

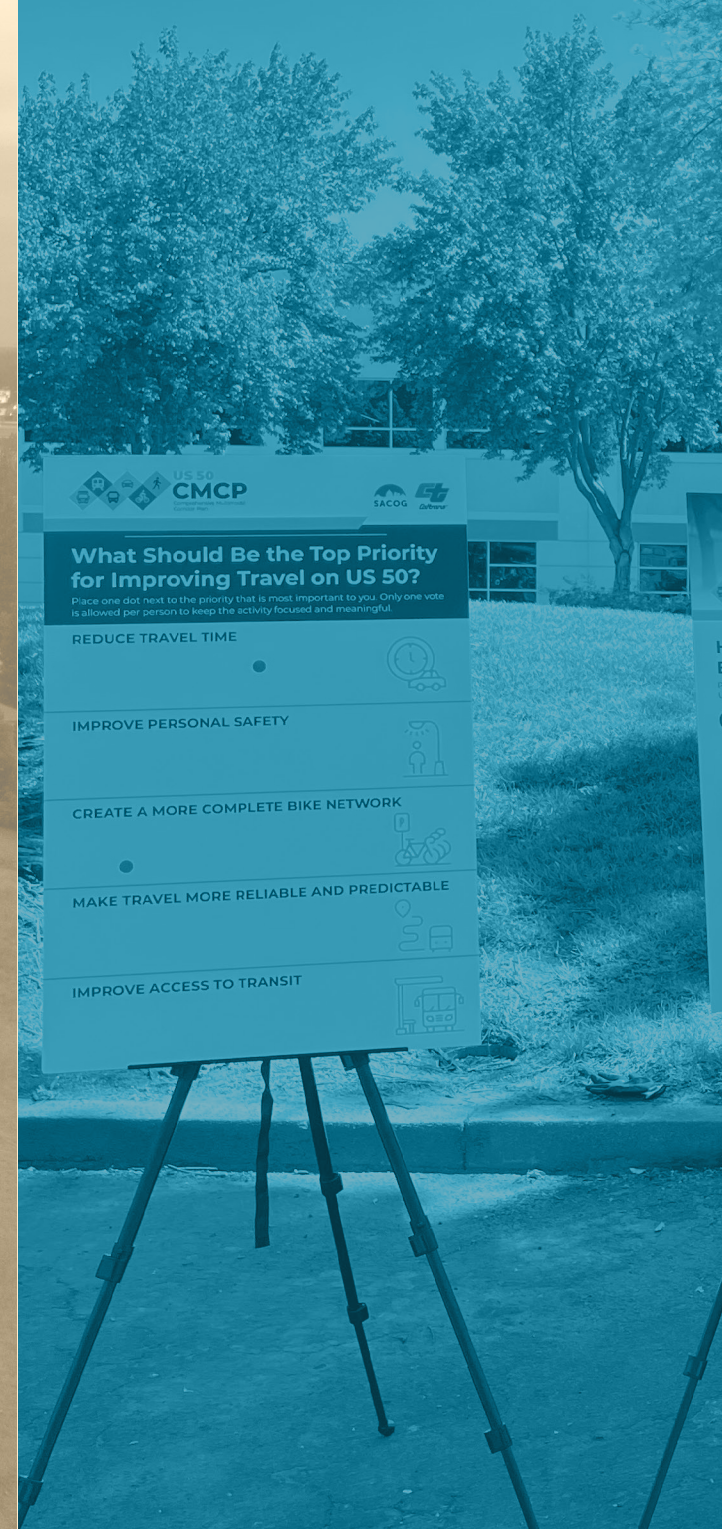


US 50 CMCP

June 2026

Comprehensive Multimodal
Corridor Plan

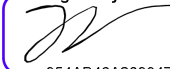






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Acknowledgments

This plan reflects the collective efforts of agency staff, partner organizations, and community members who contributed their time, expertise, and perspectives to advance a safer, more reliable, and accessible US 50 corridor.

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- Caltrans District 3

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- Caltrans Headquarters
- City of Folsom
- City of Placerville
- City of Rancho Cordova
- City of Sacramento
- City of West Sacramento
- Capital SouthEast Connector JPA

- El Dorado County Transportation Commission
- El Dorado County
- El Dorado County Transit
- Federal Highway Administration - California Division
- Paratransit, Inc.
- Sacramento Area Bicycle Advocates
- Sacramento County
- Sacramento County Regional Parks
- Sacramento Regional Transit District
- San Joaquin Regional Rail Commission
- Sacramento Metropolitan Air Quality Management District
- Sacramento Transportation Authority
- Yolo Transportation District

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Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
ADA	Americans with Disabilities Act
BIPOC	Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino
CalSTA	California State Transportation Agency
CAPTl	Climate Action Plan for Transportation Infrastructure
CMCP	Comprehensive Multimodal Corridor Plan
CSIS	Caltrans System Investment Strategy
CSUS	California State University, Sacramento
CTC	California Transportation Commission
EDCTC	El Dorado County Transportation Commission
I-	Interstate
ITS	Intelligent Transportation System
MTP	Metropolitan Transportation Plan
RTP	Regional Transportation Plan
SACOG	Sacramento Area Council of Governments
SacRT	Sacramento Regional Transit
SACSIM	Sacramento Activity-Based Travel Simulation Model
SB1	Senate Bill 1
SCS	Sustainable Communities Strategy
SHS	State Highway System
TAC	Technical Advisory Committee
US 50	United States Highway 50
VMT	Vehicle Miles Traveled



Introduction





1. Introduction

1.1 Plan Purpose

A Comprehensive Multimodal Corridor Plan (CMCP) is a long-range transportation plan designed to create a balanced and efficient multimodal transportation system along and across the corridor. It is developed using guidance from the California Transportation Commission's (CTC) 2025 CMCP Guidelines and the 2020 California Department of Transportation (Caltrans) Corridor Planning Process Guide. The purpose of a CMCP is to evaluate existing transportation conditions, identify challenges such as congestion, safety concerns, and environmental impacts, and propose strategies to address them. A CMCP provides a holistic understanding of how the corridor functions and what improvements are needed because it considers all modes of travel—driving, transit, biking, walking, and freight.

The United States 50 (US 50) Highway CMCP is a collaborative planning effort along a 58-mile segment of the US 50 corridor

in the Sacramento region, extending from West Sacramento to Pollock Pines. Taking a multimodal, big-picture approach, the plan identifies coordinated strategies for US 50, the Sacramento Regional Transit (SacRT) Gold Line, the American River Parkway, local roadways and transit services, active transportation networks, intelligent transportation systems (ITS), transportation demand management, and broadband infrastructure. Co-led by the Sacramento Area Council of Governments (SACOG) and Caltrans District 3, the CMCP brought together leaders, agencies, and communities from West Sacramento to Pollock Pines to collaboratively address transportation needs. By looking at the whole corridor, the plan helps improve traffic safety, reduce congestion, enhance accessibility, and support more reliable and sustainable travel options. Importantly, completing a CMCP also enables cities and counties along the corridor to apply for major funding opportunities, including state grants created by Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017.

1.2 US 50 in the Sacramento Region

The US 50 corridor is critical to the region's economy, traverses diverse geographic terrain and community types, and includes a range of multi-modal travel options. US 50 connects historic gold rush towns, suburban communities, and urban neighborhoods and serves a variety of travel purposes, including commuting to employment in Sacramento County, linking rural El Dorado County communities, and serving as a gateway to the Sierra Nevada region and Lake Tahoe.

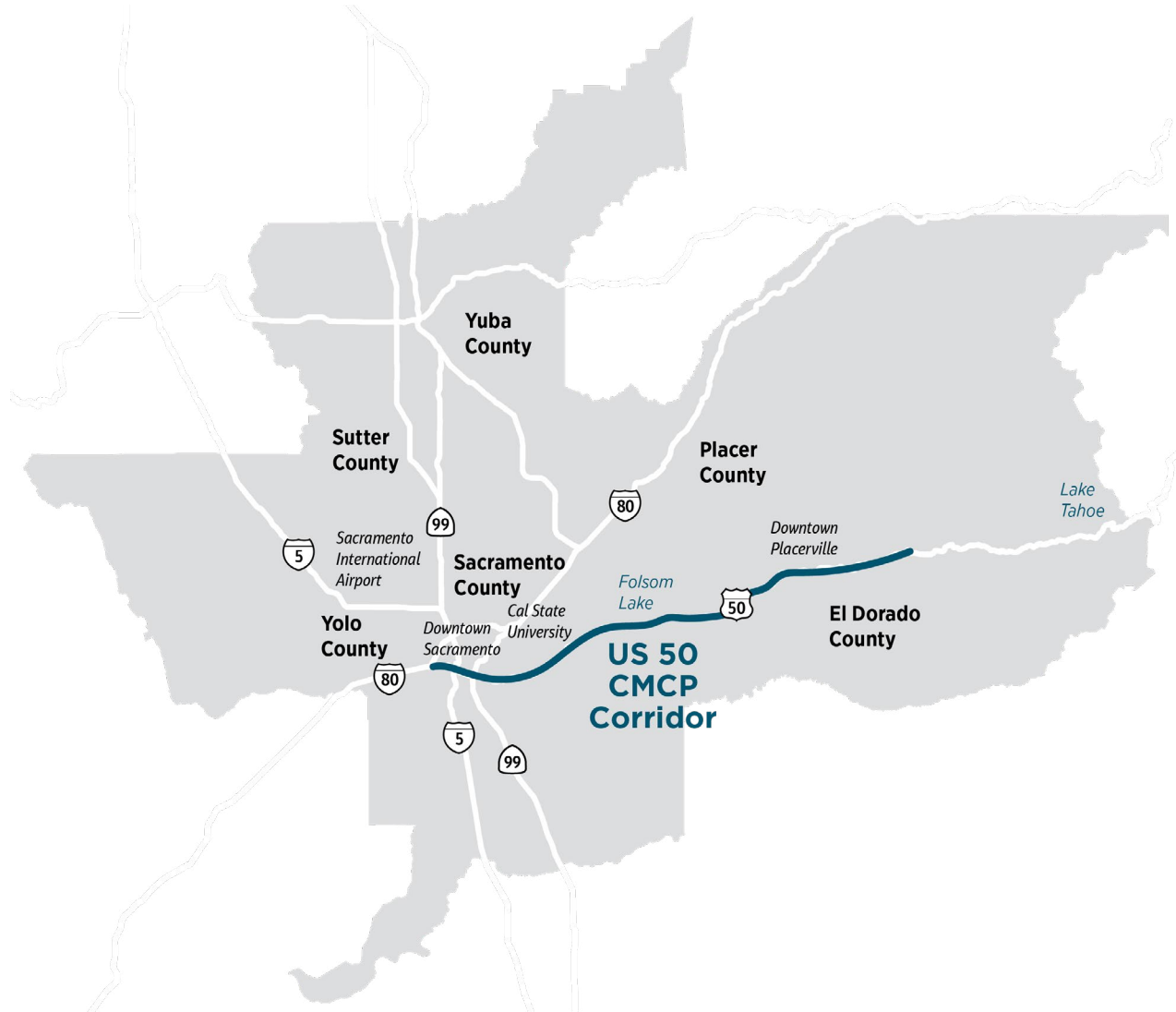
The demographics of communities along US 50 are also diverse, with racial and ethnic minority populations in communities like Rancho Cordova, La Riviera, and Richmond Grove; low-income households in Rancho Cordova, La Riviera, Oak Park, Midtown Sacramento, and West Sacramento; students at California State University, Sacramento (CSUS); and older adults in Cameron Park. In addition to US 50, key transportation assets include the SacRT Gold Line Light Rail, the American River Parkway, and the El Dorado Trail.

The US 50 corridor serves as both a regional transportation route and a connector to everyday destinations. By 2050, travel is projected to grow further with planned employment and housing. Traffic volumes and lane counts increase moving west toward Sacramento, where the highest

congestion occurs, particularly between I-5 and Watt Avenue, with combined daily traffic volumes exceeding 480,000 vehicles. Bottleneck analysis highlights recurring

congestion hotspots in Sacramento County and Placerville, closely tied to the corridor's highest traffic volumes for commuters and recreational travelers.

Figure 1. US 50 CMCP Study Limits in the SACOG Region



1.3 Plan Process and Development

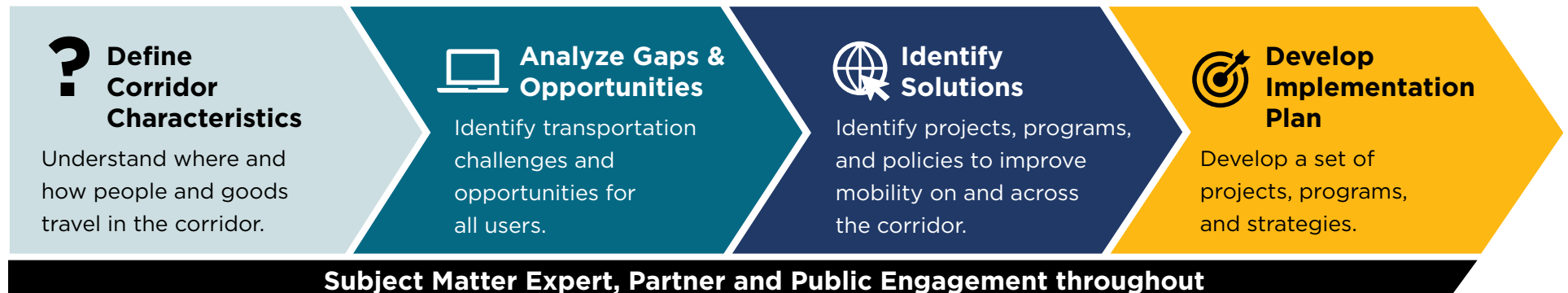
Figure 2 outlines the planning process, including four main phases, from August 2024 to June 2026. Throughout each phase, the team engaged with staff at Caltrans, cities, counties, transit agencies, nonprofits, and members of the public.

As the first phase of the CMCP, the plan team conducted a comprehensive analysis of existing conditions along the US 50 corridor. This analysis established the context for plan analysis and informed all subsequent phases of the plan. Through the existing condition analysis, the team identified critical gaps and opportunities affecting communities along the corridor, with an emphasis on those related to safety, connectivity, access, and equity. The findings provided a clear understanding of how current transportation conditions influence daily travel experiences, economic vitality, quality of life, and environmental conditions across the corridor and have directly informed the solutions proposed in the CMCP.

Central to the CMCP process has been meaningful and inclusive public engagement. Engagement activities were structured around three phases and included both virtual and in person opportunities designed to meet community members where they already gather. These activities included pop-up events, a corridor-wide community travel survey, and virtual workshops.

These efforts ensured diverse participation, captured lived experiences, and informed the identification of corridor needs, priorities, and desired outcomes. Community feedback helped support the development of the plan's equitable multimodal solutions, ensuring they reflect local values and travel behaviors.

Figure 2. US 50 CMCP Planning Process



The US 50 CMCP also incorporates strategies from SACOG's 2025 Blueprint, also known as the Sacramento region's long range Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS) (SACOG 2025), El Dorado County Transportation Commission's (EDCTC's) 2025-2045 Regional Transportation Plan (RTP) (EDCTC 2025), and other regional planning efforts to ensure the corridor is planned in coordination with broader regional goals. It identifies a wide range of multimodal opportunities to improve and enhance travel along the corridor, considering everything from roadway operations to transit, biking, and walking. The plan is designed to align with Caltrans and California State Transportation Agency (CalSTA) policies, including Climate Action Plan for Transportation Infrastructure (CAPTI) (CalSTA 2025), California Transportation Plan 2050 (CTP 2050) (Caltrans 2021), and Caltrans System Investment Strategy (CSIS) (Caltrans 2024a), ensuring consistency with statewide transportation priorities.

1.4 Plan Sponsors



1.4.1 SACOG

SACOG is the Metropolitan Planning Organization for the cities and counties in El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. SACOG is tasked by state and federal law with long-range planning for the region and also plays a vital role in working with local partners to advance more immediate solutions to some of the region's shared challenges of transportation, housing, air quality, climate change, and the protection of the region's agricultural and natural resources.



1.4.2 Caltrans

Caltrans is a state agency responsible for managing and maintaining California's extensive transportation system, including the State Highway System (SHS). With 12 districts covering all 58 counties, Caltrans collaborates with federal, state, regional, and local partners to plan, design, build, operate, and maintain a safe, sustainable, and efficient multimodal transportation network.



The historic I Street Bridge serves as a key connection between the Cities of Sacramento and West Sacramento.



Corridor Context





2. Corridor Context

US 50 is a regionally significant multimodal corridor that supports commuting, economic activity, and access to major recreational destinations across the Sacramento region and El Dorado County. The corridor serves a wide range of communities, from dense urban neighborhoods in West Sacramento and Sacramento to lower-density suburban and foothill communities in El Dorado County. Travel demand, congestion, safety outcomes, environmental conditions, and access to multimodal options vary along the corridor, reflecting differences in population characteristics, and transportation infrastructure.

This section provides a comprehensive corridor context by describing existing conditions, summarizing how those conditions are expected to change over time, and identifying key gaps and opportunities that emerge under future demand. These elements combined establish the foundation

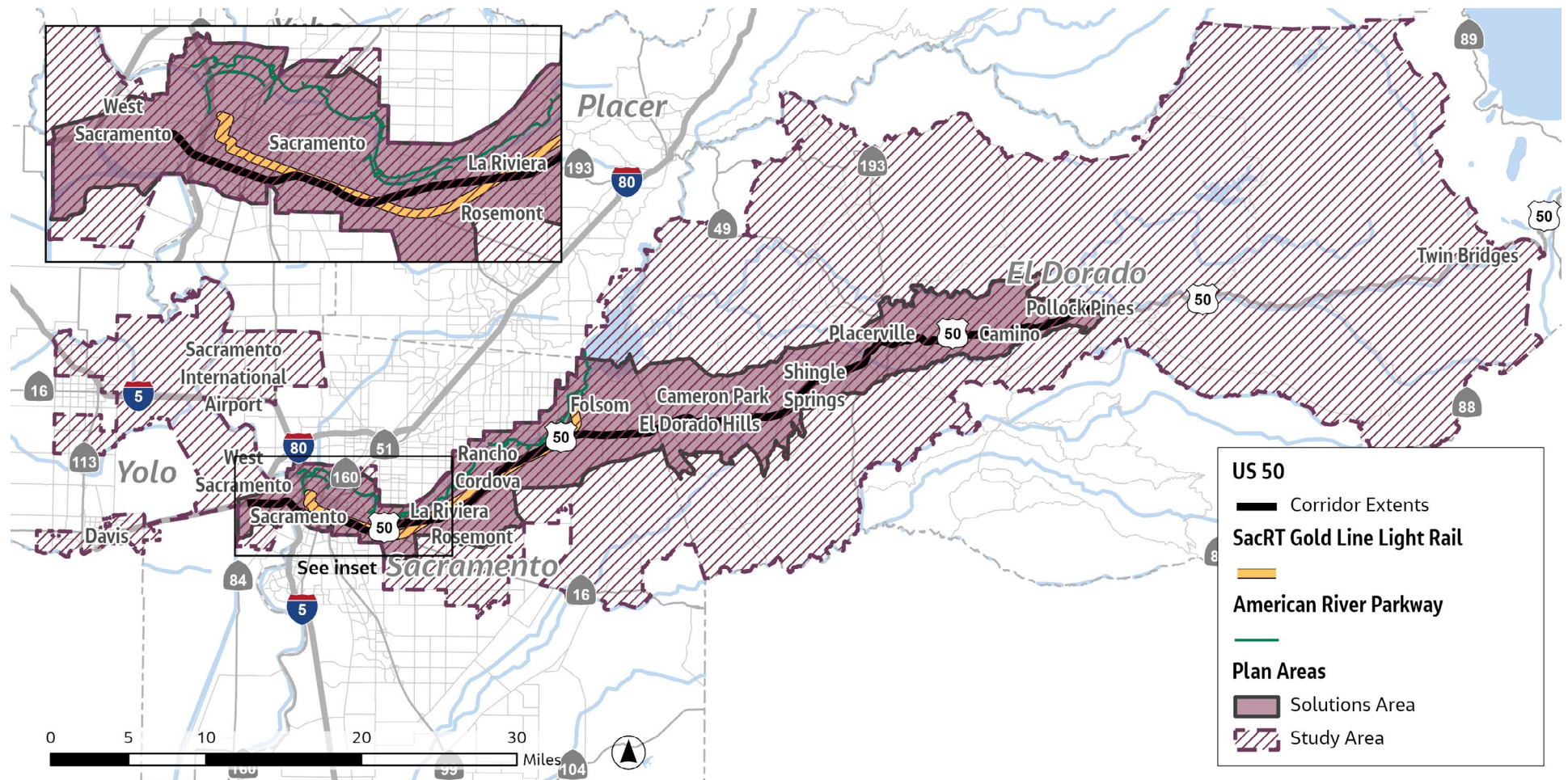
for understanding how the US 50 corridor functions today, how it is likely to perform in the future if no additional action is taken, and where targeted strategies can most effectively improve safety, reliability, access, equity, and resilience.

