

Meeting Summary

- US 50 CMCP Virtual Community Workshop #1
- Date: May 15, 2025
- Time: 5:30 PM – 7:00 PM
- Project name: US 50 Comprehensive Multimodal Corridor Plan (CMCP)
- Location: Zoom (with live Spanish interpretation)
- Participants: Over 60 community members attended

Next Steps

- The CMCP team will continue identifying transportation gaps, challenges, and potential solutions.
- A second Virtual Workshop will be held in Fall 2025 to share community priorities.
- The project team will develop draft solutions packages through 2026, aligning with state and federal funding opportunities.
- Meeting recording, slides, and summary will be posted on the project website within two weeks.

Item Summary

Welcome & Meeting Format

Katie DeMaio (AIM Consulting) welcomed participants, introduced AIM's role, and reviewed meeting logistics: microphones muted, Q&A via chat, Spanish interpretation available, and meeting recording to be posted online.

Project Introductions

Dustin Foster (SACOG) introduced himself as Project Manager, emphasized SACOG's collaboration with Caltrans and local agencies, and explained how the CMCP supports funding eligibility through SB 1's Solutions for Congested Corridors Program.

Dianira Soto (Caltrans District 3) welcomed attendees, shared her experience leading I-80 and SR 99 CMCPs, and stressed the importance of community feedback.

Charu Kukreja (Jacobs) introduced consultant team members, including Phil LaCombe, supporting SACOG and Caltrans.

Background: What is a CMCP?

Dustin described CMCP guidelines, based on California Transportation Commission standards, and explained how the plan evaluates all modes of transportation: passenger/freight rail, bus routes, bicycle and pedestrian facilities, vehicle travel, and goods movement. The CMCP will also analyze impacts to all modes of transportation based on future land use growth along the corridor. Modes of transportation analyzed in the CMCP include passenger rail, freight rail, local and express bus routes, and bicycle and pedestrian facilities.

He explained the corridor study area (West Sacramento to Pollock Pines), highlighting major destinations, the SacRT Gold Line, and the American River Parkway. Areas include many different community types: historic gold rush towns, suburban communities, and urban Sacramento neighborhoods, and sees a variety of trip types including commutes to employment centers in Sacramento, Rancho Cordova, La Riveria, Oak Park, Midtown Sacramento and West Sacramento; travel by students at Sacramento State and older adults in Cameron Park.

Goals & Polling

Charu (Jacobs) presented the three plan goals: improve safety for all users, enhance travel reliability, and increase multimodal travel options and access to destinations. Key factors that are also being considered include the corridors' major transportation assets and barriers, major destinations, city and county boundaries, travel patterns, and more.

Katie (AIM) launched a Zoom poll. Results showed participants prioritized multimodal travel options (48%), followed by reliability (31%) and safety (21%).

Planning Process & Engagement

Charu outlined the four-phase planning process, which will take approximately two years to complete, concluding in June 2026, with continuous engagement from partners and the public throughout.

Katie presented community engagement objectives: equity, inclusivity, and accessibility. Activities include a project website, branding, 12 pop-up events, three regional workshops, and two surveys (with over 1,500 responses to Survey #1).

Survey results showed participants were most dissatisfied with safety, neutral about travel options, and somewhat less concerned about costs.

Corridor Challenges

Phil LaCombe (Jacobs) presented maps and data showing:

- Population growth: 140,000 new residents expected by 2035, especially in West Sacramento, Downtown, Rancho Cordova, Folsom, and El Dorado Hills.
- Aging population: 20–35% of residents 65+ in many corridor communities.
- Traffic congestion: recurring slowdowns at Harbor Blvd, Stockton Blvd, Watt Ave, Sunrise Blvd, and Folsom Blvd interchanges.
- Transit access: frequent SacRT Gold Line service but limited bus headways in many areas.
- Wildfire vulnerability: high in Placerville, Shingle Springs, and Cameron Park.

Potential Solutions

Charu presented potential solutions, including:

- Safe and complete streets
- Bus Rapid Transit and express light rail service
- New or improved biking and walking trails
- Mobility hubs and electric vehicle chargers
- Improved evacuation routes and wildfire resilience measures
- Smart traffic signals, HOV/toll lanes, auxiliary lanes, and freeway crossings
- Freight and goods movement enhancements, Intelligent Transportation Systems (ITS), and Integrated Corridor Management (ICM)

Participants were invited to provide input via chat on their top solution priorities.

