation investment strategy. Additionally, CSIS serves as the quantitative foundation for infrastructure investment decisions, helping guide Caltrans partnerships and state funding administered by CalSTA and its agencies. By aligning with CSIS, the US 50 CMCP will drive investment in a way that supports sustainable, multimodal communities and opens up competitive funding opportunities, enabling greater flexibility in funding strategies and partnerships.

2.1.3 California Transportation Plan 2050 (CTP)

The CTP 2050 serves as a framework to guide transportation investments across all levels of government and the private sector. Given the state's diverse needs, the CTP prioritizes a variety of investment strategies to reduce reliance on driving, enhance multimodal transportation options, and achieve the state's climate goals. Achieving these objectives will require a combination of infrastructure improvements and focus on equitable outcomes for all communities. The US 50 CMCP should collectively prioritize projects that adhere to these guiding principles, as applicable within their current framework. This alignment will also support Caltrans' vision for a transportation system that is accessible, sustainable, and resilient, contributing to the achievement of CTP 2050's long-term goals for California's transportation future.

US 50 Comprehensive Multimodal Corridor Plan (CMCP)

2.1.4 California Freight Mobility Plan (CFMP)

The CFMP outlines key strategies for improving freight movement, including freight rail, highways, and multimodal solutions. Since US 50 is part of California's freight network, it's important to recognize the alignment with Caltrans' freight strategy for improving intermodal freight connections and addressing the growing demand for efficient goods movement.

2.1.5 California State Rail Plan

This plan outlines the future of rail transportation in California, focusing on improvements to passenger rail, freight rail, and multimodal connections. The US 50 CMCP intersects with key rail corridors, and it's important to align with the rail plan's goals to ensure better connections between rail and other transportation modes. Ensuring better integration of rail and highway systems will be critical to creating a seamless, efficient multimodal transportation network for both people and goods.

2.2 Regional Policy Alignment

2.2.1 SACOG Blueprint

The Blueprint, to be adopted in November 2025, is SACOG members' plan to build a connected region that includes transportation options for residents, affordable housing for the region's growing population, and equitable investments that give all community members access to a safe and healthy region. The plan is guided by three strategic goals centered around Equity, Economy and Environment, or the three "E's." The US 50 CMCP will aim for consistency with the 2025 Blueprint's themes and priorities in building the SACOG region.

2.2.2 EDCTC RTP 2025-2045

EDCTC is developing the 2025-2045 Regional Transportation Plan (RTP) with planned adoption in September 2025. The RTP is designed to be a guide for the systematic development of a balanced, comprehensive, multi-modal transportation system. Key themes captured in the draft vision statement include Empowering Connectivity, Promoting Resiliency, and Preserving Heritage. Draft goals and objectives for the RTP are focused on strategic improvements to highways, streets and interregional roadways, public transit, aviation, freight/goods movement, active transportation (bikeways and pedestrian facilities), transportation systems management, and intelligent transportation systems.

2.3 Local Policy and Plan Alignment

Task 1.1, Existing Conditions includes a review of plans from multiple jurisdictions and agencies, organizing solutions by mode: biking and walking, transit and rail, roads and streets, and freeways. General observations reveal a strong emphasis on active transportation, with numerous proposals for expanding bike and pedestrian facilities. There is also a significant focus on improving road safety and connectivity, particularly through enhancements to the freeway and local road networks.

2.4 Goals of Other Relevant CMCPs

The US 50 CMCP will consider goals of other Caltrans-related CMCPs, such as the I-80 CMCP and SR 99 CMCP, and incorporate insights from forthcoming D3 Managed Lanes System Plan. As well

as other partner-led regional plans like the Placer-Sacramento Gateway Plan (PSGP). Key goals from these plans include improving system reliability, multimodal accessibility, congestion reduction,

and safety for all users. As with these other CMCPs, the US 50 CMCP will focus on investments that reduce congestion, improve travel reliability, and promote active transportation.