2.1 The US 50 Corridor Today

The US 50 corridor is approximately 58 miles in length, from West Sacramento at the Interstate (I)-80/US 50 split to Pollock Pines. From west to east, US 50 goes through the communities of West Sacramento, Sacramento, La Riviera, Rosemont, Rancho Cordova, Folsom, El Dorado Hills, Cameron Park, Shingle Springs, Placerville, Camino, and Pollock Pines. The limits of the corridor for the purposes of this CMCP are shown on Figure 3.

The US 50 CMCP Study Area shows where existing and projected conditions have been analyzed and is shown in a hatched pattern on Figure 3: US 50 Corridor Study Area. The Solutions Area shows where the CMCP will recommend multimodal transportation solutions. These limits were defined through a combination of big data from mobile devices showing where trips along US 50 start and end, and Technical Advisory Committee (TAC) partner requests to include key transportation facilities that include SacRT Gold Line, American river path, and parallel arterial roadways. The broader Study Area includes additional areas outside of the Solutions Area which are common destinations for travelers on US 50, including University of California, Davis, Sacramento International Airport, and the El Dorado Forest.

Figure 3. US 50 Corridor Study and Solutions Areas



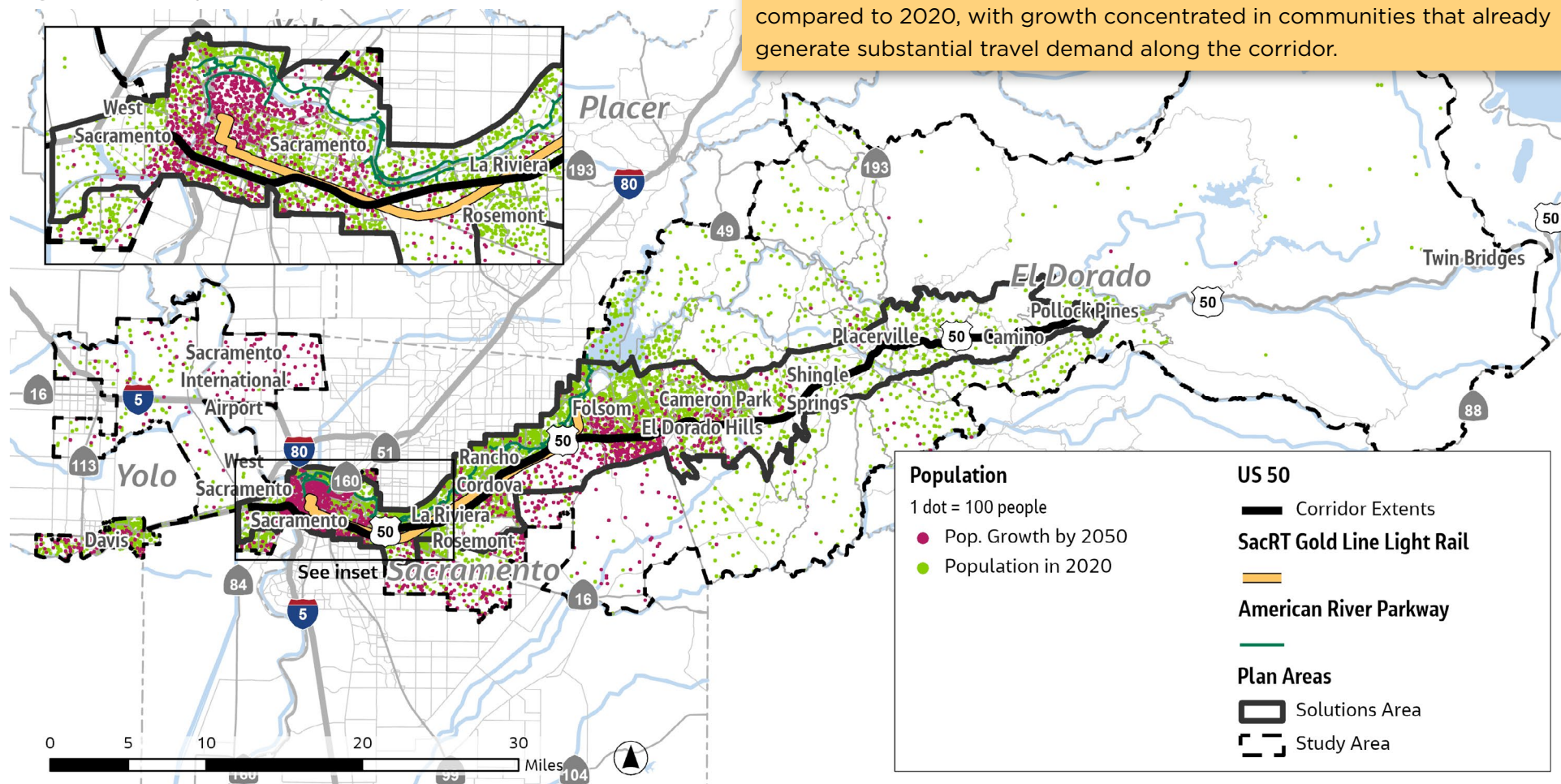
2.1.1 People

Within the Study Area, the population is currently concentrated in the western half of the corridor, particularly between West Sacramento and El Dorado Hills. By 2035, the population is projected to continue geographically migrating towards the

west, and significant population increase is expected in south Folsom and along the corridor in El Dorado County. The population is projected to grow 37% from 646,190 to 882,796 between 2020 and 2050, with most significant growth in West Sacramento,

Rancho Cordova, Folsom, and El Dorado Hills, as shown on Figure 4. This population growth will increase the number of residents who rely on the US 50 corridor to access jobs, education, healthcare, and daily services.

Figure 4. Projected Population Growth 2020 to 2050



Source: SACOG 2025 Blueprint

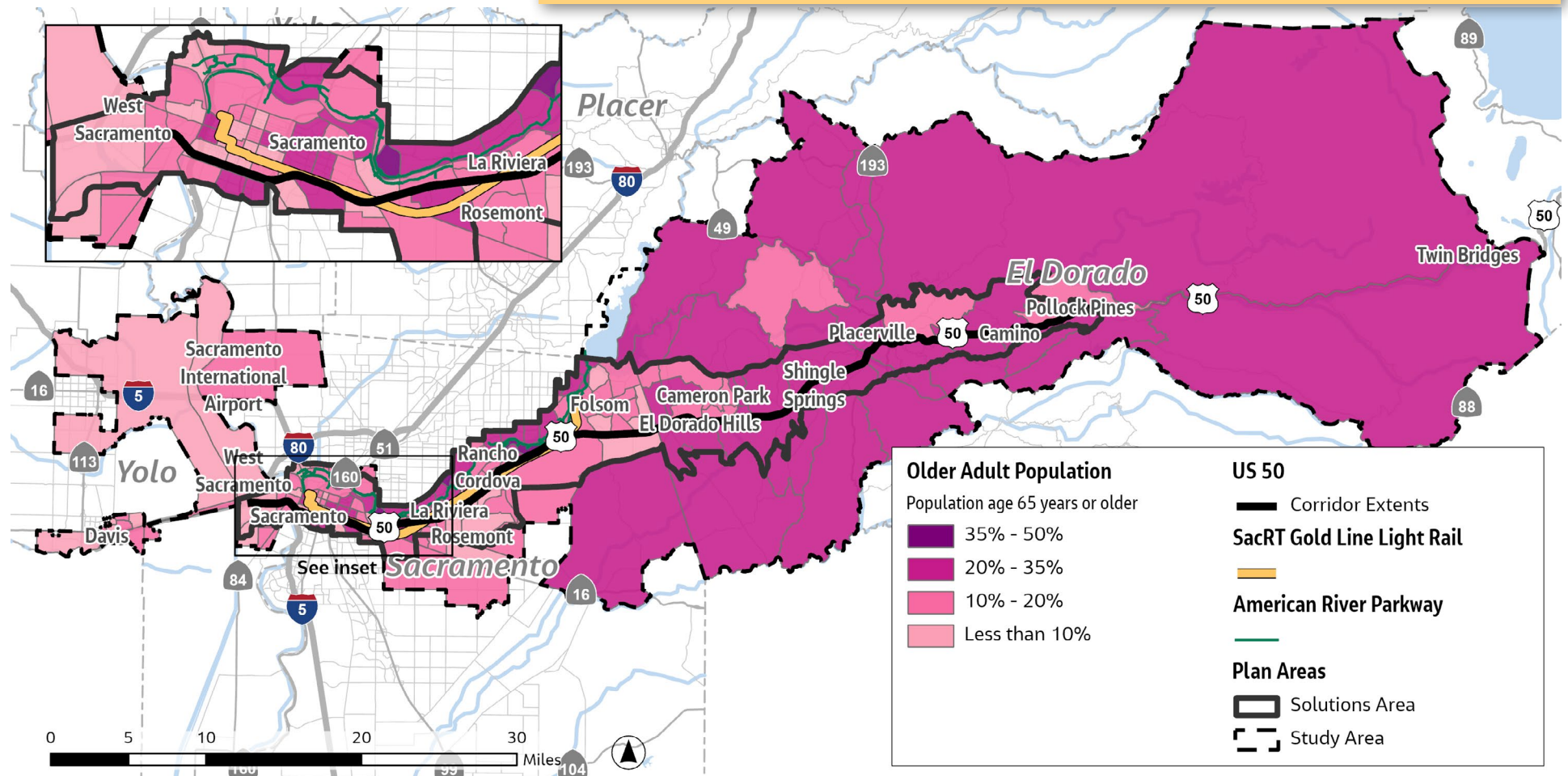
The Study Area, and El Dorado County in particular, includes a substantial older adult population, with people aged 65 or older making up roughly 20 to 35% of El Dorado County's population. As more

residents age out of driving or choose to drive less, access to safe, reliable, and convenient transportation becomes essential for meeting daily needs such as medical appointments, grocery shopping, and social

activities. Transportation solutions can play a critical role in supporting an aging population by enabling older adults to remain independent, connected, and engaged in their communities.

Figure 5 highlights concentrations of older adults along the US 50 corridor, particularly in suburban and foothill communities. These patterns provide important context for understanding transportation needs related to aging in place and access to daily services.

Figure 5. Older Adult Population



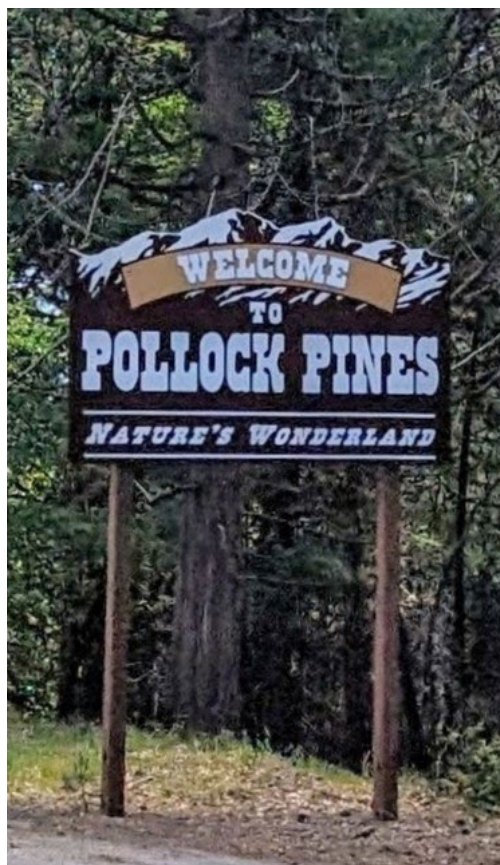
Source: US Census Bureau 2022 American Community Survey (5-year estimates)

Race, ethnicity, language, and income patterns along the corridor reveal transportation challenges that disproportionately affect disadvantaged communities (Figure 6). Populations that identify as Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino (BIPOC) are concentrated in Sacramento, West Sacramento, and Folsom, where some census tracts have greater than 90% BIPOC population. In Davis and Sacramento,

several census tracts have 70 to 85% of the population identified as low income. Many of these same areas also have high shares of limited English-speaking households, with Spanish, Chinese, Russian, Polish, and other Slavic and Indo-European languages most commonly spoken.

Income disparities further shape transportation challenges. While parts of the corridor include higher-income

areas such as Folsom and El Dorado Hills, significant low-income concentrations exist in Sacramento, West Sacramento, Davis, Pollock Pines, and specific neighborhoods such as West Capitol and Woodlake. Some low-income census tracts also experience long commute times, particularly in West Sacramento, Historic Placerville, and parts of Rancho Cordova and El Dorado County, reflecting limited access to nearby jobs or efficient travel options.



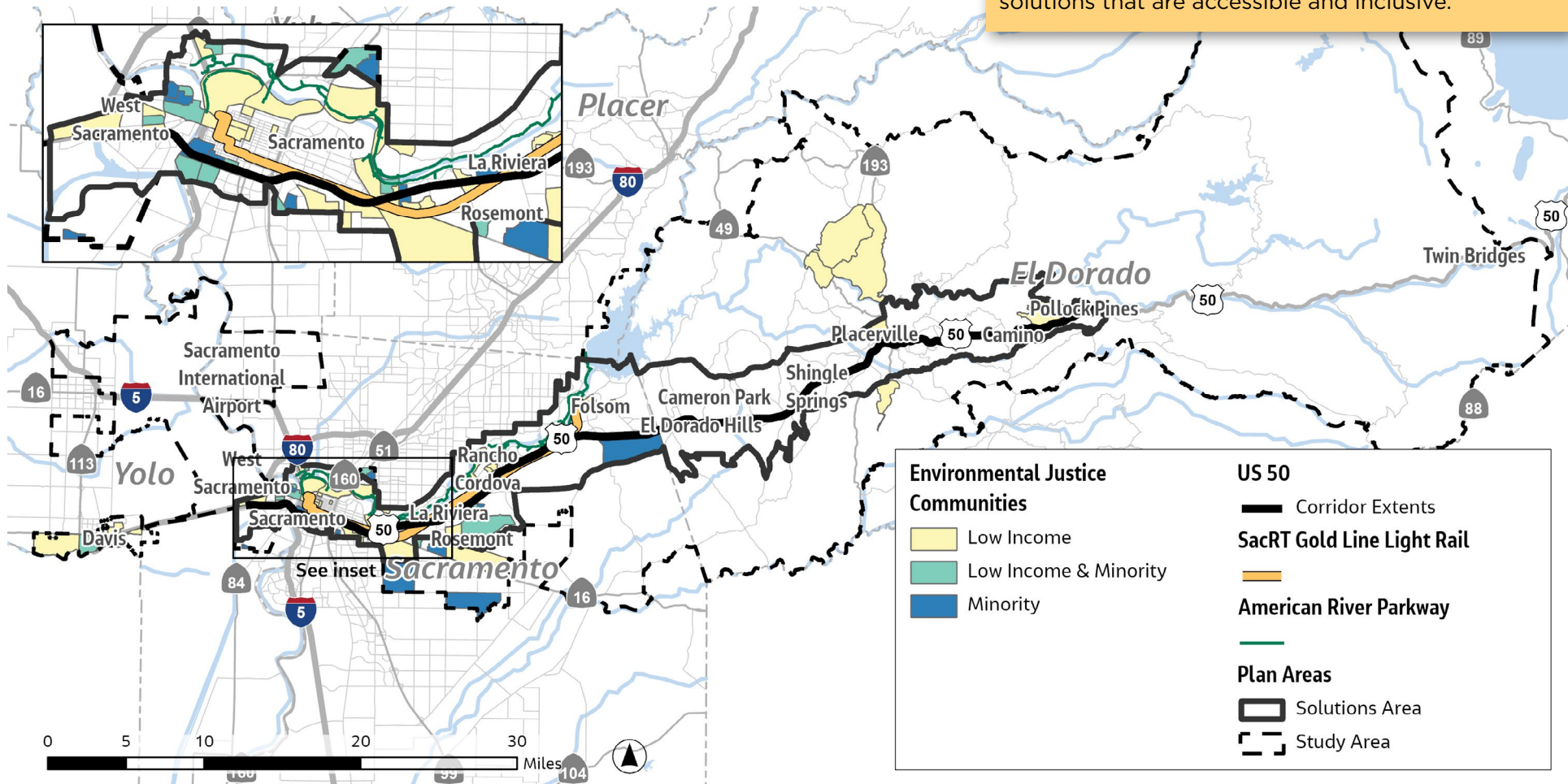
Transportation assets in El Dorado County include US 50 and transit service at Placerville Station, a regional hub serving local and intercity travel.

Areas with high BIPOC, limited English speaking, and low-income populations often face long commutes, limited access to jobs and services, and greater reliance on transit and non-car travel. Addressing these

challenges requires transportation solutions that are affordable, reliable, multilingual, and designed to reduce travel burdens while improving equitable access to opportunity.

Figure 6 shows disadvantaged communities within the Study Area based on SACOG's composite environmental justice indicators, including minority status and income. These communities are concentrated primarily in the western portion of the corridor, where travel demand and transportation burdens are also highest. Race, ethnicity, income and other socioeconomic characteristics can be important indicators for providing transportation solutions that are accessible and inclusive.

Figure 6. Environmental Justice Communities



Source: SACOG

2.1.2 Economy

The US 50 corridor functions as an economic spine for the region, connecting residents with major employment centers and regional destinations, shaping travel demand patterns along the corridor. Employment is most heavily concentrated in the western portion of the corridor in Sacramento County,

particularly in Downtown Sacramento and Davis. El Dorado County offers significantly fewer local employment options, resulting in substantial daily commuting as residents rely on the US 50 corridor's east-west connection to access jobs and educational opportunities.



Historic Folsom serves as a regional destination, attracting visitors and supporting local economic activity.