Community Feedback & Discussion

Attendees emphasized priorities such as:

- Safer crossings at arterials (e.g., Folsom Blvd).
- Increased transit frequency and reliability (“frequency!!” noted in comments).
- Expanding the American River Bike Trail and other long-distance bike routes.
- New interchange opportunities (e.g., Empire Ranch Road in Folsom).
- Wildfire evacuation UPlanning using School and Transit Buses
- Support for tolling/FasTrak lanes, express buses, and shaded/safe transit stops.

Closing & Next Steps

Charu summarized the next steps: continued solution development, Fall 2025 workshop, and preparation for 2026 funding opportunities.

Katie thanked the participants, encouraged them to continue providing feedback via the website and surveys, and closed the workshop.

Presenters/Participants

- SACOG: Dustin Foster (Project Manager), staff
- Caltrans District 3: Dianira Soto (Branch Chief), staff
- Jacobs: Charu Kukreja (Project Manager), Phil LaCombe (Planner), team members
- AIM Consulting: Katie DeMaio (Engagement Lead)
- Community members: Over 60 registered participants

Appendix:

Poll Question: Where do you live?

- Fair Oaks
- Arden Arcade 95825
- Curtis Park, 95818
- 95820 West Tahoe Park
- 95826 (3)
- West Sac!
- Mike from North Sacramento. 95815
- EDH 95762
- Elk Grove 95757 to Orangevale 95662
- Folsom 95630
- Rancho Cordova
- Rancho Cordova
- Fair Oaks 95628
- Sacramento. CA 95835
- The baseball side of the river
- Franklin Boulevard
- 89448
- Sacramento (Downtown/Midtown), 95811
- Davis, 95616
- Cameron Park 95682
- Midtown
- Folsom
- Gold River
- East Sac 95816

Poll Question 2: Why do you travel on or along US 50?

- Visit friends, family, and leisure activities
- Truck drivers use it often; other selected options are available.
- All of the above, but mostly not on the highway
- Stores and services
- Other? Reduce driving and emissions
- All of the above

This section provides additional responses to questions received during the US 50 CMCP Virtual Community Engagement Workshop on May 15, 2025.

1. Can improvements be made to freeway undercrossings to make pedestrians feel safer when walking from one neighborhood to another?

If there's a specific location you're concerned about, we encourage you to share that with your local city or county public works department, and they can work with Caltrans if needed.

2. Can you provide statistics on how Sutter Creek was affected by the rerouting of Highway 49?

This topic is outside the scope of the US 50 Comprehensive Multimodal Corridor Plan. However, for more information, you may find these resources helpful:

- [Caltrans Public Affairs Main Page](#)
- [Caltrans Public Affairs FAQs](#)
- [FAQs – Project Information or District Contacts](#)

3. What about the effect on Santa Rosa, where Highway 101 is elevated?

This topic is also outside the scope of the US 50 Comprehensive Multimodal Corridor Plan. More information can be found here:

- [Caltrans Public Affairs Main Page](#)
- [Caltrans Public Affairs FAQs](#)
- [FAQs – Project Information or District Contacts](#)

4. What is the long-term strategy for Caltrans? Is the sole focus on freeways with the new funding? Where is the money supposed to be allocated?

Caltrans' long-term strategy is not limited to freeways. Investments support projects that improve safety, reduce emissions, and expand transportation options — including walking, biking, and transit, especially in underserved communities.

Guidance comes from state policy, such as the **Climate Action Plan for Transportation Infrastructure (CAPTI)**, which ensures funding goes toward sustainable, equitable, and climate-friendly transportation solutions.

5. Is there a mandate? What percentage can be allocated to public transit, walkability, or freeways?

Caltrans is required to consider all travelers in our projects — not just drivers. While much funding goes toward maintaining and improving the highway system, Caltrans also invests in



walking, biking, and transit.

Policies require including **Complete Streets** features in projects unless there is a documented exception. There is no fixed percentage per mode, but multimodal components are increasingly prioritized.

6. Do you have any plans to expand the road through the mountains on the way to Tahoe?

Currently, no widening or expansion projects are identified in the Tahoe Regional Planning Agency's (TRPA) **Draft Regional Transportation Plan** or in SACOG's **Draft 2025 Blueprint Plan**. These regional plans guide transportation priorities with a focus on sustainability, safety, and mobility for the Tahoe and Sacramento regions.

For more information:

- [TRPA Draft Regional Transportation Plan](#)
- [SACOG 2025 Blueprint Draft Plan](#)

7. Where can we share more feedback on this initiative? Is there a link or survey?

You can visit the [US 50 CMCP page on SACOG's website](#) for ongoing updates, including upcoming opportunities for public input.

In the meantime, comments and feedback can be sent directly to the project team at US50.CMCP@sacog.org.