Placer-Sacramento Gateway Plan (PSGP)	I-80 CMCP	SR 99 CMCP
<ul style="list-style-type: none"> • Reduce total delay • Increase travel time reliability • Increase transit use • Increase transportation network efficiency • Minimize regional city-through traffic on local roadways • Increase transit travel choices for commutes and long-distances 	<ul style="list-style-type: none"> • Safety • Efficiency • System Reliability • Multimodal Accessibility and Connectivity • Air pollution and GHG Reduction • Economic prosperity • Modern infrastructure and asset management • Efficient land use 	<ul style="list-style-type: none"> • Maintain Streets, Highways, Active Transportation and Transit • Promote Safe Travel • Reduce Traffic Congestion • Promote Equitable Transportation Investments • Improve Air quality and Public Health • Prepare for Climate Change • Stimulate Economic Development and Improve Quality of Life in the Region • Advance Clean Technology

2.5 Funding Alignment

2.5.1 Solutions for Congested Corridors Program (SCCP)

The US 50 CMCP will prioritize capital investments that enhance the corridor’s multimodal transportation options, improve system efficiency, and support sustainability goals. While pursuing funding through the SCCP – a competitive statewide grant program created by the Road Repair and Accountability Act of 2017 (SB 1) – is an important objective, the CMCP’s broader focus is on aligning the region’s transportation needs with state and federal priorities, ensuring comprehensive, long-term improvements across multiple modes or travel. The SCCP funding will serve as one avenue to secure funding resources for these projects. SCCP applications are scored based on the following criteria:

1. Safety
2. Congestion
3. Accessibility
4. Economic development, job creation, and retention
5. Air pollution and greenhouse gas emission reductions

US 50 Comprehensive Multimodal Corridor Plan (CMCP)

6. Efficient land use
7. Level of matching funds
8. Timely project completion

The above criteria should be considered when developing the US 50 CMCP performance measures. Aligning the CMCP's evaluation framework with these criteria will help regional partners prioritize transportation solutions for SCCP grant applications.

Not all transportation projects are eligible for SCCP funding. Specifically, SCCP funding cannot be used for general purpose lanes on state highways. Roadway capacity-increasing projects are limited to high-occupancy vehicle lanes, managed lanes, and other improvements such as auxiliary lanes, or truck climbing lanes. However, a new action in CAPTI 2.0 commits the CTC to update SCCP guidelines to target a VMT neutral suite of investments. Under this action, future cycles of the program will target VMT neutrality to prioritize projects that reduce VMT.

Recent successful projects in the Sacramento region that have won SCCP grants, shown in the table below, demonstrate that the award criteria favor complete streets, multi-use trail, transit, and rail projects.

Project	Award (\$1,000s)	CMCP	SCCP Cycle
Sacramento to Roseville Rail 3 rd Mainline Track	\$25,000	PSGP	2022
Sacramento Valley Light Rail Station Realignment	\$25,000	PSGP	2022
Auburn Boulevard Complete Streets	\$2,860	PSGP	2020
Auburn Boulevard Ramp Meter	\$500	PSGP	2020
Dry Greek Greenway (multi-use trail)	\$6,239	PSGP	2020
Electric buses and chargers	\$6,000	PSGP	2020
I-80 Auxiliary Lanes (for transit reliability)	\$9,503	PSGP	2020
Light Rail Modernization - Vehicles	\$22,994	PSGP	2020
Light Rail Modernization - Stations	\$2,942	PSGP	2020
Watt Avenue Complete Streets	\$8,100	PSGP	2020

Franklin Boulevard Class IV Bikeway	\$200	--	2018
I-5 HOV Lanes	\$14,800	--	2018
Light Rail Expansion	\$20,300	--	2018
US 50 HOV Lanes	\$90,000	--	2018

2.5.2 California Senate Bill 535 (SB 535)

California Senate Bill 535 provides the state framework and investment strategy for disadvantaged communities. The bill provides alignment across all public agencies in California to define disadvantaged communities using the CalEnviroScreen platform. The platform provides weighted scores for all census tracts in the State and assesses environmental justice, socioeconomic factors such as race and income, and transportation deficiencies for these communities. Census tracts scoring in the 75th percentile or higher are defined as “disadvantaged” by this law.

2.5.3 Other Funding Sources

State Funding

Other key state funding sources that should be considered for US 50 corridor solutions include the following:

- **SB 1 Trade Corridor Enhancement Program (TCEP):** Funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement.
- **SB 1 Active Transportation Program (ATP):** Funding to encourage increased use of active modes of transportation, such as biking and walking.
- **SB 1 Local Partnership Program (LPP):** Provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.
- **Transit and Intercity Rail Capital Program (TIRCP):** Grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

Federal Funding

At the federal level, grant funding criteria have shifted significantly. As of March 2025, the United States Department of Transportation (USDOT) is placing increased scrutiny on projects that include the following activities:

- Equity analysis
- Diversity, equity, and inclusion (DEI)
- Gender equity
- Emissions reductions
- Environmental justice (EJ)
- Bicycle infrastructure
- Electric vehicles (EVs) and EV charging infrastructure

USDOT programs and activities will further prioritize projects and goals that:

- Utilize user-pay models;
- Direct funding to local opportunity zones;
- Mitigate impacts on families, such as access to transportation, and give preference to communities with marriage and birth rates higher than the national average;
- Prohibit funding recipients from imposing vaccine or mask mandates; and
- Require local compliance/cooperation with federal immigration enforcement and other objectives of importance to the President or Secretary.