These patterns are expected to intensify over time. By 2035, the region is projected to add approximately 156,000 jobs, with the greatest growth in the Sacramento River District, East Sacramento, Rancho Cordova, Folsom, and the Sacramento airport area, where

employment is expected to nearly double. By 2050, total regional job growth could reach nearly 278,000, driven largely by public administration, education, and health sectors that require workers to report to physical job sites (Figure 7). Together, these trends

underscore the critical role of the US 50 corridor in connecting workers to existing and emerging employment hubs and highlight the importance of reliable transportation connections as employment-related travel demand grows.

Figure 7. Projected Employment Growth 2020 to 2050

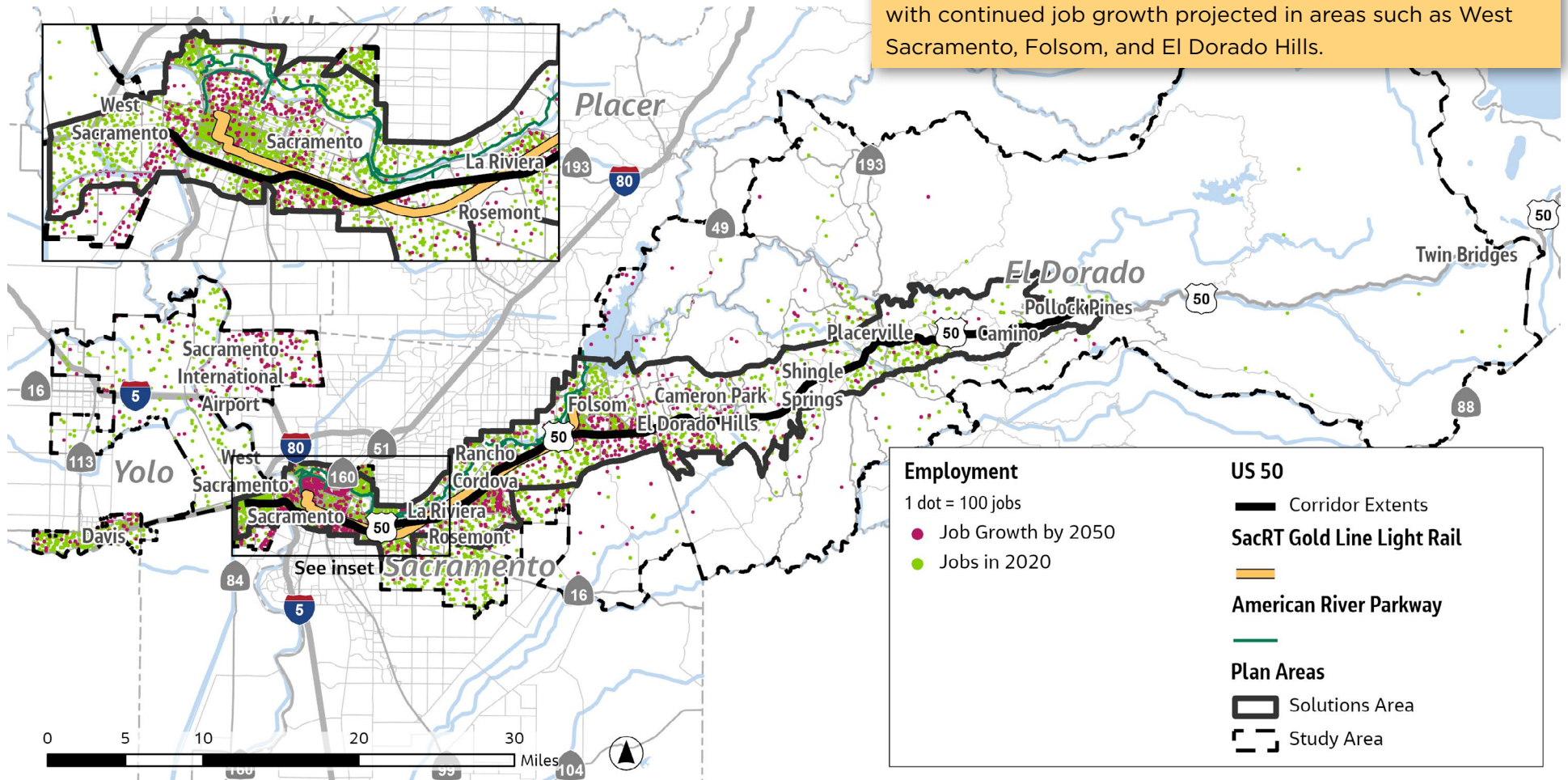


Figure 7 shows the spatial distribution of jobs in 2020 and projected growth through 2050. Major employment centers are concentrated in the western portion of the corridor, with continued job growth projected in areas such as West Sacramento, Folsom, and El Dorado Hills.

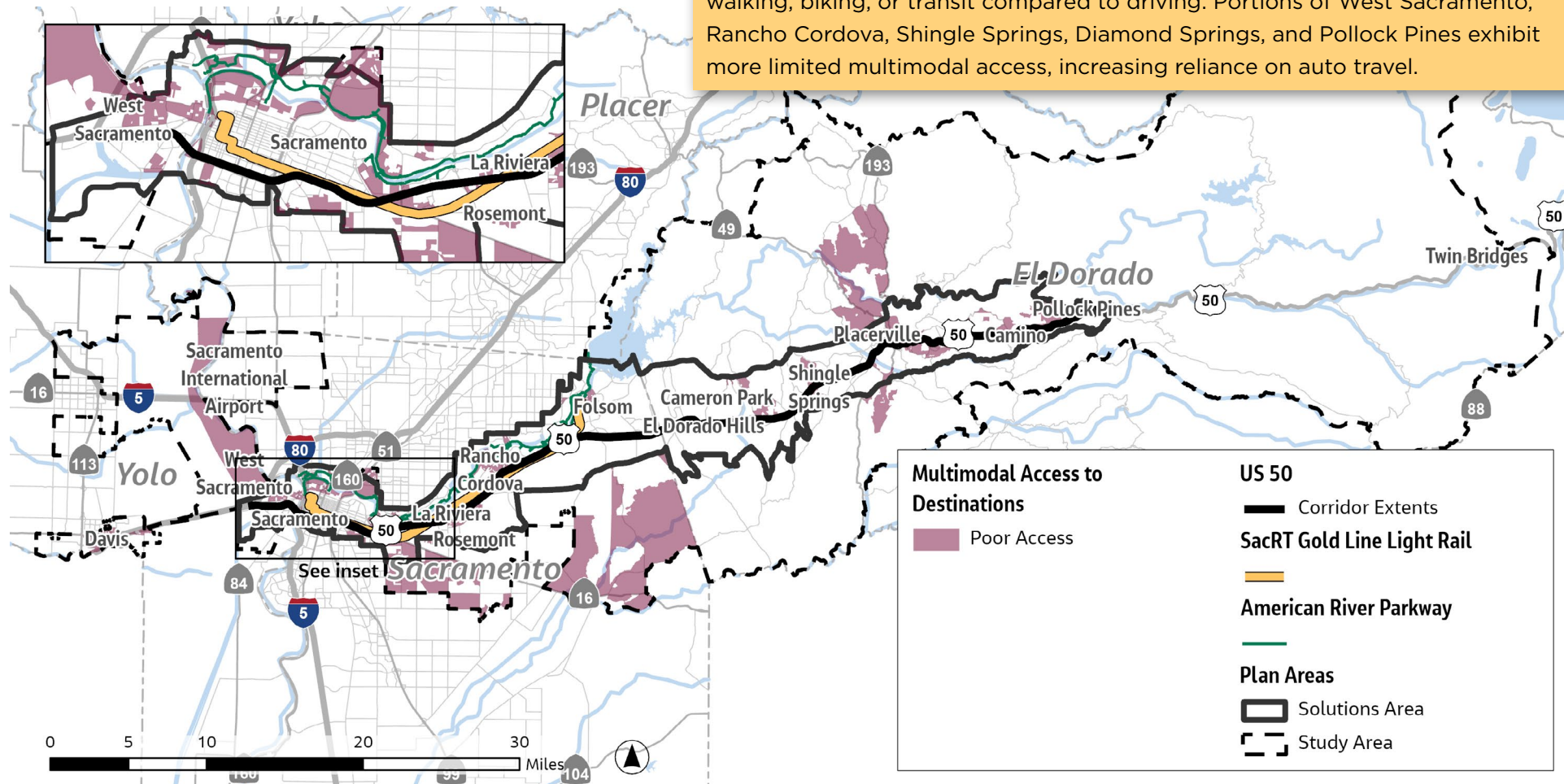
Source: SACOG 2025 Blueprint

Multimodal transportation access is an important economic characteristic along the US 50 corridor because it directly affects residents' ability to reach jobs, education, and essential services without relying solely on a private vehicle. Several communities in El Dorado County, including Shingle Springs, Diamond Springs, Placerville, Garden Valley, and Pollock Pines, have poor

multimodal access to destinations and 5 to 20% of households in these areas do not have access to a vehicle (Figure 8). Similar gaps exist in parts of West Sacramento, CSUS, and Rancho Cordova, where inadequate multimodal options can increase travel costs, lengthen commute times, and limit access to

employment and educational opportunities. Prioritizing affordable, accessible, and reliable multimodal transportation in areas with the poorest access can help reduce these barriers, strengthen workforce connectivity, and support more inclusive economic outcomes along the corridor.

Figure 8. Multimodal Access to Destinations



2.1.3 Environment

As climate change threats become increasingly urgent, it is important to plan ahead for potential impacts to communities and ensure disaster preparedness. This section focuses on areas most vulnerable to inland flooding and wildfires, highlighting areas that need evacuation routes and resilient infrastructure.

Inland flooding poses a localized but important constraint along the US 50 corridor. Areas within the 100-year floodplain are environmentally vulnerable to flooding, particularly in the western portion of the Study Area (Figure 9). Floodplains on the west side of the corridor include portions

of the Yolo Bypass, a flood control channel designed to protect developed areas from flooding; this area represents the highest flood vulnerability within the Study Area. Downtown Placerville is also vulnerable to inland flooding. Areas within the 100-year floodplain of the American River are generally



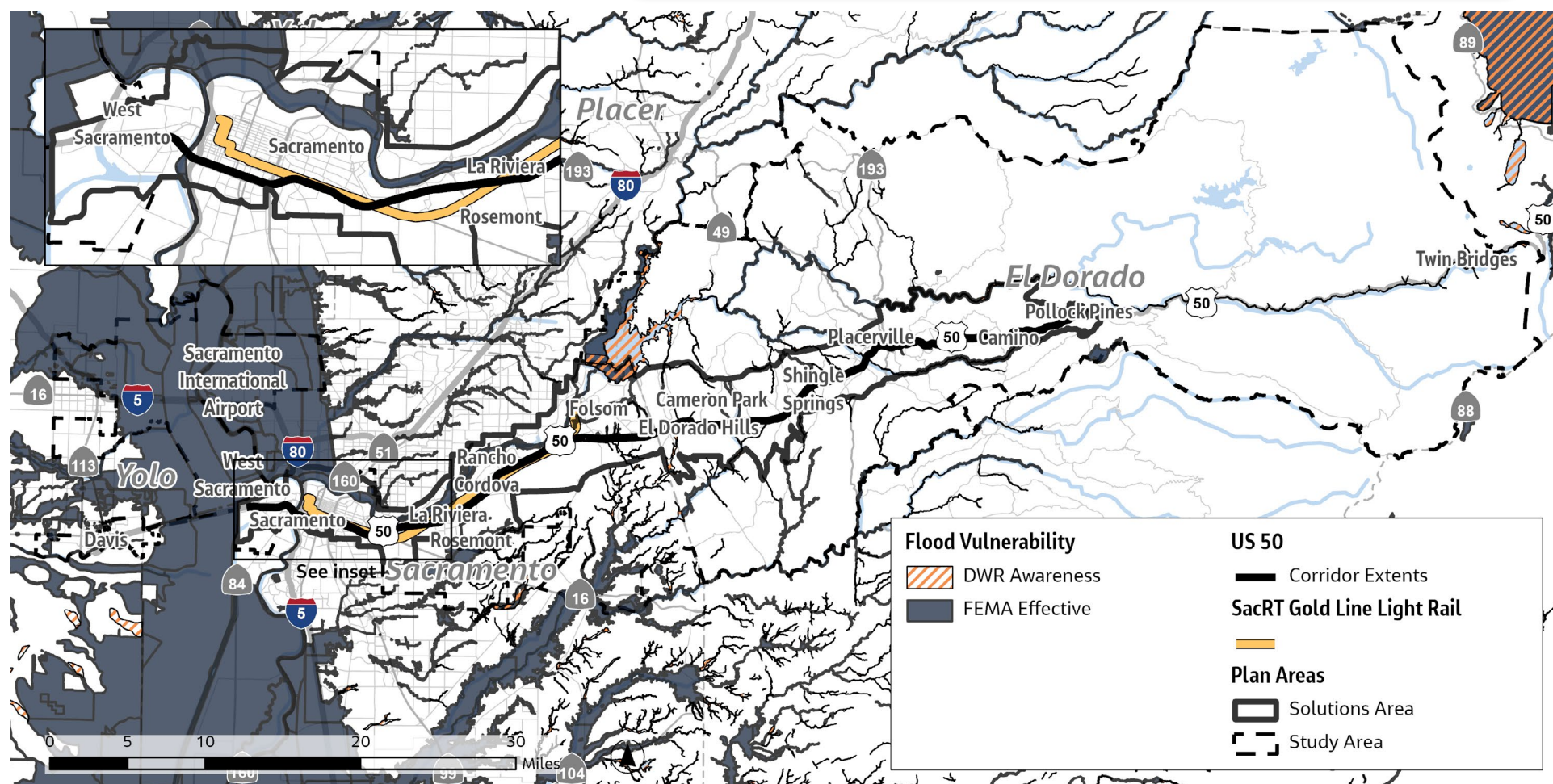
Lake Tahoe, the El Dorado National Forest, and the American River Parkway exemplify the region's diverse natural landscapes.

located within parklands, but flooding in these areas can still affect access to regional trails and adjacent transportation facilities. Flood-prone areas provide important

context for understanding where access and evacuation routes may be constrained during flood events.

Figure 9 illustrates areas environmentally vulnerable to flooding. The highest flood vulnerability is concentrated along the Yolo Bypass in the western corridor and in Downtown Placerville.

Figure 9. Flood Vulnerability



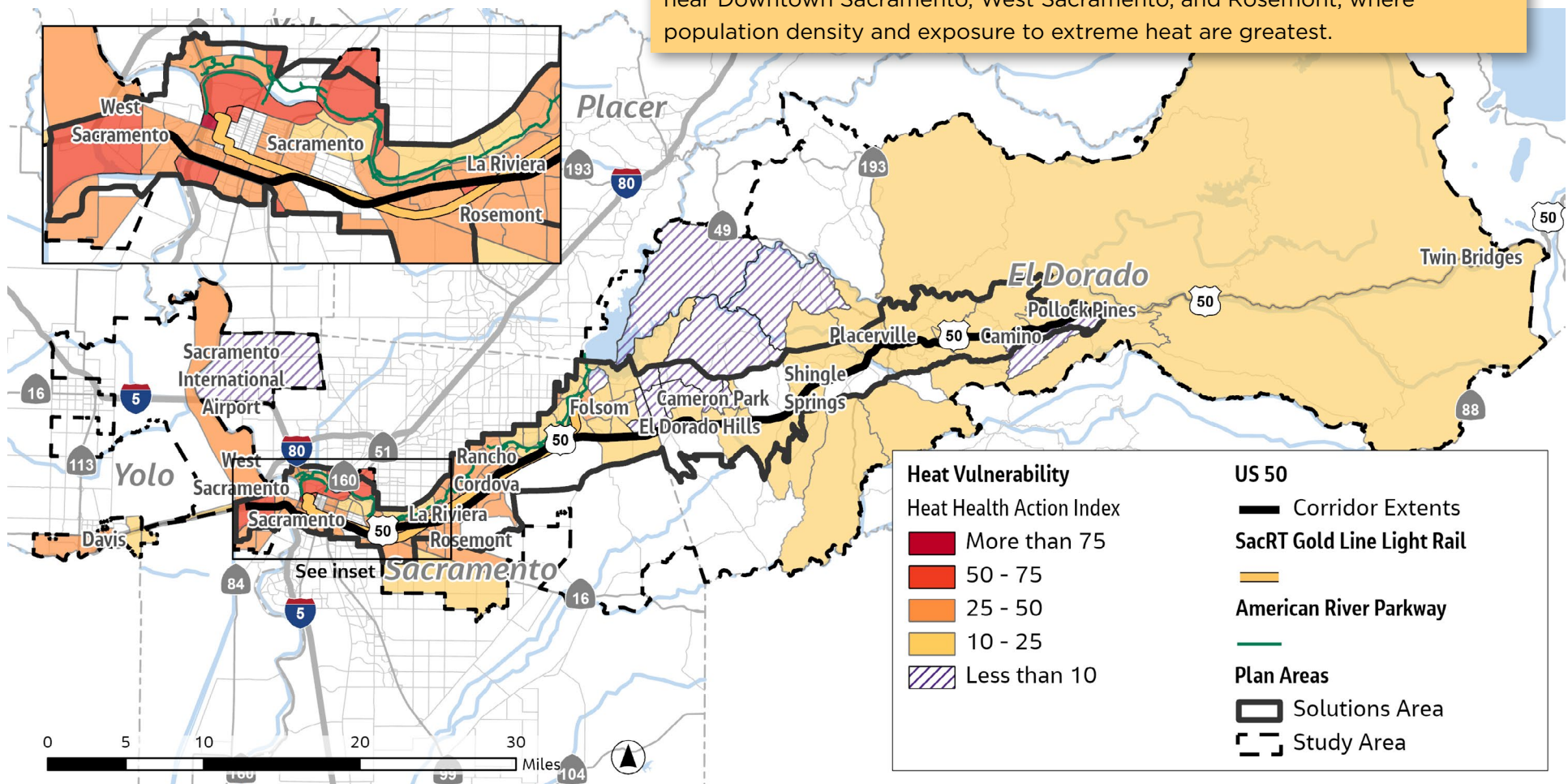
Source: California Department of Water Resources

Heat vulnerability, as measured by the California Heat Assessment Tool, is the greatest in the Sacramento River District, West Sacramento, and Rosemont (Figure 10). This coincides with the areas with greater

populations of low-income residents, BIPOC populations, older adults, and people with limited auto access. This suggests residents more likely to depend on walking, biking, and transit options and increasing exposure

during heat events. Integrating heat resilience into transportation is a key tool for adaptation as climate change increases the frequency and severity of heat waves and other extreme heat events.

Figure 10. Heat Vulnerability



Source: California Heat Assessment Tool

Wildfire vulnerability along the US 50 corridor underscores the corridor's role as a primary evacuation route, particularly for communities east of El Dorado Hills. Cal Fire's 2024 Fire Hazard Severity Zone mapping shows that wildfire risk increases significantly

along the eastern portion of the corridor, where development increasingly interfaces with wildland areas. Placerville stands out as the most vulnerable location, designated as a Local Responsibility Area Very High Fire Hazard Severity Zone, while the remaining

high-risk areas fall within State Responsibility Areas. These designations indicate a greater likelihood of wildfire occurrence and intensity, increasing the need for safe and reliable evacuation capacity.



US 50 serves as a critical travel route for Sierra communities and to access Lake Tahoe.

Because US 50 serves as the main east-west transportation spine for El Dorado County, communities with high wildfire vulnerability depend heavily on this corridor for evacuation during emergency events. Limited parallel routes, mountainous terrain,

and constrained local road networks funnel evacuation traffic onto US 50, heightening the importance of roadway capacity, operational reliability, and traffic management during wildfire events. (Figure 11).

