



## STAFF REPORT

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**DATE:** May 10, 2021  
**TO:** Sacramento Regional Transit Board of Directors  
**FROM:** Devra Selenis, VP, Communications and Partnerships  
**SUBJ:** COMMUNITY PRESENTATION: CALTRANS COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

### RECOMMENDATION

No Recommendation — For Information Only.

### RESULT OF RECOMMENDED ACTION

Caltrans District 3 staff will update the SacRT Board and stakeholders about the various Comprehensive Multimodal Corridor Plans (CMCP) for different state highway system corridors in the Sacramento region, including Interstate 5, Interstate 80, Highway 50, and State Route 99.

### FISCAL IMPACT

None as a result of this action.

### DISCUSSION

The goal of a Comprehensive Multimodal Corridor Plan (CMCP) is to develop a strategy and identify a list of transportation projects that will reduce traffic congestion, reduce greenhouse gas emissions, and improve livability through operational improvements, technological advancements, and increased mobility options along key transportation corridors.

These plans will guide Caltrans project and regional priorities for funding and delivery, and allow SacRT's projects and needs to be addressed by state competitive funding programs. Prior to the enactment of Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), which infused billions of tax revenues to the state's transportation system, SacRT staff partnered with Caltrans and local agencies to identify competitive funding that improved regional infrastructure and public transportation.

Senate Bill 1 created the Solutions for Congested Corridors Program, which continuously appropriates \$250 million annually for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors.

These plans must identify transportation projects that provide mobility options for residents, commuters, and visitors to the area of the corridor while preserving the

character of the local community and creating opportunities for sustainability, economic development, and meeting environmental goals.

The CMCP process also requires that agencies develop a stakeholder and community outreach strategy to conduct effective dialogue with all planning partners, stakeholders, and users of the transportation system in developing the plan. Prior to the adoption of any CMCP, Caltrans will consider input from a broad range of stakeholders and system users including those in the private, public and non-profit sectors, transit providers, business community, environmental interest groups, social-equity organizations, active transportation and public health advocates, technology and broadband companies, tribal governments and communities, and others.

Caltrans has continually ensured that all Title VI requirements will be followed, and they will engage with all communities, especially those that are disadvantaged and low-income, impacted by the corridor plan using various communication strategies to prioritize critical areas of need.

Beginning this year, only projects that are identified in a CMCP can be eligible for funding within the Solutions for Congested Corridors Program; however, Caltrans and SacRT staff remain optimistic that there are still infrastructure needs that have not been met in the region. We expect this long-standing partnership, which has resulted in successfully receiving competitive awards for the Highway 50 improvements (Gold Line) and the Interstate 80 (Blue Line), will continue to find success through this program.