This evolving guidance from the federal administration reflects priorities that may differ from those of the state.

Federal funding criteria continue to evolve. Upcoming NOFOs will provide additional guidance that may be able to inform the CMCP evaluation framework. USDOT Better Utilizing Investments to Leverage Development (BUILD) awards are expected in Summer 2025. The list of awardees will also provide indication about USDOT priorities as they relate to competitive grant programs.

3. CMCP Draft Vision, Goals and Strategies

3.1 Draft Vision Statement

Create a safe, reliable, and accessible travel experience along the US 50 corridor, enhancing connections to jobs and housing, and supporting a resilient, equitable, and healthy environment for all.

3.2 Draft Goals and Strategies

Based on Partner and Public engagement conducted to-date, the draft goals and strategies of the US 50 CMCP include:

Improving safety for all transportation system users

- Prioritize safety projects in disadvantaged communities that have been disproportionately impacted by traffic violence.
- Reduce the number of fatal and severe collisions along the corridor.
- Develop safe and comfortable active transportation networks for all ages and abilities, leveraging the American River Parkway as a regional connector.
- Improve emergency preparedness for extreme weather events (e.g. wildfires in El Dorado County, flooding, extreme heat) and other travel disruptions.

Enhancing travel reliability within the corridor

- Reduce delay and manage travel demand along corridor.
- Increase service frequency and reliability for SacRT, El Dorado Transit and YoloBus bus and light rail.
- Create more resilient transportation networks and communities to adapt to changing climate conditions.
- Improve the operation of parallel roadways for local travel and minimize regional cut-through traffic.
- Target roadway capacity increases on existing bottlenecks and in alignment with regional planning and land use assumptions.

Increasing multimodal travel options and access to destinations

- Encourage transit use by creating better access to and from the regional trail system, first and last mile walking and biking paths, and ride/car share options.
- Increase transit, active transportation and non-SOV mode share for long distance and commute trips, reducing daily vehicle miles traveled (VMT) within the corridor.
- Provide travel options that overcome barriers such as the American River and US 50.
- Provide travel options that increase access to housing, jobs and community and regional destinations along the corridor, particularly for rural communities in El Dorado County and others with low multimodal access.

3.3 Draft Performance Measures (To be Developed)

Performance measures are pending final draft US 50 CMCP goals and strategies. The performance metrics that are used in the review of SB1 SCCP program applications and should be considered for the US 50 CMCP include:

- Change in Daily Vehicle Miles Traveled
- Person Hours of Travel Time Saved
- Peak Period Travel Time Reliability Index (highway only)
- Level of Transit Delay (transit only)
- Number of fatalities and serious injuries
- Rate of fatalities and serious injuries
- Air Quality
- Cost Effectiveness
- Jobs Created

Appendix A. Preliminary Partner Feedback

A.1 Partner Priorities

Partners were identified based on the study area, including cities, roadway owners, Councils of Government, and the public to further refine the list of infrastructure investments being compiled into the CMCP. The US 50 CMCP includes a Partner Engagement Plan which describes how agencies were selected and engaged throughout the CMCP development process. These partners have been engaged to record feedback during various TAC meetings as noted below.

A.1.1 Feedback received from Technical Advisory Committee (TAC)