Figure 11. Wildfire Vulnerability

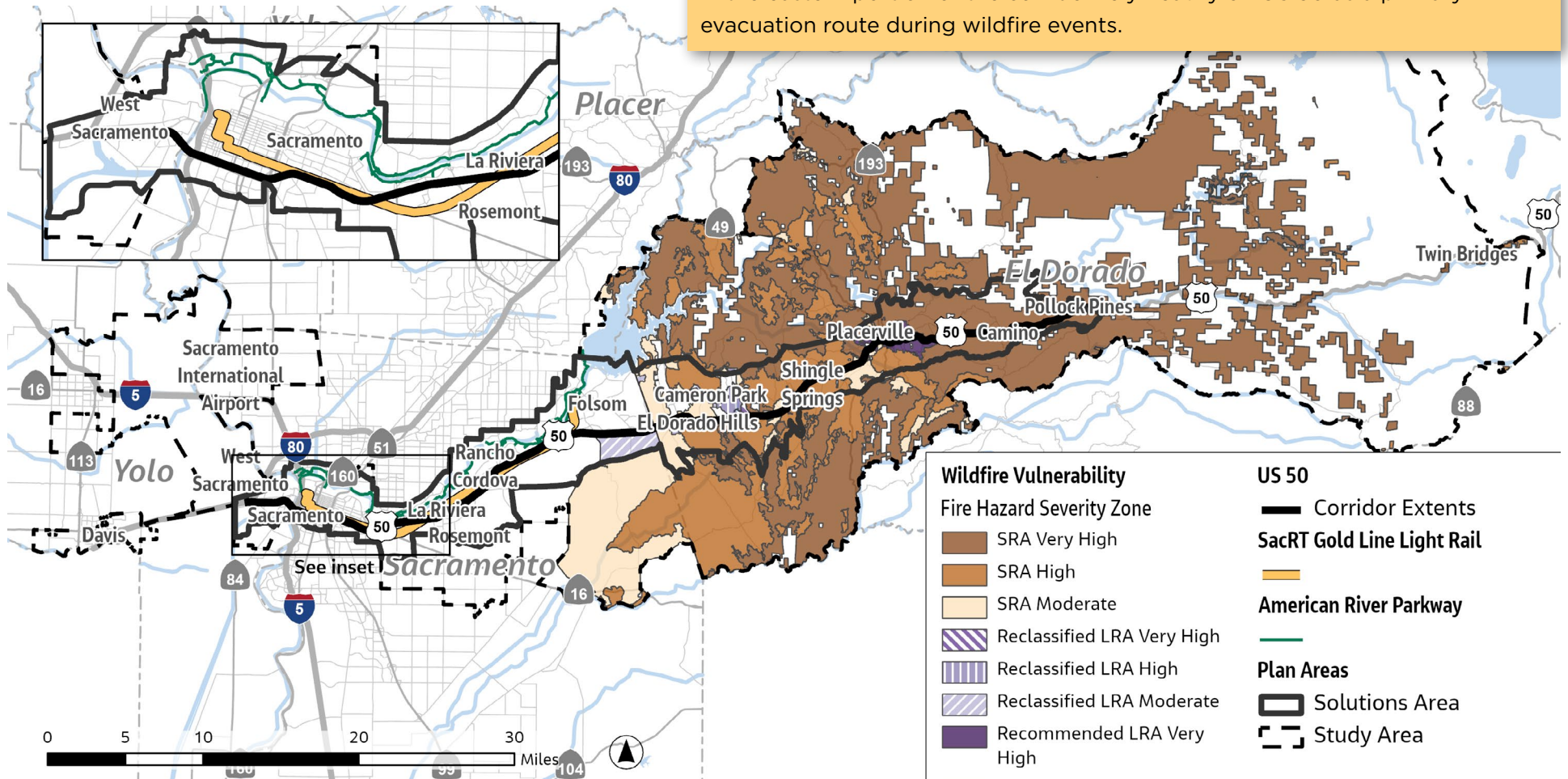


Figure 11 illustrates fire hazard severity zones in 2024 within the Study Area, with wildfire risk increasing significantly east of El Dorado Hills. Communities in the eastern portion of the corridor rely heavily on US 50 as a primary evacuation route during wildfire events.

2.1.4 Transportation

The US 50 Solutions Area includes a multimodal transportation network, including the US 50, American River Parkway, SacRT Gold Line, public transit, passenger rail, active transportation, and local roadway networks. The corridor plays a key role in connecting major employment centers and regional destinations. The transportation network directly shapes how residents and commuters move through the transportation network by influencing travel speed, reliability, route choice, and mode decisions.

Along US 50, segments with higher lane counts generally correspond with greater traffic volumes. Lane counts increase from four or fewer lanes east of El Dorado Hills to 9- to 10-lane segments in Rancho Cordova/La Riviera, Sacramento, and West Sacramento and 11 or more lanes in Downtown Sacramento. This pattern corresponds with traffic volumes along the corridor, where eastern segments, such as Cameron Park and Pollock Pines to Twin Bridges, carry an average annual daily traffic (AADT) of 25,000 or less, while traffic volumes increase moving west. From El Dorado Hills to Folsom, traffic volumes are generally 40,000 AADT or higher, and between La Riviera and West Sacramento, most of the corridor has an AADT between 80,001 and 125,000.



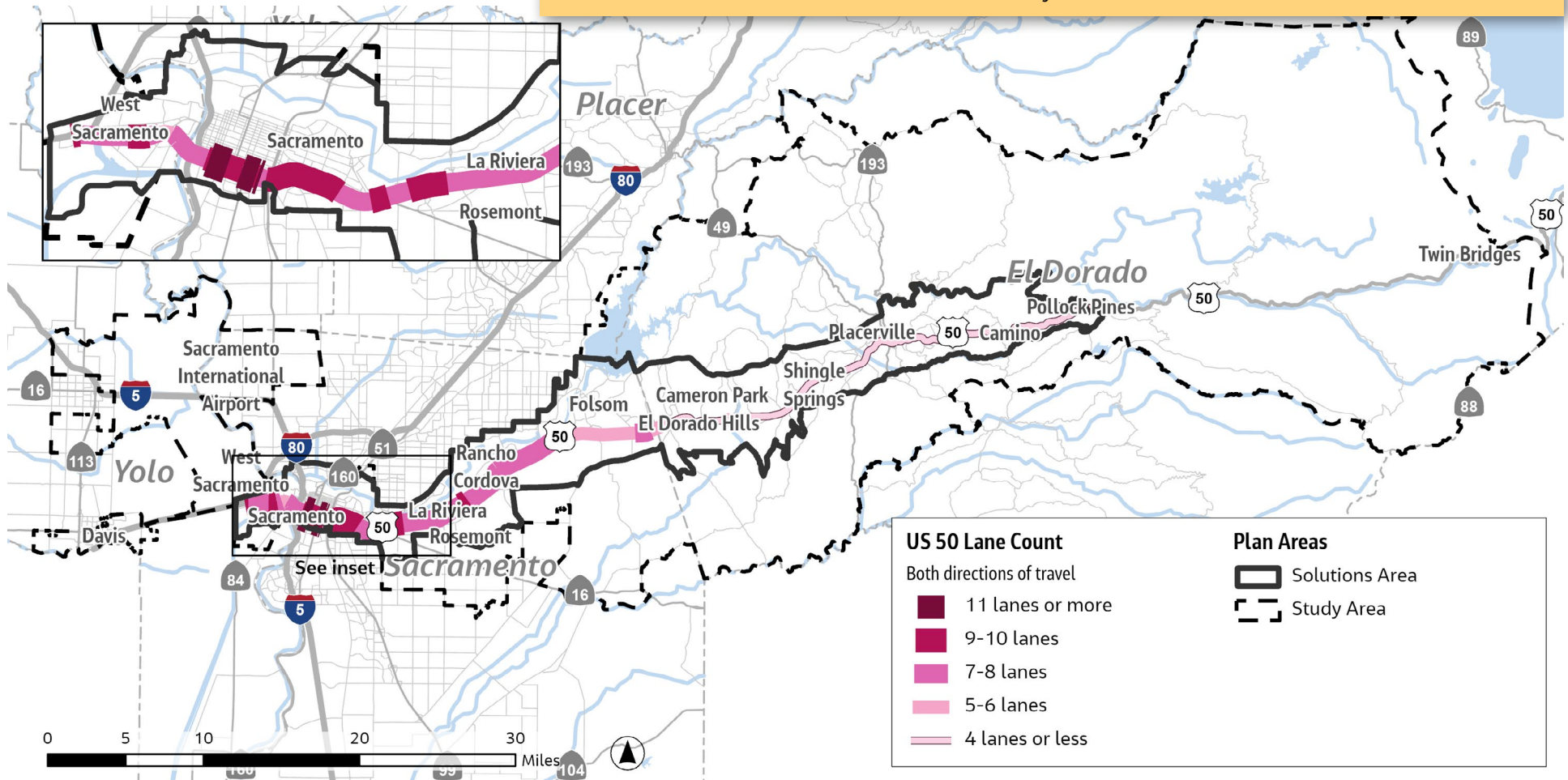
Travel on US 50 near Shingle Springs illustrates the corridor's importance for commuter, recreational, and commercial travel.

The US 50 segment between I-5 and Watt Avenue in Sacramento carries the highest combined daily traffic volumes, exceeding almost 480,000 total daily vehicles, and is designated as deficient because of significant congestion and unreliable travel times. These patterns indicate that congestion along US 50 is primarily associated with sustained

high demand and overlapping commuter and recreational travel, rather than insufficient lane count alone (Figure 12). As of April 2026, Caltrans is currently overseeing the final stages of the [Fix 50 Project](#), which includes construction of high-occupancy

vehicle lanes, pavement replacement and other improvements to reduce congestion and travel time on 14 lane miles from the US 50/I-5 Interchange to the US 50/Watt Avenue Interchange.

Figure 12. US 50 Lane Count



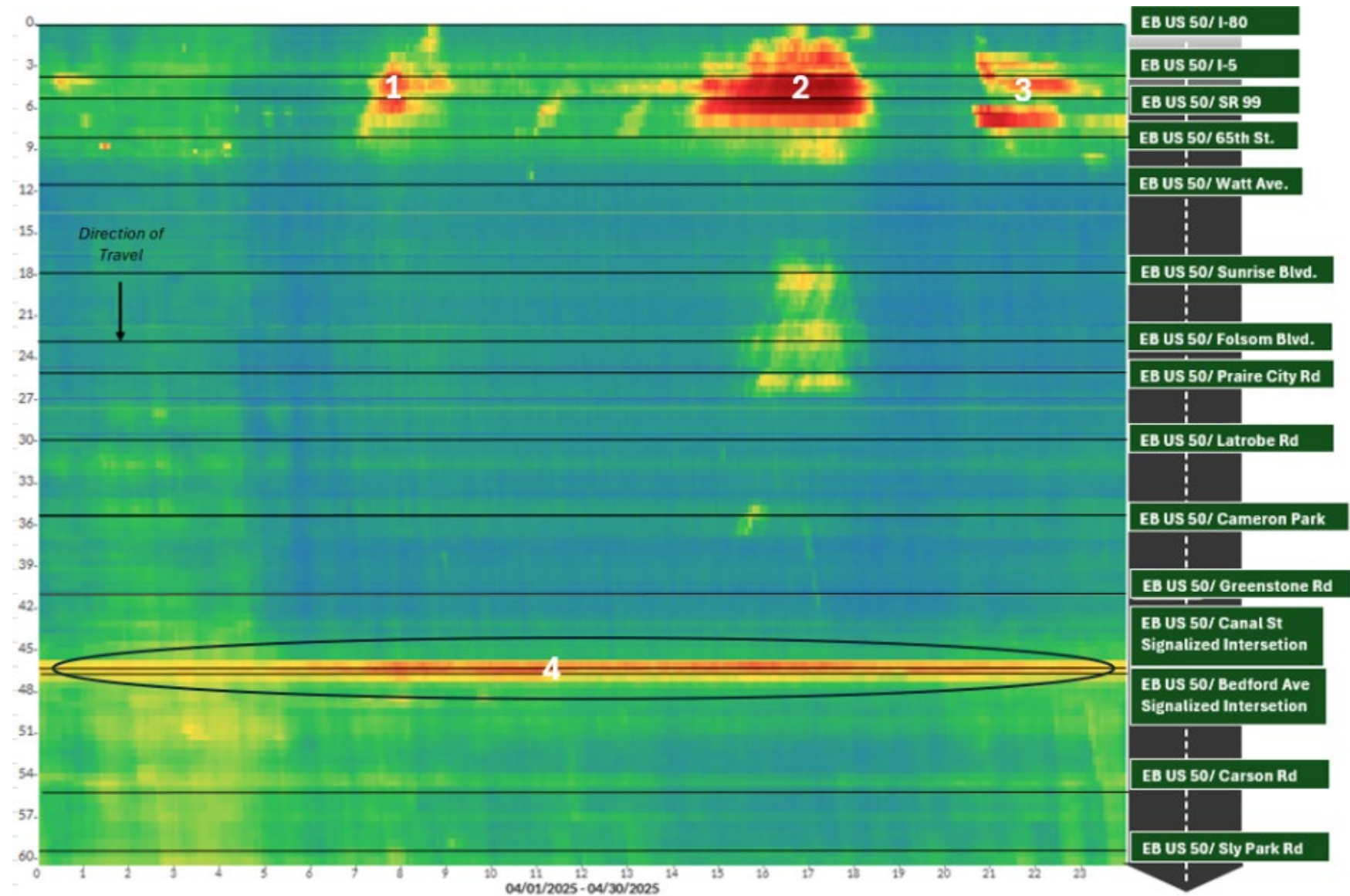
Caltrans conducted a bottleneck analysis along US 50 from I-80 to Pollock Pines to find locations where congestion regularly slows traffic, shown in Figures 13 and 14. The analysis used third-party traffic data from INRIX Analytics, with eastbound conditions evaluated using April 2025 data and westbound conditions evaluated using June 2025 data. Several congestion hotspots were identified as follows:

- I-80/US 50 interchange near the Yolo Causeway to the I-5/US 50 interchange in Sacramento County (westbound)
- Between the US 50/I-5 interchange and the US 50/SR 99 and SR 51 (Business 80) interchange in Sacramento County (westbound)
- From Howe Avenue to west of 65th Street in Sacramento (eastbound)
- Through downtown Placerville in El Dorado County (both eastbound and westbound)

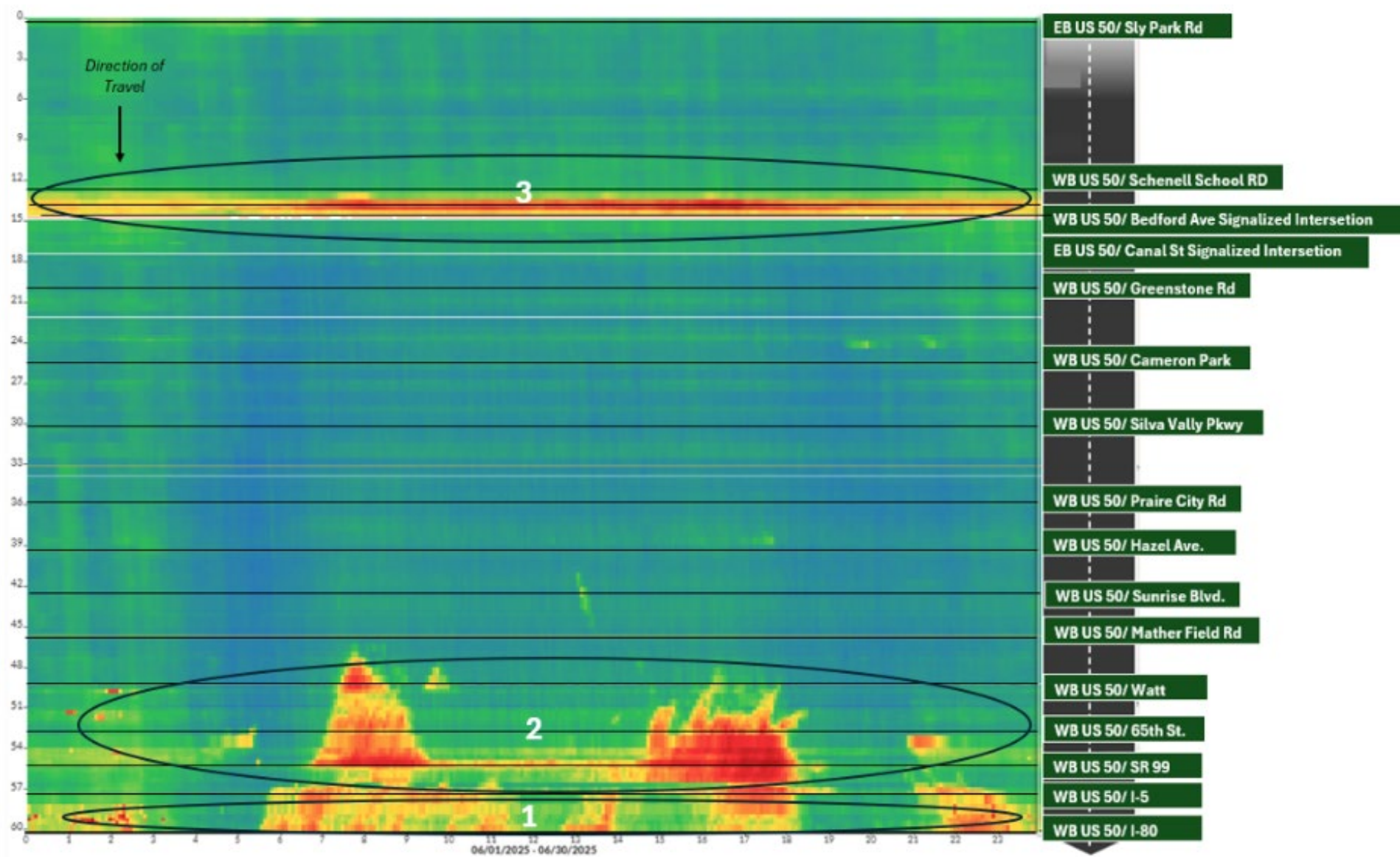


The US 50/Sunrise Boulevard Interchange provides access to Rancho Cordova's employment centers, commercial districts, and recreation along the American River Parkway.

Figure 13. Bottleneck Analysis Westbound



Source: INRIX Analytics

Figure 14. Bottleneck Analysis Eastbound

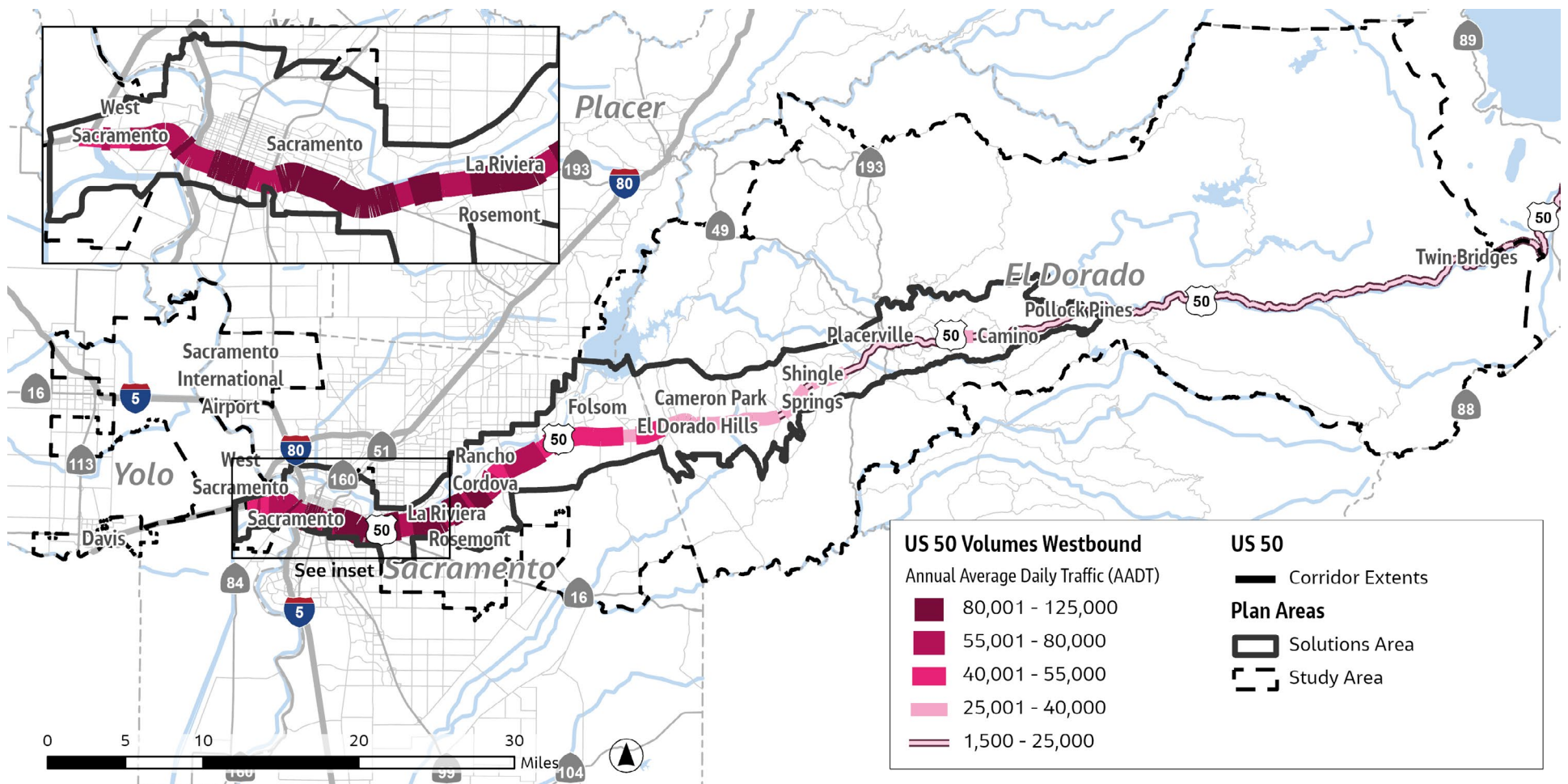
Source: INRIX Analytics

Average daily traffic along US 50, in both directions, is highest between I-5 and Howe Avenue, as shown in Figure 15. Notably, these high-volume segments directly overlap

with the identified congestion hotspots in Sacramento County, indicating a strong relationship between elevated traffic demand and recurring bottleneck conditions.

Figure 15 shows average daily westbound traffic along US 50. Traffic volumes are highest within Sacramento County and decrease progressively east toward the eastern portion of the corridor.

Figure 15. US 50 Volumes Westbound



Source: Replica

Fatal and severe collisions along the US 50 corridor are concentrated in a small number of jurisdictions and roadway segments, indicating clear safety hotspots. Davis, West Sacramento, La Riviera, and Rancho Cordova consistently experience the highest numbers

of serious crashes. In Davis, collisions are concentrated specifically in East 8th Street and Downtown Davis. In West Sacramento, West Capitol Avenue has seen the most collisions, and Sacramento Avenue and Jefferson Boulevard also feature a high

number of crashes. In Rancho Cordova, Sunrise Boulevard, Zinfandel Drive near the SacRT Gold Line, and Coloma Road, mainly from McGregor Drive to Gold River Road, have the most recorded collisions.



The Tower Bridge is a critical link between Sacramento and West Sacramento, supporting thousands of daily vehicle, bicycle, and pedestrian trips.

Corridor-wide, fatal and severe collisions increased from 158 in 2019 to 189 in 2023, with particularly high totals in Sacramento County unincorporated areas and in West Sacramento and Rancho Cordova (Figure 16). Pedestrian and bicycle collisions remain significant, totaling nearly 190 combined

incidents in 2023 alone. Across all years (2019 to 2023 analysis period), the leading contributing factors to fatal and severe crashes include pedestrian violations, failure to yield right of way, improper turning, and unsafe speeds, underscoring the need for focused safety improvements. These safety

hotspots largely align with segments of the corridor that experience the highest traffic volumes, recurring congestion, and multimodal conflicts, reinforcing the relationship between corridor performance and safety outcomes.

Figure 16. Fatal and Severe Collisions

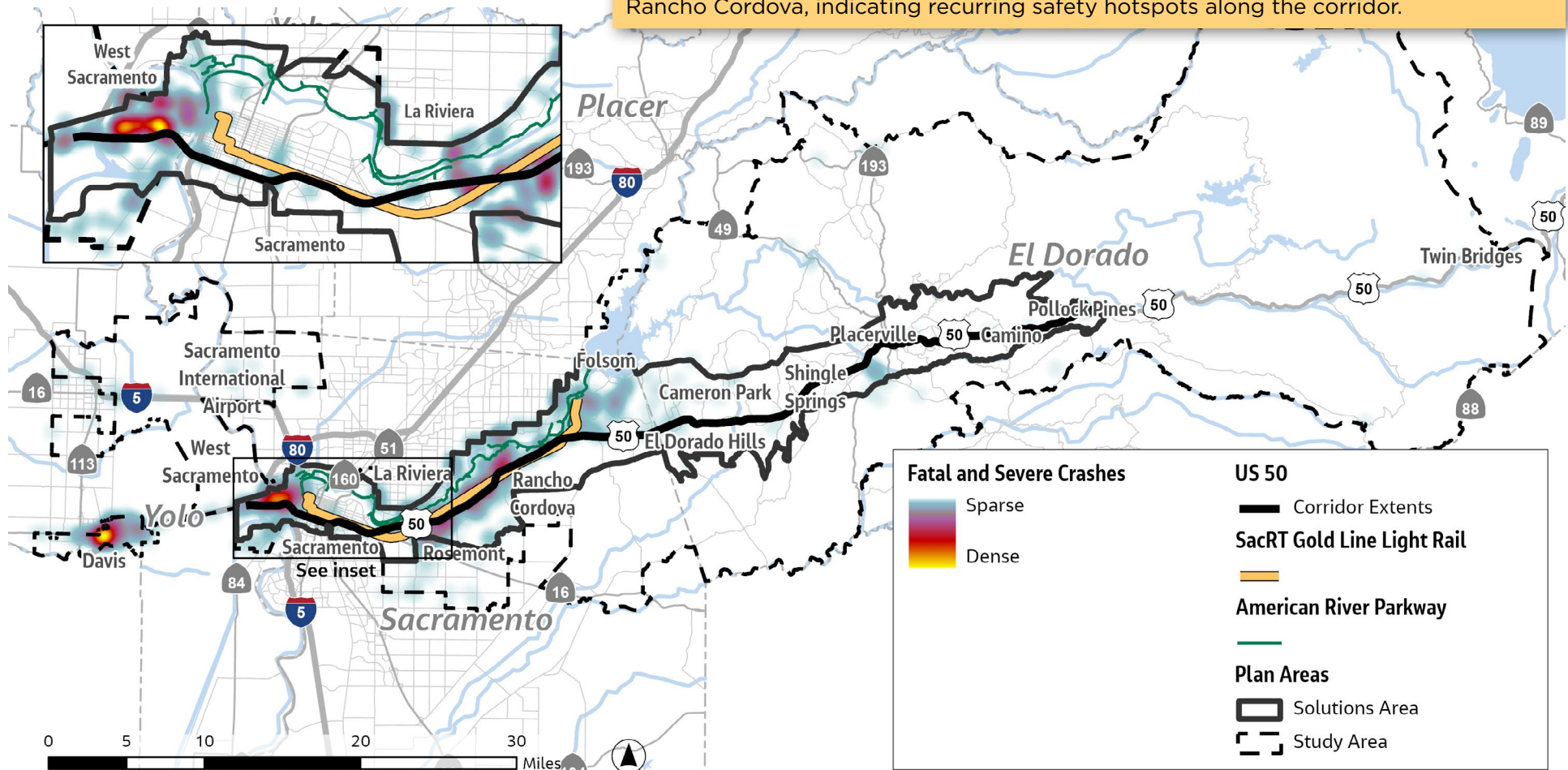


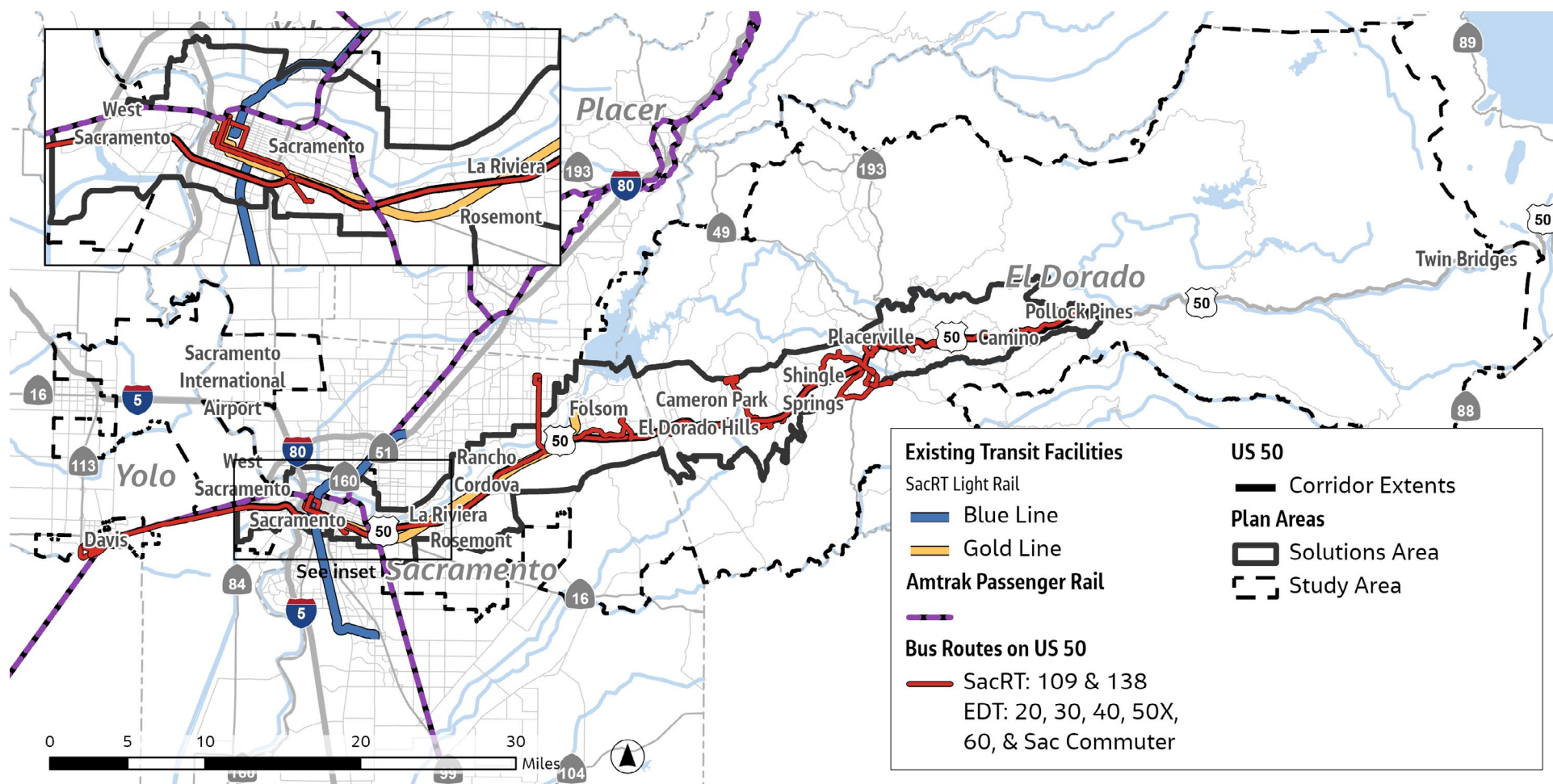
Figure 16 shows locations of collisions resulting in fatal or severe injuries from 2019 to 2023. These collisions are concentrated in Davis, West Sacramento, La Riviera, and Rancho Cordova, indicating recurring safety hotspots along the corridor.

Source: University of California, Berkeley Transportation Injury Mapping System

The US 50 corridor already supports substantial travel by walking and bicycling through its network of regional trails and bicycle facilities, particularly in western and central communities, but the existing network is limited and fragmented.

Figure 17 shows how the corridor is served by a range of rail and transit assets that largely connect to Downtown Sacramento, reflecting its role as the primary transit hub for the corridor. These assets include Amtrak passenger rail, SacRT's Gold Line and Blue Line light rail, and multiple bus routes serving US 50, such as SacRT routes 109 and 138, as well as El Dorado Transit (EDT) routes 20, 30, 40, 50 Express (50X) and Sacramento Commuter service. Planned services include Valley Rail, improving service between Sacramento, the San Joaquin Valley and the Bay Area, and regional bus rapid transit and bus speed and reliability improvements.

Figure 17. Existing Transit Facilities



Sources: SacRT, El Dorado Transit, Amtrak

Major active transportation assets such as the American River Parkway and the El Dorado Trail provide recreational access for biking, walking, and other nonmotorized activities, and additional bike routes and paths in Davis, Sacramento, Rancho Cordova, Folsom, and select eastern communities further demonstrate strong recreational demand along the corridor. Despite this, very few separated bikeways exist and there are gaps in bike route facilities.

While the existing bicycling network is incomplete, the American River Parkway's

use highlights the corridor's role as a recreational destination and spine. Regional plans, including SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan (SACOG 2024) and Trail Network Action Plan (SACOG 2022), build on this existing use by proposing trail and bikeway connections that close gaps, expand east-west continuity, and link local facilities to the US 50 corridor. Together, investments in bicycle and trail facilities would strengthen the corridor's active transportation route, improving safety and access while supporting year-round recreational travel.



The American River Parkway Trail serves as a recreational destination and a backbone of the region's bicycle and pedestrian network.

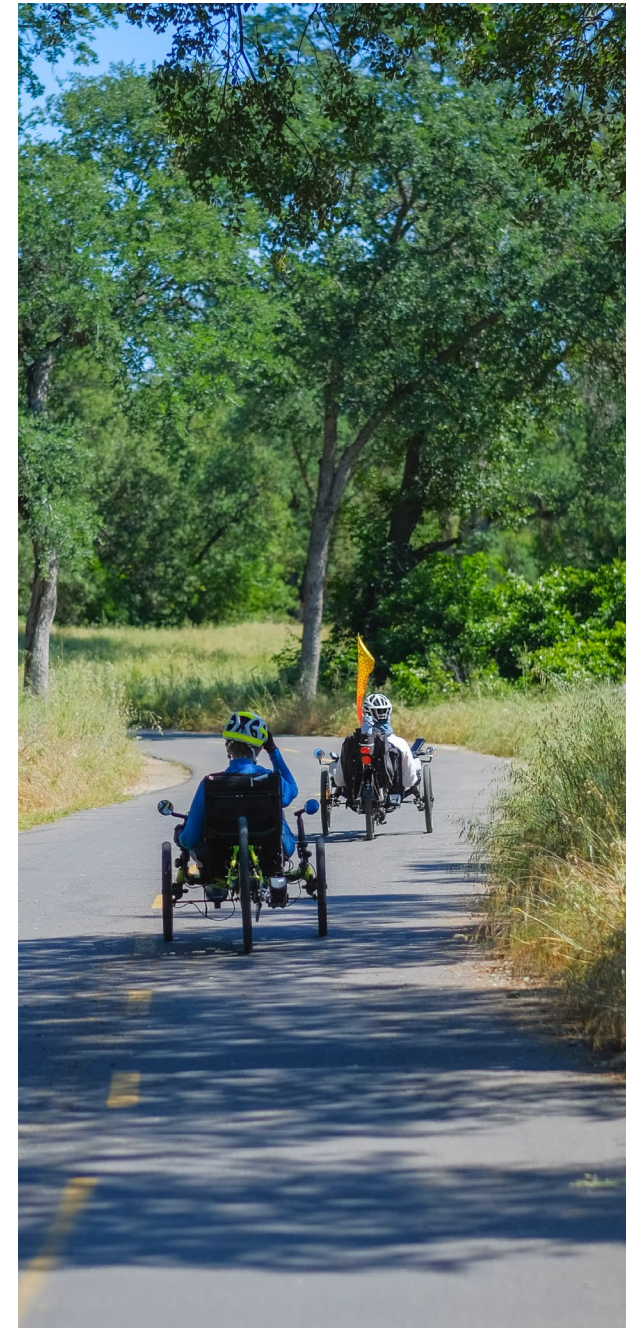
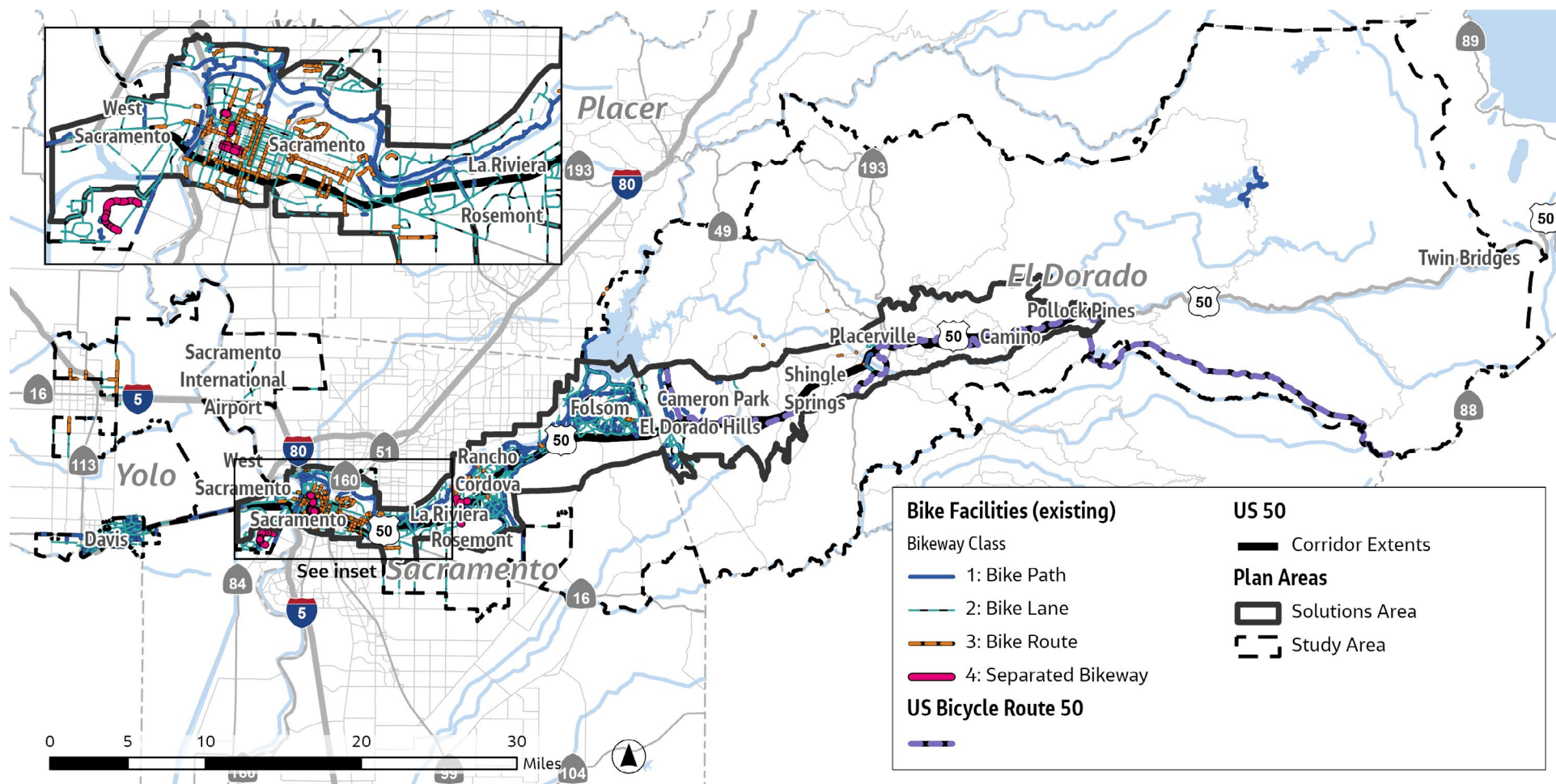




Figure 18 shows the location and type of existing bicycle infrastructure along the US 50 corridor, including bike lanes, routes, and separated bikeways. Facilities are most concentrated in western and central communities, with fewer continuous or separated facilities in eastern portions of the corridor.