- During the first TAC meeting, the team conducted a poll for members. The questions and results included the following:
 - o **How many miles do you travel along the US 50 corridor on a given day?**
 - 43% of respondents regularly travel less than 5 miles along US 50.
 - 22% of respondents travel 21-30 miles, and 17% travel 5-10 miles.
 - None of the respondents travel 11-20 miles; the remaining respondents (18%) were equally split on over 30 miles and not regularly traveling along US 50.
 - o **What are the top TWO challenges you experience when traveling on or across the US 50 corridor in your community?**
 - 38% of the votes cited high traffic volumes and congestion, making it the top challenge.
 - Unsafe roadways or intersections and lack of access to multimodal travel options received 26% and 24% of votes, respectively.
 - High volumes of truck traffic and goods movement received the fewest number of votes with 12%.
 - o **Which TWO goals for the US 50 corridor are most important to you (pre-selected options)?**
 - The top three voted goals were 1) maintain streets, highways, active transportation, and transit infrastructure (21% of votes), 2) promote safe travel (19% of votes), and 3) reduce traffic congestion (19% of votes).
 - Following closely behind, 1) promoting equitable transportation investments and 2) improving air quality and public health each received 14% of votes.
 - The following two goals received the fewest number of votes: 1) stimulate economic development and improve quality of life in the region (7% of votes) and 2) prepare for climate change and advance clean technology (5% of votes).
- During the second TAC meeting, the team followed up on poll responses and provided members with the opportunity to expand on them. The prompts included the following questions:

- **Are these the right goals? Are we missing any? Should any goal(s) be weighed differently than others?**
 - City of Rancho Cordova suggested reducing barriers, such as the light rail, lack of river crossings, areas owned by USBR, and Folsom South Canal, along the corridor and making it convenient to travel through these barriers. SacRT agreed about increasing safe access, especially to transit assets and park and ride lots, which could include first/last mile programs.
 - SMAQMD noted they hope for reducing congestion goals, that the team views them from a long-term standpoint rather than the short-term, as it might end up increasing congestion in the long term otherwise.
 - STA mentioned improving travel reliability and multimodal options on the corridor as missing goals.
 - City of Rancho Cordova stated they would be interested in hearing more about how economic development and quality of life would be tied together, as they could sometimes conflict with one another.
 - SacDOT stated that for safety, bike connectivity should not include Class II bike lanes.
 - EDCTC suggested adding resiliency, emergency evacuation, and specifically calling out ITS improvements on US 50
- **What are the top Transportation Needs for your jurisdictions?**
 - SacRT expressed the need to recognize, score, and analyze various operational improvement projects along the Gold Line, aiming to be prioritized for future SCCP funding in collaboration with partners. They also plan to undertake a Safe Routes to Transit Plan and would like it to be a programmatic category.
 - EDCTC emphasized the importance of demonstrating how outlying projects fit into the bigger picture along US 50 to be more competitive for federal and state grants.
 - The City of Folsom suggested new and improved connections to US 50, including expanding public transit to the plan area, improving headways to the existing city, and establishing a JPA connector to El Dorado Hills.
 - 50 Corridor TMA mentioned improving sustainable options and making active modes and transit more accessible, noting that existing infrastructure and investments are heavily geared towards cars.
- **How would you define success for the US 50 CMCP?**
 - Paratransit Inc. defined success as improving access, mobility, and quality of life along the corridor, especially for the large aging population, and tying into broader initiatives.
 - SABA stated that success looks like zero fatalities on the corridor's roads.
 - City of Rancho Cordova stated that while people are using active modes of transportation, achieving zero fatalities while also increasing numbers is the main goal. They added another measure of success is a shared regional vision that identifies key investments that will benefit mobility for all modes.

A.1.2 Feedback from Public Engagement Phase 1 (Placeholder)

A.2 Draft Vision and Goals Statement

As a TAC, the team produced a list of priorities which will be used to develop and refine the Vision and Goals statements which will inform the brand of the CMCP. SACOG and Caltrans have guided the discussion into four specific focus areas; Access, Multimodal Connectivity, Congestion/Reliability, and Safety. Below is the feedback from TAC #2 which is the most current guidance feeding into the Vision and Goals statements respectively:

Table A-1. TAC #2 Vision and Goals Feedback

Access	Multimodal Connectivity	Congestion/Reliability	Safety
Rancho Cordova: Overcoming natural and infrastructural barriers	STA: Connectivity across modes	SMAQMD: Reduce traffic congestion within existing right of way	SABA: Zero fatalities on corridor roads
SacRT: Access improvements / first-mile last mile to transit	50 TMA: improving sustainable options as a priority and to make active modes and transit easy, as existing infrastructure and investments are heavily geared towards cars.	Folsom: New and improved connections to US 50; JPA Connector to El Dorado Hills	Sacramento County: safety is more than Class II Bike Lanes
Paratransit, Inc: Access to services – food, health care [aging population considerations]		STA: Travel time reliability across modes	SacRT: Safe Routes to Transit Plan upcoming

Source: US 50 CMCP TAC Meeting #2