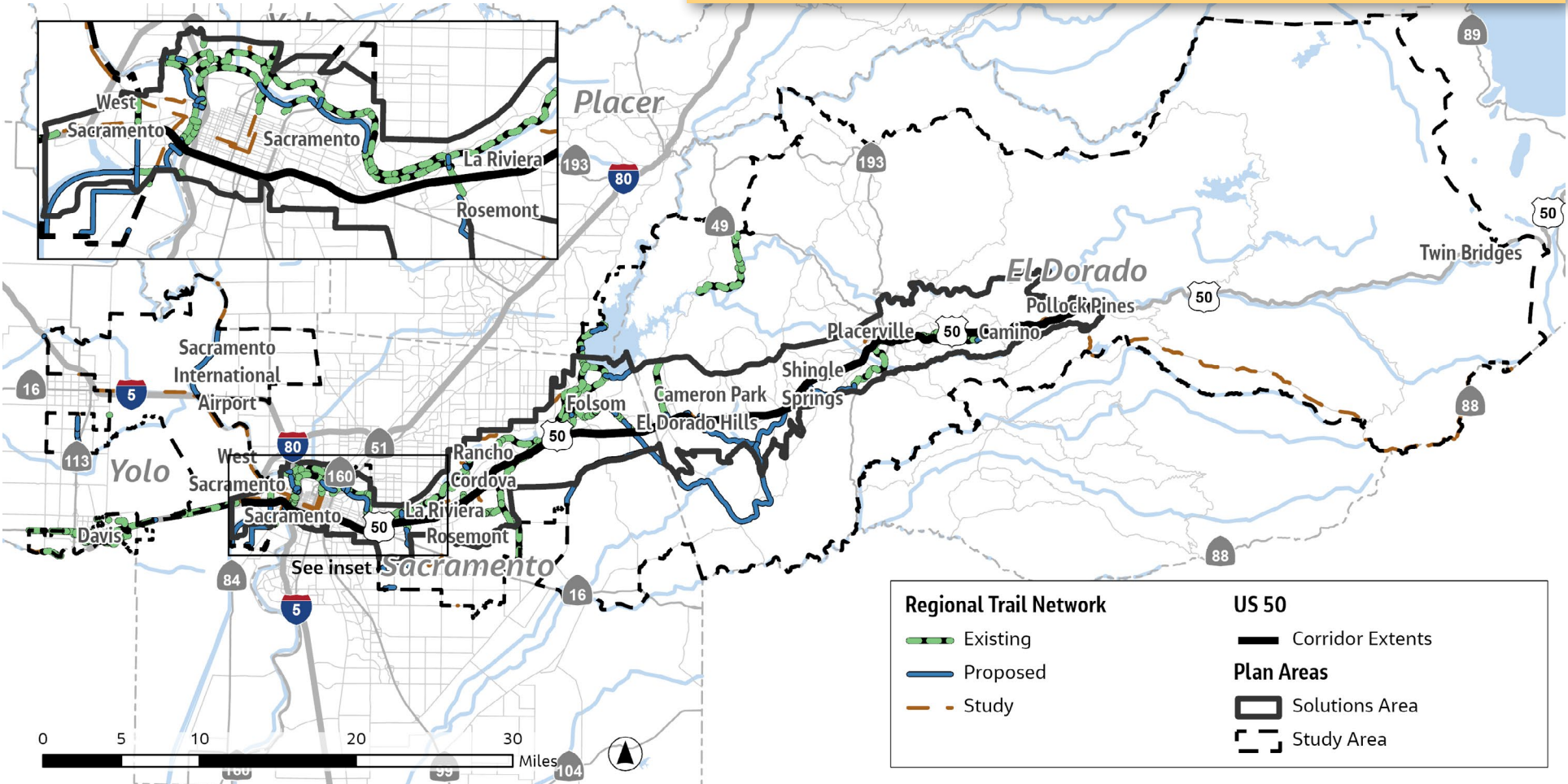
Figure 18. Existing Bike Facilities



Sources: SACOG



Figure 19. Regional Trail Network



Source: SACOG

2.2 Future Conditions Assessment

This section describes future conditions along the US 50 corridor using SACOG's regional travel model. The **no-build scenario described in Section 2.2.2** No-Build Scenario Results represents a future in which population and employment grow as projected regionwide through 2050, but the transportation system, and population and employment growth within the corridor remains largely unchanged beyond currently committed projects and developments. This scenario illustrates how existing travel patterns, congestion, reliability, and environmental outcomes are expected to

worsen compared to a CMCP scenario where additional transportation actions are taken to respond to future demand. CMCP scenario results describing how multimodal projects recommended in this plan will impact these outcomes compared to the no-build are discussed in Section 5.2 Solutions Analysis.

2.2.1 Methodology

SACOG's regional travel demand model (Sacramento Activity-Based Travel Simulation Model [SACSIM]) was the primary tool used to evaluate how the US 50 corridor is expected to perform over time. SACSIM

simulates weekday travel behavior across the six-county SACOG region and incorporates projected population and employment growth, land use assumptions from regional plans, and the existing transportation network to estimate future travel patterns and corridor performance. Results were used to evaluate corridor-level performance measures (refer to Appendix C. Performance Measures), such as travel delay, person throughput by mode, vehicle miles traveled (VMT), and transportation-related carbon dioxide emissions.



2.2.2 No-Build Scenario Results

The US 50 corridor already serves a substantial share of daily regional travel, and this role is expected to intensify as population and employment continue to grow within the Study Area. By 2050, projections show that significantly more people will rely on the corridor for daily commuting and access to regional destinations, especially during peak travel periods.

If the transportation network remains generally the same (assuming completion of projects like Caltrans' Fix 50 project and infrastructure to support major housing developments), increasing travel demand is expected to result in greater delay and reduced travel reliability, particularly during peak periods. Under these conditions, people traveling on the corridor are projected to spend approximately 9% more time in traffic, reflecting longer and less reliable peak-period travel.

During peak morning commute times, projections show about 13% more people traveling westbound by 2050. This increase occurs even without adding roadway capacity, indicating that more people are expected to travel within the existing corridor, resulting in increased congestion and delay.

The projections also show that biking, taking transit, walking, and carpooling

increase over time, reflecting shifts in travel behavior under more congested conditions. Higher-occupancy travel modes (e.g., bus, light rail, and carpooling) have greater remaining capacity to move more people than single-occupant vehicles, indicating an opportunity to accommodate future growth more efficiently through focused investments.

Total vehicle travel within the Study Area increases through 2050, even though VMT per capita is projected to decline. Individual residents are expected to drive less on average, but more driving happens in total. This reflects the combined effect of population and employment growth: overall travel increases because there are more people and jobs in the corridor, not because individuals are traveling more.

As total VMT and congestion increase, carbon dioxide emissions from transportation are projected to rise by 12%, reflecting the combined effects of increased travel demand and slower, more congested traffic conditions.

Overall, these future conditions indicate that mobility challenges along the US 50 corridor will persist and, in many cases, worsen by 2050 if no additional action is taken on the transportation network. Travelers are likely to spend more time in congestion, reliability will decline, and residents will experience increasing travel burden.





Planning Approach

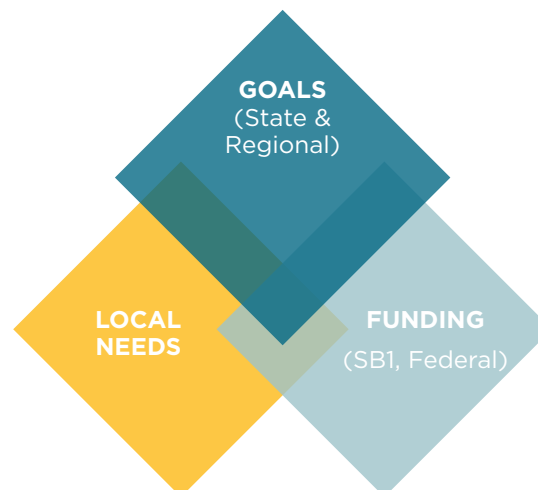




3. Planning Approach

The planning approach for the US 50 CMCP was developed to identify and prioritize transportation solutions that improve safety, reliability, access, equity, and resilience along the corridor (Figure 20). Guided by the CTC and adopted state, regional, and local plans, the CMCP used multimodal analysis, partner and community input, and performance measures to connect corridor needs with investment decisions.

Figure 20. CMCP Guiding Framework



3.1 Guiding Policies

Aligning the CMCP with adopted state, regional, and local policies helps ensure that corridor strategies are consistent with broader planning efforts and are competitive for discretionary state and federal funding programs.

A key guiding document for the CMCP is the 2025 Blueprint (SACOG 2025), the region's long-range transportation and land use plan, which establishes a 25-year framework for how communities and transportation systems are expected to grow and develop. Many of the transportation projects recommended are directly listed in the Blueprint Transportation Project List and support the strategic plan priority to Build and Maintain a Safe, Equitable, and Resilient Transportation System. The CMCP implements this regional framework by taking a corridor-specific approach for US 50.

The following plans and policies also informed the overall development of the CMCP's vision, goals, and performance measures:

- CAPTI (CalSTA 2025)
- CSIS (Caltrans 2024a)
- CTP 2050 (Caltrans 2021)
- California Freight Mobility Plan (Caltrans 2023b)
- California State Rail Plan (Caltrans 2024b)
- EDCTC RTP 2025-2045 (EDCTC 2025)
- Placer-Sacramento Gateway Plan (Caltrans, Capitol Corridor, PCTPA, and SACOG 2020)
- I-80 CMCP (Caltrans 2023a)
- SR 99 CMCP (Caltrans 2025)
- D3 Managed Lanes System Plan (Caltrans 2025)
- Local jurisdiction and agency transportation, general, and land use plans



Multimodal transportation options in the US 50 Corridor: the Folsom South Canal Recreation Trail, El Dorado Transit bus service, and Sacramento Regional Transit Gold Line light rail.

3.2 Visions, Goals, Strategies, and Performance Measures

This section outlines the vision, goals, strategies, and performance measures that guided development of the US 50 CMCP. The **vision** describes the desired long-term outcome for the corridor, and

the **goals** define measurable outcomes the plan seeks to achieve. **Strategies** identify actions intended to advance each goal, and **performance measures** provide a set of qualitative and quantitative indicators used

to evaluate corridor needs and assess the effectiveness of proposed transportation solutions. Together, these elements provide a framework for evaluating transportation solutions across the corridor.

VISION STATEMENT

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



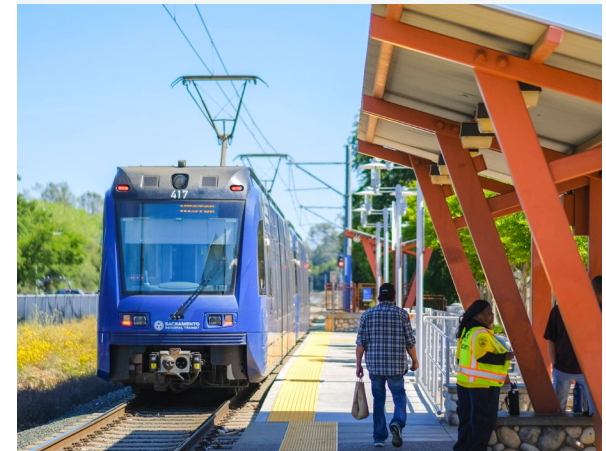
Improve safety for
all transportation
system users



Enhance travel
reliability within
the corridor



Increase multimodal
travel options and
access to destinations



3.2.1 Vision, Goals, Strategies, and Performance Measures

VISION: Create a safe, reliable, and accessible travel experience in the US50 corridor, enhancing connections to jobs and housing, and supporting a resilient, equitable, and healthy environment for all.



GOAL: Improve safety for all transportation system users

STRATEGIES:

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

PERFORMANCE MEASURES:

- Reduction in collisions that cause deaths or injuries
- Reduction in deaths or serious injuries involving people walking or biking
- Improvement in safety by reducing collisions



GOAL: Enhance travel reliability within the corridor

STRATEGIES:

- Reduce congestion and delay and manage travel demand.
- 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 through traffic calming, road diets, and other interventions.
- Increase capacity through projects and operational strategies that facilitate faster and more efficient transit on existing roadway lane miles.
- Target roadway improvements in alignment with regional planning and land use assumptions.

PERFORMANCE MEASURES:

- How reliable bus travel times are
- How predictable travel times are for any mode
- Improvement in climate resilience
- How efficiently and sustainably freight moves
- Person hours of delay (daily)
- How much time vehicles spend delayed on US 50 (daily)
- How much time transit riders spend delayed on US 50 (daily)
- How many people move by each transportation mode on US 50 and the Gold Line west of Watt Avenue (peak periods)
- How full transit vehicles are on US 50 and the Gold Line west of Watt Avenue (peak-period peak direction)
- How many people per vehicle are traveling on US 50 west of Watt Avenue (daily)
- How many VMT on non-highway facilities per person in the Study Area (daily)
- How many VMT under congested conditions on US 50 (daily)



GOAL: Increase multimodal travel options and access to destinations

STRATEGIES:

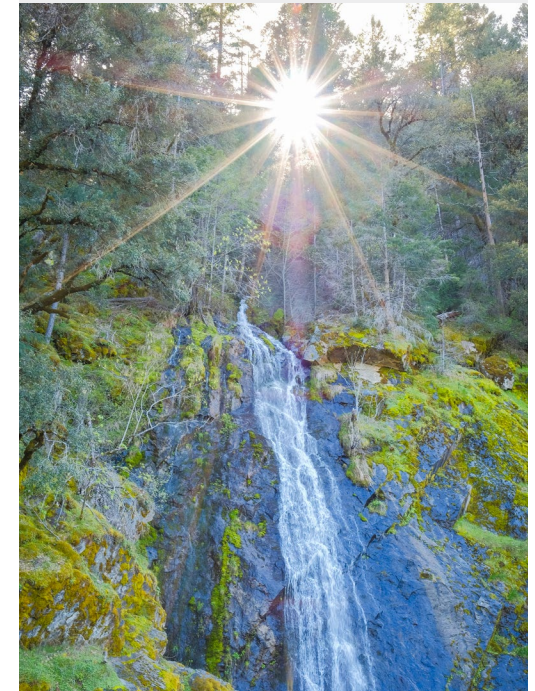
- Increase transit, active transportation, and non-single occupancy vehicle mode share to reduce daily VMT within the corridor.
- Encourage transit use by creating better access to and from the regional trail system, first and last mile walking and biking paths, and ride/car share options.
- Overcome barriers to travel, such as the American River, US 50, Folsom South Canal, and SacRT Gold Line light rail, and close gaps in walking, biking, and transit networks.
- Provide travel options that increase access to housing, economic opportunities and employment, and community and regional destinations along the corridor, particularly for rural communities in El Dorado County and other disadvantaged communities with low multimodal access.
- Encourage transportation-efficient land use, with an emphasis on supporting transit-oriented development around major transit stops and infill growth in Green Means Go Green Zones.

PERFORMANCE MEASURES:

- How easy it is to reach places via different types of transportation (walking, biking, transit, etc.)
- Jobs and homes located within half a mile
- Jobs accessible by car, public transportation, bike, or walking
- Accessibility to local services
- Environmental justice population (percentage of total)
- Access to frequent transit for low-income or disadvantaged residents
- Access to frequent transit for residents
- Reduction in VMT
- Improvement in how easily people can reach destinations
- Encourages people to use transportation options other than driving alone
- Improves climate resilience
- Preserves natural resources
- Share of trips on US 50 made by vehicles with multiple occupants (daily)
- Share of trips made by walking, biking, transit, or other nondriving modes (daily)
- VMT per capita in the Study Area (daily)
- Residents in the Study Area within half a mile of high-quality transit (peak periods)

ADDITIONAL PERFORMANCE MEASURES

- How ready a project is to move into design, funding, and implementation
- Reductions in greenhouse gas emissions
- Carbon dioxide emissions
- Nitrogen oxides emissions
- Fine particulate matter emissions
- Volatile organic compound emissions



3.3 Candidate Solutions

Candidate projects for the US 50 CMCP were identified through an iterative process that integrated corridor analysis, review of existing plans, and ongoing partner input. During the Existing Conditions phase, the plan team analyzed existing and future conditions within the Study Area to identify corridor gaps and opportunities. These findings were shared with TAC partners, who were asked to identify additional gaps or opportunities that may not have been fully captured by the available data.



3.4 Gaps and Opportunities

Table 1 This section synthesizes corridor-wide gaps and opportunities that emerge from the combined analysis of people, economy, environment, and transportation conditions.

These themes provide a foundation for developing corridor strategies, and solutions in subsequent sections.

Table 1. Gaps and Opportunities

Theme	Key Gap	Corridor Opportunities
Reliability and Congestion	Under no-build conditions, increasing travel demand leads to worsening congestion and reduced reliability, particularly during peak periods.	Improve how the corridor moves people by prioritizing higher-capacity and more efficient travel options rather than relying only on single-occupant vehicle travel.
Safety	Fatal and severe collisions are concentrated in high-volume, high-conflict locations that also experience recurring congestion.	Reduce vehicle, pedestrian and bicycle conflicts and improve safety outcomes through focused strategies at or near known hotspots, especially where multimodal interactions are increasing.
Multimodal Access	Access to transit, biking, and walking options vary widely, with limited alternatives in many eastern and foothill communities.	Strengthen multimodal connectivity and first/last mile access in areas where demand for nondriving options is expected to grow.
Climate and Resilience	Increasing vehicular travel and congestion contribute to higher transportation-related emissions, while heat and wildfire risks strain corridor performance.	Improve corridor resilience to support safe, reliable travel during extreme heat and emergency evacuation events.
Equity and Travel Burden	Disadvantaged communities overlap with the most congested segments of the corridor, increasing travel burden under no-build conditions.	Prioritize improvements that reduce travel time, cost, and reliability impacts in communities most sensitive to transportation burdens.
Recreation and Network Continuity	Gaps in bicycle and trail connectivity limit continuous travel along the corridor despite strong recreational demand.	Enhance continuity between existing trails and bike facilities to support both recreational and everyday nonvehicular travel.

As part of the Existing Conditions effort, the CMCP team also reviewed relevant state, regional, and local transportation and land use plans and studies within the corridor. The review focused on how each plan addressed transportation gaps and priorities within the US 50 corridor, providing a comprehensive overview of proposed solutions to enhance mobility, safety, and connectivity across the region, organized by mode. The plan review helped the plan team understand previously adopted projects and strategies across jurisdictions and modes and was shared with TAC partners alongside the gaps and opportunities analysis to provide context on the range of potential solution types and investments already identified in adopted plans.

Recognizing that the CMCP could not address all identified needs, the plan team then worked with TAC members to identify a set of priority gaps and opportunities that would guide development of corridor solutions. Using these priority gaps and opportunities, the team assessed how projects included in the 2025 Blueprint (SACOG 2025) aligned with identified corridor needs and developed an initial Blueprint-aligned candidate solutions list.

Following identification of priority gaps and opportunities, the candidate solutions list was further refined through a collaborative process with partner agencies. Partners were asked to identify additional 2025 Blueprint projects that aligned with their agency priorities and advanced CMCP goals, and these projects were added to the candidate solutions list to ensure representation of

partner-identified investments across the corridor. Finally, partners identified projects from other adopted plans appropriate for consideration within the CMCP, which were incorporated into the candidate solutions list. Through this process, a comprehensive candidate solutions list for the US 50 CMCP was developed, representing projects from multiple sources and plan types.



3.5 Solutions Evaluation Methodology

The candidate solutions list was refined through a collaborative evaluation process designed to identify practical, coordinated, and effective transportation investments for

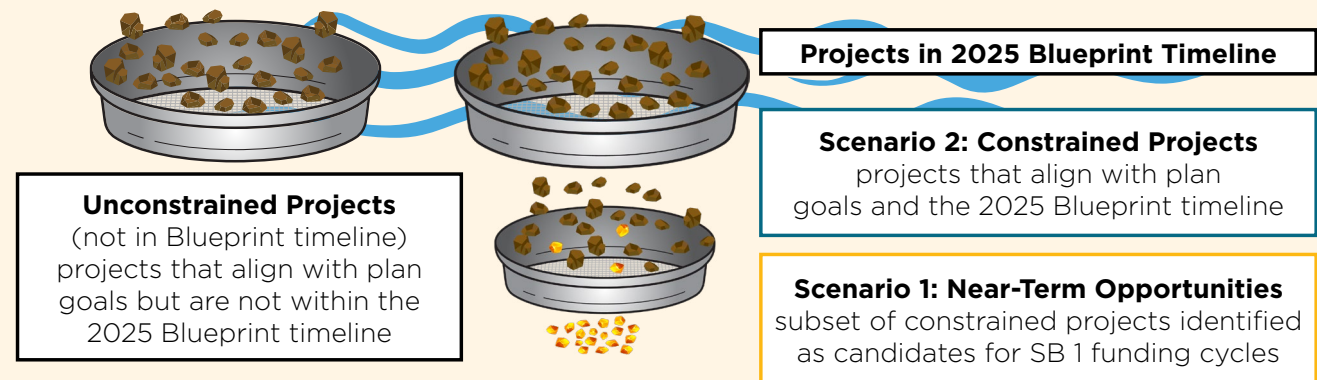
the US 50 corridor. This process balanced near-term opportunities with long-term corridor needs and alignment with regional planning goals.

STEP 1: Develop a Draft Solutions List and Scenarios

Over the course of the CMCP, the team compiled an inventory of more than 650 transportation projects identified through corridor analysis and plan review. This inventory was narrowed to a refined candidate solutions list based on alignment with the plan's vision, goals and strategies described in Section 3.2.1 and partner input. As an initial refinement step, partner agencies identified projects from the candidate solutions list that could be pursued for near-term grant funding, including upcoming SB 1 funding cycles. This step helped distinguish projects with more near-term potential while maintaining a broader set of longer-term corridor solutions.

Projects were then assigned to two scenarios or an “unconstrained” list (Figure 21), developed in coordination with the TAC and shared for review. These scenarios are structured to distinguish projects with near-term funding potential from those supporting long-term corridor performance.

Figure 21. All Projects in Solutions Area (2025 Blueprint, Local Plans, etc.)



STEP 2: Finalize Scenarios Based on Readiness, Coordination, and Corridor Fit

Following partner review, the CMCP team conducted a focused qualitative review to further refine the solutions list between draft and final scenario development. This review incorporated partner input on anticipated project readiness for funding, consistency with the plan's policy direction, and alignment with the SACOG Blueprint's long-term vision for how the corridor and region will continue to grow and develop.

Targeted coordination with partner agencies was used to confirm corridor continuity and completeness. This coordination helped ensure that multimodal projects formed connected networks, that key corridor segments were represented, and that complex, multijurisdictional initiatives were reflected in a manner consistent with partner long-range visions.

STEP 3: Evaluate Projects

Project evaluation included both qualitative and quantitative considerations and focused on how well projects address statewide policies and CMCP goals. All projects were evaluated based on [Caltrans' CSIS CAPTI alignment metrics](#). These metrics are typically intended for evaluation of projects that are in or past the environmental phase, when more data is available to quantify impacts. However, since many of the solutions are in early conceptual or planning stages, not enough information was available to conduct a quantitative analysis. Qualitative CAPTI/CSIS alignment serves as the primary screening tool for all projects, while quantitative evaluation is applied to a subset of near-term projects to support prioritization for funding. The team developed a methodology to score each metric qualitatively based on high-level assumptions for the solution mode (e.g., active transportation, rail, etc.) as well as available project information. Additionally, near-term projects were evaluated using the CMCP performance measures developed collaboratively with partners as described in Section 3.2.1.

STEP 4: Evaluate Scenarios and Inform Project Prioritization

The scenario performance was evaluated to understand overall corridor-level outcomes and tradeoffs compared to the no-build scenario. Results from the project-level and scenario-level evaluations informed identification of projects that best advance corridor performance, support the 2025 Blueprint's long-term growth vision (SACOG 2025), and align with the CMCP's corridor-specific objectives. Examples of these projects are described in Section 5. The full list of recommended solutions and evaluation results is included in Appendix A. This combined evaluation approach is intended to align project prioritization with SCCP program objectives, including greenhouse gas reduction, multimodal access, and equity outcomes.

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Community and Partner Engagement



How Comfortable Biking Along the

Place a dot in the section to show how
Use a separate color if you bike on trail

VERY UNSAFE	SOMEWHAT UNSAFE	NEU
1	2	3
●	●●●	●
●	●●●	
	●	



How Safe Do You Feel Biking Along the US 50 Corridor?

How safe do you feel biking along the corridor.
Compare the Parkway versus city streets.

NEUTRAL	SOMEWHAT SAFE	VERY SAFE
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3	4	5
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4. Community and Partner Engagement

This section describes the US 50 CMCP team’s approach to ensure the plan reflected the diverse community transportation needs and priorities across the corridor.

Engagement efforts combined partner coordination, and broad public outreach to build shared understanding of plan goals, gather input on travel patterns and challenges, and discuss proposed multimodal projects. Activities included regular coordination with the TAC, consultation

with subject matter experts, virtual regional community workshops at planning milestones, in-person pop-up events at places where community members already gather, an online community travel survey, and a dedicated plan webpage. Together, these strategies supported inclusive participation and provided multiple opportunities for partners and the public to inform the plan’s development.

4.1 Community Engagement Strategy

The Community Engagement Plan established strategies to guide the US 50 CMCP to reflect the transportation needs and priorities of the communities it serves. Key objectives included building a shared understanding of the plan's purpose, goals, benefits, and limitations to manage public expectations; collecting input from diverse corridor users on transportation patterns, opportunities, and challenges across jurisdictions; and validating that the plan and proposed multimodal projects respond to community needs. The plan was developed with an emphasis on prioritizing engagement that reached low-income households, BIPOC, and communities with poor multimodal access. Engagement activities were designed to be inclusive, culturally sensitive, and accessible using visual tools, interactive techniques to spur dialogue, and plain-language descriptions of processes and outcomes. Promotional materials were provided in English, Spanish and Mandarin and virtual workshops included a Spanish-language channel option.

The engagement team promoted activities through a comprehensive distribution list that included active transportation and transit advocacy organizations, business and economic development groups, environmental and environmental justice

organizations, faith-based institutions, tribal governments, residents and property owners along the corridor, service providers, and organizations serving underrepresented populations.

A full summary of engagement events is included in Appendix B.



Community members participated in a pop-up engagement event in Rancho Cordova, sharing feedback on mobility needs and priorities to help inform the US 50 Corridor Plan.

4.2 Partner Engagement Strategy

4.2.1 Technical Advisory Committee

The TAC engagement process focused on soliciting strategic input in advance of key CMCP milestones to validate the assessment of existing corridor conditions and help shape policies, priorities, and identify potential projects. Participants met every 2 to 3 months throughout the 2-year CMCP schedule, for a total of nine meetings, ensuring consistent and timely input over the course of plan development. TAC discussions informed the plan solutions area, policy goals, gaps and opportunities, performance measures, draft and final project lists, near-term opportunities for funding and implementation, and plan and project evaluation.



Storefronts in Placerville's Historic Main Street near the Historic Bell Tower Monument.

4.2.2 Subject Matter Experts

Subject matter expert advisors from SACOG and Caltrans District 3 staff provided feedback and concurrence on select technical and coordination topics, including data requests, modeling approaches, and partner and public engagement strategies. Meetings were held on an ad hoc basis throughout the CMCP schedule to support timely input and decision-making.

TAC Partners included the following:

- 50 Corridor Transportation Management Association
- Caltrans District 3 Divisions
- Caltrans Headquarters Divisions
- Capital SouthEast Connector Joint Power Authority
- City of Folsom
- City of Placerville
- City of Rancho Cordova
- City of Sacramento
- City of West Sacramento
- El Dorado County
- El Dorado County Transit
- El Dorado County Transportation Commission
- Federal Highway Administration, California Division
- Paratransit Incorporated
- Sacramento Area Bicycle Advocates
- Sacramento County
- Sacramento County Regional Parks
- Sacramento Metropolitan Air Quality Management District
- Sacramento Transportation Authority
- SacRT District
- San Joaquin Regional Rail Commission
- Yolo County Transportation District

4.3 Public Engagement Activities

4.3.1 Virtual Community Workshops

The outreach team hosted a series of virtual regional community workshops at key milestones throughout plan development to provide meaningful opportunities for the broader community to learn about, discuss, and help shape the future of transportation along the corridor. Each workshop included a strong educational component, incorporating case studies, existing corridor data, current best practices, and balanced planning information to support informed and productive conversations about transportation needs, challenges, and opportunities throughout the study area. To better understand the geographic reach of participation, attendees were asked to provide their home ZIP codes during registration.

Participation reflected broad and geographically diverse regional engagement, with more than 215 participants representing over 22 ZIP codes across Yolo, Sacramento, and El Dorado Counties. Attendees included both residents and corridor users, such as commuters, freight and truck drivers, business representatives, and other

traveling members of the public who rely on the corridor for daily mobility. This regional participation helped ensure the outreach process captured a wide range of perspectives and travel experiences.

Each virtual workshop was supported by a comprehensive awareness and communications campaign that leveraged SACOG's, Caltrans District 3, and TAC partner communication channels, including agency websites, social media platforms, media networks, newsletters, and email distribution lists. Additional outreach strategies included direct phone calls and emails to community-based organizations and stakeholder groups, targeted coordination with community partners, media relations support, paid and organic social media promotion, and email notifications to interested members of the public and project subscribers. These efforts were designed to maximize awareness, encourage participation from traditionally underrepresented communities, and provide multiple opportunities for the public to engage throughout the planning process.

Three virtual workshops were held during the following phases of the CMCP development process:

- **Define Corridor Characteristics:** The outreach team presented existing conditions data and corridor trends, gathered feedback on the public's current travel experience along the corridor and identified potential opportunities, concerns, and challenges that should be addressed as part of the plan.
- **Analyze Gaps and Opportunities:** The outreach team presented findings and themes identified during Phase 1 engagement activities and created a feedback loop with community members to validate priorities, confirm community needs, and identify any additional considerations or emerging issues.
- **Draft Plan:** The outreach team presented draft recommendations and projects while gathering public comments and community feedback to help refine and inform the draft and final CMCP.

By the Numbers



4.3.2 Pop-Up Events

Pop-up events played a critical role in reducing barriers to participation and expanding outreach beyond traditional workshop settings. These events were intentionally designed to meet community members where they already live, work, shop, recreate, and gather, creating more accessible and informal opportunities for people to learn about the project and provide input. The project team used pop-up events to collect additional feedback on travel behaviors, mobility challenges, safety concerns, and transportation priorities while simultaneously promoting the project’s virtual workshops, online surveys, and broader engagement opportunities.

To maximize participation and geographic coverage across the planning area, pop-up events were strategically held in advance of each virtual workshop at a variety of high-traffic community destinations and events. Locations included neighborhood-serving businesses such as Karen’s Bakery in Folsom, regional community events including the Sacramento Bike Breathe Festival, and commercial gathering spaces such as the El Dorado Town Center Market. These outreach activities focused particularly on reaching populations that are traditionally underrepresented in transportation planning processes, including low-income communities, BIPOC communities, older adults, youth, transit-dependent populations, and residents living in areas with limited multimodal access to jobs, services, and key destinations (Figure 22).

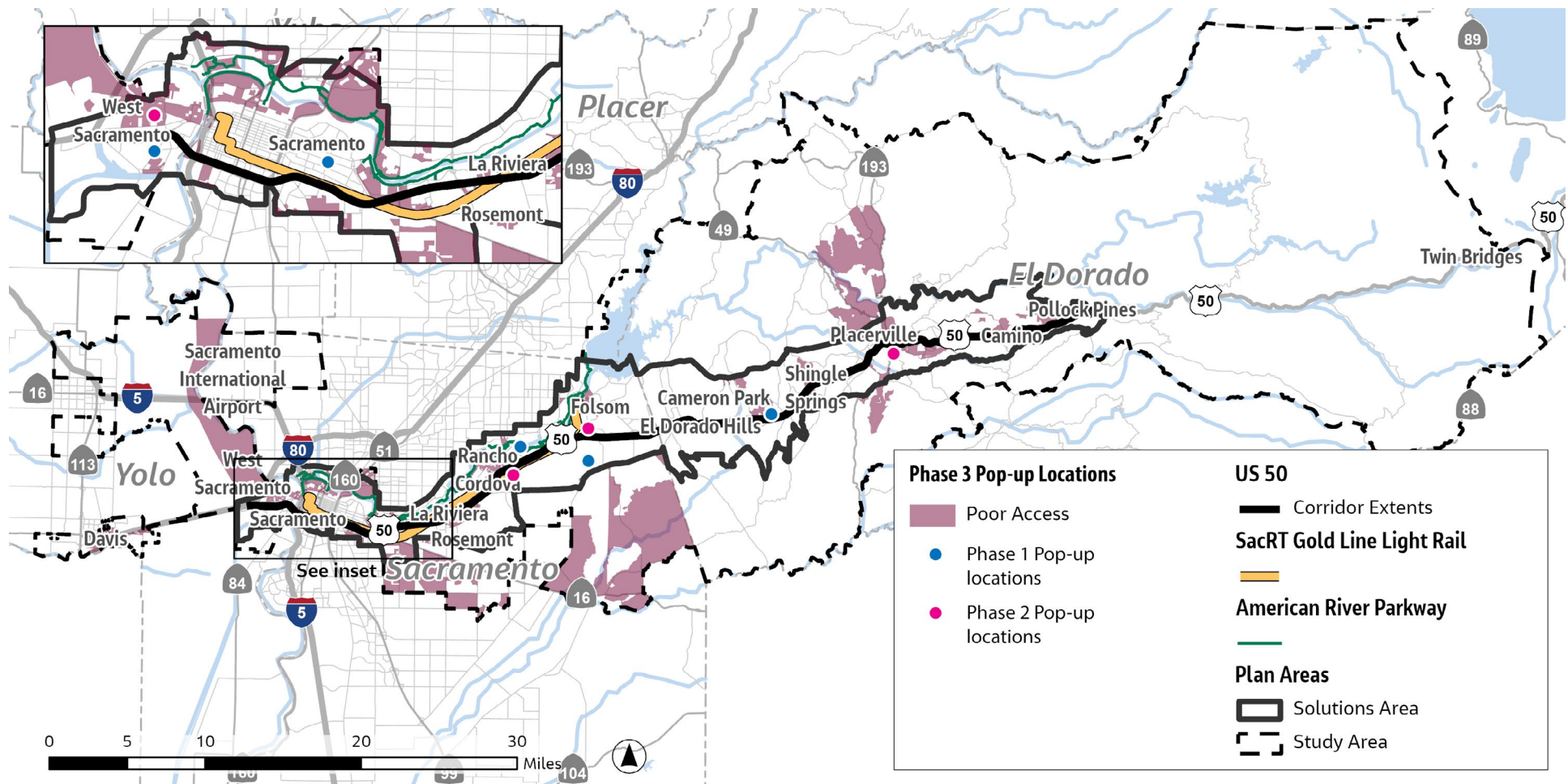
The timing and placement of pop-up events were carefully coordinated with SACOG, Caltrans District 3, TAC partners, local jurisdictions, and community-based organizations to ensure outreach efforts aligned with existing community activities and trusted local networks. This collaborative approach helped the project team engage a broader and more diverse cross-section of corridor users, including commuters, residents, employees, business owners, students, and recreational travelers. For example, during the draft plan phase, several pop-up events were coordinated alongside outreach activities hosted by the 50 Corridor Transportation Management Association, allowing the team to connect directly with employees and commuters who regularly travel within the corridor but might not otherwise participate in planning workshops or online engagement opportunities.

Each pop-up event incorporated interactive engagement tools designed to encourage meaningful participation in a quick and approachable format. Depending on the venue and audience, activities included corridor maps for identifying safety concerns

and mobility gaps, visual preference boards, bilingual educational materials, comment cards, QR codes linking directly to online surveys, and one-on-one conversations with project team members. This hands-on

engagement approach not only generated valuable community input but also increased public awareness of the planning effort and helped build trust and transparency throughout the process.

Figure 22. Pop-Up Event Locations



4.3.3 Other Engagement Methods

Community Travel Survey

The outreach team developed and promoted an online survey in March 2025 to gather community input on transportation needs, travel behaviors, and mobility challenges along the US 50 corridor. The survey served as a key engagement tool providing residents, commuters, employees, and corridor users with an accessible and flexible way to participate in the planning process. The survey was promoted through a comprehensive, multichannel outreach campaign that included QR code signs at pop-up events, printed informational materials, SACOG and Caltrans newsletters and social media platforms, and email distributions. This coordinated effort helped expand the reach of the survey across diverse communities and ultimately resulted in 1,568 completed responses.

Survey results demonstrated the corridor's importance as both a regional transportation route and a connector to everyday destinations. Most respondents indicated

they use the corridor primarily for running errands, shopping, and traveling to recreation or leisure activities. Commuting to and from work was also identified as a major travel purpose, along with trips for medical appointments and access to essential services. The results highlighted the corridor's role in supporting a wide range of daily travel needs across the region.

The survey also provided insight into existing travel patterns and mode choice within the corridor. More than 70 percent of respondents reported driving alone for their most frequent trip, reinforcing the corridor's current dependence on single-occupancy vehicle travel. However, respondents also identified the use of other transportation options—including public transit, bicycling, walking, and carpooling or vanpooling—demonstrating interest in and reliance on multimodal transportation opportunities, even if those modes are currently used less frequently.

Plan Webpage

The CMCP included a dedicated, [plan-specific webpage](#) hosted on SACOG's website that served as a central hub for project information and public engagement opportunities throughout the planning process. In addition to providing project background and schedule information, the webpage allowed community members to sign up for email updates, access outreach materials and planning documents, review presentations and summaries, and contact the project team directly with questions or comments.

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Corridor Solutions





5. Corridor Solutions

This section provides an overview of the recommended solutions included in the draft final plan by mode, examples of each type of solution and preliminary evaluation results based on the process described in Section 3.



5.1 Recommended Multimodal Solutions

This strategy considers the full range of transportation options within the US 50 corridor and supports a multimodal approach to improving system performance, and plan goals of safety, reliability, and accessibility.

Near-term projects include enhancements to parallel transportation networks, including transit, local roadways, and active transportation (Figure 23). Key improvements include continued investment in SacRT's Gold Line light rail system, the American River Parkway, and connected bikeway and pedestrian networks. These efforts are intended to improve corridor performance by increasing person-throughput, reducing VMT, and shifting trips to higher-capacity modes. Planned upgrades to transit stations, service frequency, and vehicle capacity will enhance transit travel times and reliability, while improved first- and last-mile connections will expand access to transit. Enhancements to the American River Parkway and the El Dorado Trail will expand the usability of the region's trail network, supporting both recreational trips and commute travel. These improvements are expected to contribute to reduced VMT, improved safety outcomes for people walking and bicycling, and expanded low-cost mobility options.

Additional near-term projects along the corridor include new and upgraded interchanges, consistent with SACOG's 2025 Blueprint planning and land use assumptions. These projects are intended to improve multimodal access, reduce localized congestion, and enhance system reliability. Design considerations will incorporate complete streets principles, safety improvements, and context-sensitive solutions to balance throughput with community impacts.

Over the long term, major regional investments will further strengthen corridor performance and regional connectivity. Improvements at Sacramento Valley Station and development of a regional transit loop will enhance access to jobs and housing

across the Northern California megaregion, increasing the share of trips made by transit and improving network resilience.

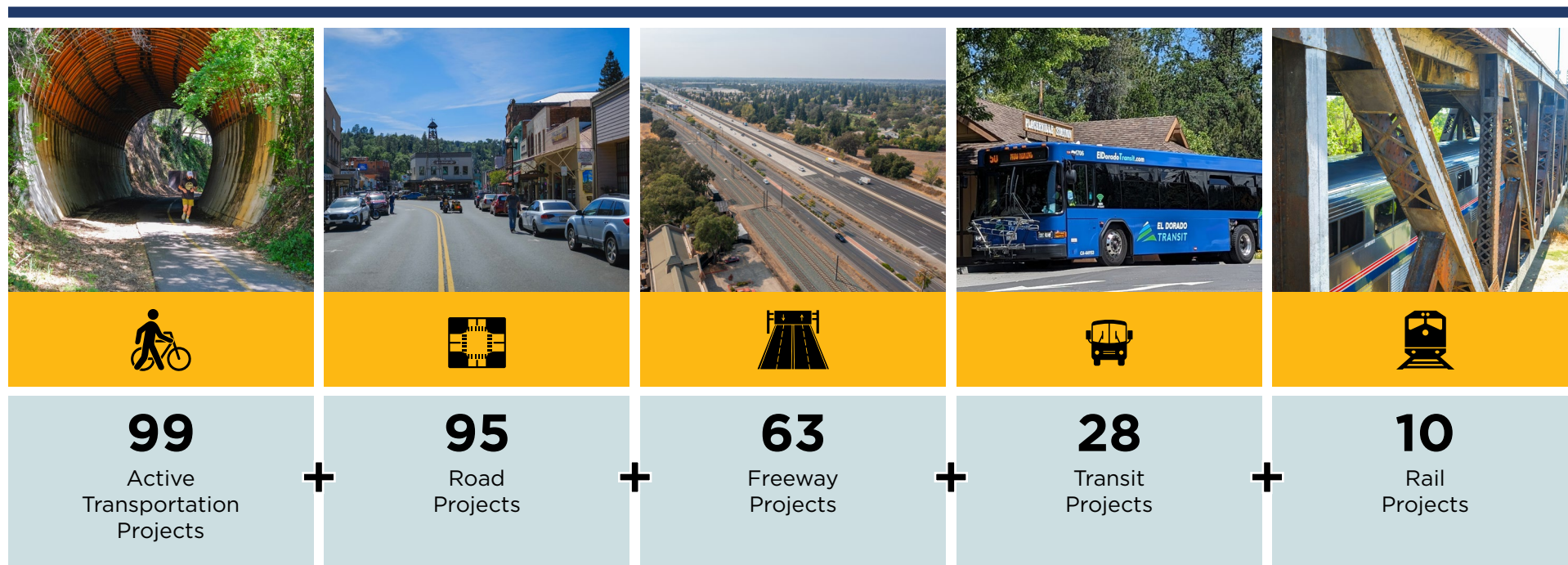
In addition, expanding managed lanes or pricing strategies along US 50 may be considered. Pricing strategies can help optimize use of available capacity, reduce peak-period congestion, and generate a sustainable revenue stream for maintenance, operations, and multimodal improvements, consistent with the region's long-range performance goals.

Some example projects included in the US 50 CMCP are described throughout this section. The full listing of these projects is included in Appendix A.



The Iron Point light rail station provides regional transit access in Folsom, highlighting the importance of continued investment in transit services and connections.

Figure 23. US 50 Solutions Modes/Type with Representative Images



US 50 Multimodal Network

5.1.1 Active Transportation

These projects reflect a coordinated regional effort to expand and connect low-stress walking and bicycling networks across the Sacramento region. They focus on Class I shared-use paths, separated bikeways, trail gap closures, and safe grade separations, strengthening major corridors like the American River Parkway, El Dorado Trail, Two Rivers Trail, White Rock Trail, and West Sacramento riverfront trails. Together with on-street bike facilities, last-mile connections, and Americans with Disabilities Act (ADA) and safety upgrades, the projects improve access to neighborhoods, schools, transit, and recreation while making active transportation safer and more practical for everyday travel.

I Street Bridge Deck Conversion



Lead: Cities of West Sacramento and Sacramento

The project converts the upper deck of the historic I Street Bridge into a bicycle and pedestrian only crossing, adding ADA-compliant access and safety improvements to create an active transportation link between Sacramento and West Sacramento.

Envision Broadway

Lead: City of Sacramento

A complete streets project that reimagines the Broadway corridor in Oak Park to improve safety, accessibility, and comfort for all users. Developed through community engagement and aligned with the City's Vision Zero goals, the project reduces vehicle lanes, adds buffered bicycle lanes, enhances pedestrian crossings, and improves transit access to create a safer, calmer, and more multimodal street connecting neighborhood destinations, schools, businesses, and transit service.

American River Parkway Trail Connectivity Improvements

Lead: Multiple agencies

To encourage the use of active transportation modes, a comprehensive set of programmatic improvements is included with this project. These improvements included adding new segments where gaps exist in the pedestrian and bicycle network, upgrades and repairs to meet ADA standards, upgrading of crosswalks, pedestrian signals, and other safety measures, and improving connections from the existing trail to bicycle and pedestrian networks to promote neighborhood cohesion along the corridor.

5.1.2 Freeway and Highways

Projects include interchange reconstructions, auxiliary and managed lane implementations (e.g., high-occupancy vehicle/high-occupancy toll/express lanes), ramp reconfigurations, and improvements to address congestion and support planned growth. The list also includes Integrated Corridor Management and ITS upgrades such as ramp metering, traffic detection, fiber optics, closed-circuit television, and changeable message signs to improve real-time operations. Alongside capacity and operational improvements, numerous projects address state of good repair needs, including pavement, bridge, drainage, lighting, and landscaping rehabilitation. Many projects also incorporate multimodal, transit, emergency access, and redevelopment connectivity improvements at key interchanges.

US 50 Trip to Green

Lead: City of Placerville

In the City of Placerville, along US 50 and at each of the three signalized intersections between Canal Street and Bedford Avenue, the project includes installation of ITS, barriers, and advanced warning signals to notify the motoring public when signals are held in a solid green phase. The project also includes construction of a bicycle and pedestrian overcrossing at Canal Street. Trip to Green uses adaptive traffic management strategies and targeted infrastructure improvements to significantly increase throughput on westbound US 50 during emergency conditions. During the 2021 Caldor Fire evacuation, the system increased westbound traffic capacity, helping residents from Camino and Pollock Pines safely evacuate. This demonstrated the project's effectiveness in improving corridor performance and emergency mobility under extreme conditions.

Empire Ranch Road Interchange - Phase 1 Overcrossing

Lead: City of Folsom

On Empire Ranch Road at US 50. The project will construct a new four-lane overcrossing over US 50 to enhance connectivity for vehicles, bicycles, and transit, while also serving as an additional emergency access route. This project improves access between both sides of the freeway and expands transit options, easing congestion and improving regional mobility to essential and community destinations.

5.1.3 Rail

These projects focus on expanding passenger rail service, improving system capacity, and strengthening multimodal connections in the Sacramento region and beyond. Major efforts include a new commuter and intercity rail stations to support expanded service, and track and siding upgrades to enable more frequent and reliable operations. The Valley Rail Expansion Program ties these investments together by improving regional and interregional connectivity to the San Joaquin Valley, Bay Area, and future high-speed rail, while freight rail realignment projects in Yolo County enhance safety and operations.



Midtown Station

Lead: San Joaquin Regional Rail Commission

A new passenger rail station planned as part of the Valley Rail program, serving both Altamont Corridor Express commuter rail and Amtrak San Joaquins service. Located in Sacramento's Midtown neighborhood near Q Street, the station will improve regional rail access outside of downtown, provide connections to nearby SacRT bus and light rail services, and support multimodal travel between Sacramento, the San Joaquin Valley, and the Bay Area.

5.1.4 Roads and Streets

These projects include urban street redesigns, operational improvements, and focused roadway improvements in alignment with regional planning and land use assumptions. In urban areas, efforts focus on lane reductions and complete streets to support walking, biking, transit, and safer crossings. In suburban and developing communities, projects include road widenings, new connections, and intersection and bridge upgrades to reduce congestion and support development.

Southport to Harbor Roadway Project

Lead: City of West Sacramento

A complete streets project that rehabilitates and upgrades key roadway segments connecting Southport Parkway, Lake Washington Boulevard, Industrial Boulevard, and Harbor Boulevard. The project improves pavement conditions and incorporates multimodal safety features—such as sidewalk infill, new bike lanes, and utility upgrades—to better serve people walking, biking, driving, and using transit while supporting freight and regional connectivity near US 50.

Folsom Boulevard Improvements

Lead: Multiple agencies

Multiple partner agencies have plans to turn Folsom Boulevard into a safe, connected, and technology-enabled multimodal corridor through coordinated Complete Streets and ITS investments. Planned projects include protected bikeways, expanded pedestrian facilities, and improved crossings—including grade-separated and enhanced signalized crossings—to reduce conflicts and improve accessibility for all users. A connected network of separated bikeways will link surrounding neighborhoods and key destinations, supporting safe and convenient active transportation.

5.1.5 Transit

These projects focus on making transit faster, more frequent, and more reliable across the Sacramento region. Key elements include enhanced bus service and Bus Rapid Transit, light rail expansion and modernization, increased Gold Line frequencies, and low-floor vehicle replacements.

5.1.6 Transportation Demand Management

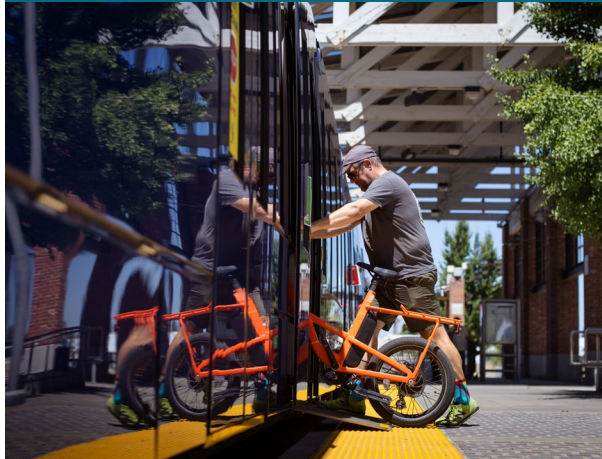
SACOG's Sustainable Mobility Program reduces barriers to use efficient transportation modes (such as rideshare, carpooling, vanpooling, public transit, bicycling, walking, telecommuting, and bikeshare). This is accomplished through development of regional tools, advancing transportation technology deployment, funding pilot projects; and implementing proven Transportation Demand Management approaches like education, outreach, and encouragement programs.

Horn Light Rail

Lead: SacRT District

The future Horn Light Rail Station will be a new at-grade transit stop on the Gold Line located along Folsom Boulevard in Rancho Cordova. The station will be located between the existing La Riviera Butterfield and Mather stops, providing access to surrounding residential neighborhoods, employment centers, and nearby commercial uses.

Light Rail Low-Floor Station Conversion



Lead: SacRT District

For the 29 light rail stations along the Gold Line, this project includes design and construction of improvements to convert stations to accommodate future low-floor vehicles. Ultimately all SacRT stations will be converted to low-floor. The first phase of the Gold Line station conversions must be completed to deliver Gold Line Service Enhancements.

5.2 Solutions Analysis

5.2.1 Build Scenario

Roughly 300 multimodal projects in the Constrained Scenario were considered for analysis using the SACSIM travel demand model. SACSIM measures the performance of scenarios that include transportation and land use changes across the whole CMCP Study Area collectively. It does not measure the effects of individual transportation projects. Some measures were calculated off model like vehicle seat utilization and transit seat utilization. Projects with benefits that are not fully captured include active transportation, complete streets, ITS, first/last-mile connections, transit station improvements, and travel demand management. As a result, qualitative evaluation and project-level analysis provide critical complimentary insight for these project types.

The US 50 CMCP Constrained Scenario results show that the package of multimodal projects has potential to reduce vehicle miles traveled per capita and non-driving mode share compared to the 2050 No Build Scenario. Consistent with projected population and employment growth, SACSIM results show overall VMT and delay will increase on US 50 and the study area, but VMT per capita will decrease as people who live in the study will drive less to get to where they want to go. More detailed analysis is found in Appendix D.

5.2.2 Project level qualitative analysis

To analyze, compare, and prioritize US 50 CMCP solutions, the team conducted a project level qualitative evaluation to assess how each solution aligns with the California Transportation Plan Investment Strategy (CAPTI) and the Climate Smart Infrastructure Strategy (CSIS). The evaluation was designed to align with the California State Transportation Agency's greenhouse gas- and equity focused policies, as well as Caltrans' approach for assessing transportation project benefits.

The methodology, adapted from the approach developed for the SR 99 CMCP and the I-80 CMCP, assigns qualitative ratings to project types based on their consistency with CAPTI and CSIS priorities. Each CMCP project was first labeled by mode and project type. Based on these modes, project types were assigned a qualitative alignment rating of high, medium, or low:

- **High:** Project types that strongly align with CAPTI and CSIS policies and advance statewide goals related to greenhouse gas reduction, mode shift, safety, equity, and climate resilience.
- **Medium:** Project types that provide moderate or indirect benefits toward CAPTI and CSIS objectives.

- **Low:** Project types with limited alignment to CAPTI and CSIS priorities.

In the overall ratings, the top third is rated High, the middle third is rated Medium, and bottom third is rated Low. This scoring rubric was applied consistently across all CMCP solutions to ensure comparability and transparency in results. The qualitative evaluation assessed a total of 28 unique combinations of project types, representing a diverse mix of transportation strategies included in the solutions list. Many projects incorporate multiple modes or project types. For these projects, the overall CAPTI/CSIS alignment rating reflects the combined performance of each individual mode.

Evaluating CAPTI and CSIS alignment supported solution screening and prioritization, as both policy frameworks closely align with the plan's goals. This analysis helped identify which project types most strongly support state climate, equity, and multimodal access objectives. Qualitative CAPTI/CSIS results are provided for each project in Appendix A.

5.2.3 Project-level quantitative analysis

The quantitative evaluation assessed 10 performance measures to evaluate all near-term projects based on existing conditions and spatial analysis. These metrics use GIS-based analysis and SACOG's Project Performance Assessment (PPA) tool to assess current needs and contextual conditions. Each analysis generated an output representing the existing conditions for a given project. Measures are calculated within defined buffers around project limits to capture nearby populations, transportation conditions, and safety conditions. These individual outputs were normalized in comparison to other near-term projects and combined to produce an overall project score. Together, these measures assess system performance across three goals: enhance travel reliability, improve safety for all transportation system users, and increase multimodal travel options and access to destinations. The overall project score for near-term opportunities is included in Appendix A.



Implementation





6. Implementation

This section describes the plan's approach to funding, phasing, roles and responsibilities, limitations of the plan, and next steps.

6.1 Cost Estimates

In total, the proposed corridor solutions would cost approximately \$9.3 billion, based on available project planning-level cost estimates.

6.2 Funding

The majority of US 50 CMCP projects are included in the financially constrained 2025 Blueprint (MTP/SCS) and 2025 EDCTC RTP, and many near-term projects are in the SACOG Metropolitan Transportation Improvement Program. For these projects, funding has been determined at least at a programmatic level. US 50 CMCP projects not currently in these documents are included in the unconstrained project list and considered long-term corridor investments that may be incorporated in subsequent updates of these regional planning documents.

6.3 Phasing

The recommended solutions cannot all be implemented at once. The near-term opportunities list was developed to identify projects with unfunded needs that can reasonably be implemented by 2035. The remaining projects in Scenario 2 could reasonably be implemented within the 2025 Blueprint timeline (2050). Projects in the unconstrained list do not have identified sources of funding or developed funding needs.

6.4 Responsible Agencies

The following agencies serve as lead agencies for projects in the near-term opportunities list and are anticipated to lead implementation efforts:

- Capital SouthEast Connector Joint Power Authority
- City of Folsom
- City of Placerville
- City of Rancho Cordova
- City of Sacramento
- City of West Sacramento
- El Dorado County
- Sacramento County
- SacRT District
- San Joaquin Regional Rail Commission

6.5 Limitations of the Plan

The US 50 CMCP established a framework for prioritizing investments, advancing near-term opportunities and positioning projects for future federal, state and local funding. The CMCP framework is structured to support competitive applications for SB1 SCCP and other discretionary funding programs by demonstrating alignment with state policy and multimodal performance outcomes. However, many projects identified in the CMCP are presented at a conceptual planning level and will require additional technical analysis, partner and public engagement, environmental review and design development before advancing implementation.

6.6 Next Steps

SACOG and Caltrans will continue to collaborate with US 50 CMCP Partners to advance recommended projects, programs and policies and to refine these strategies as conditions evolve. The CMCP will be used to advocate for corridor funding needs and demonstrate a comprehensive, coordinated approach to addressing transportation challenges. The plan will inform future local and regional planning efforts and support incorporation of projects into local Capital Improvement Plans. Public and partner engagement will continue throughout future project-specific planning and implementation phases.



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Appendices

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Appendix A. Solutions List

Appendix B. Community Engagement Summaries

Appendix C. Performance Measures

Appendix D. Modeling Results

