

# PLACER-SACRAMENTO GATEWAY CORRIDOR PHASE 1

*REGIONAL VOICES  
FOR  
MOBILITY CHOICES*



**2020 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM  
PROJECT NOMINATION**



**PLACER-SACRAMENTO GATEWAY PLAN**



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Downtown Sacramento - and the California State Capitol - anchors the western end of the Gateway Corridor



PLACER-SACRAMENTO GATEWAY PLAN

# A. COVER LETTER

July 17, 2020

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street MS 52  
Sacramento, CA 95814



Dear Mr. Weiss,

The California Department of Transportation (Caltrans), in partnership with the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG), are pleased to submit this application for the **Placer-Sacramento Gateway Corridor (PSGC) Phase 1** for consideration in the Senate Bill 1 (SB 1) Solutions for Congested Corridor Program (SCCP) 2020. Caltrans and its partner agencies are requesting \$67.075 million in SB1 SCCP 2020 funding.

The California Transportation Commission (CTC) is facing a tough job. You will be considering dozens, possibly hundreds, of worthy applications for SB1 SCCP 2020 that far exceed the funding available. So why should this application for the Placer-Sacramento Gateway Corridor Phase 1, which we call **Regional Voices for Mobility Choices**, rise to the top?

- **Real, sustainable, and transformational improvements to safety and mobility, particularly for disadvantaged communities**
  - Results in a stunning **23 percent increase** in peak hour transit, bicycle, and pedestrian trips in largely suburban areas;
  - Enhances the **safety, security, and reliability** of transit and light rail with fleet modernization and Watt/I-80 station enhancements;
  - Adds **new, sustainable regional bus service** between Lincoln and Sacramento County;
  - Provides an estimated **five percent reduction** to fatal collisions.
- **Widespread regional consensus**
  - Phase 1 is sponsored by four regional agencies and three local agencies that **represent the nearly 2 million people** in the corridor;
  - Crafted by commentary from **over 5,000 individual community members** throughout the corridor, the outreach specifically emphasized disadvantaged and underrepresented community input.
- **Gets people out of their cars by enhancing the viability and appeal of active and transit modes**
  - Eliminates a remarkable **18,700 vehicle miles traveled per day**;
  - **Closes major gaps** in the local and regional

## Primary Project Benefits

Significant investments to **increase travel choices** through regional bus and rail transit service and facility enhancements

**Encourages active transportation** use through network gap closure projects in Sacramento County, Roseville, and Citrus Heights, including a new grade-separated bicycle and pedestrian crossing of I-80

**Reduces fatal collisions** by five percent

Tailored investment strategy in response to over **5,000 user surveys**

active transportation network, including a new grade-separated bicycle/pedestrian crossing of I-80;

- Improves **walkability and safety** with complete streets improvements.
- **Puts our money where our mouth is with significant funding leverage**
  - Funding proposal offers **over 46 percent** match to SCCP funds;
  - Regional and local funding commitments from **18 different funding sources** underscores the breadth of support;
  - Boasts benefits of **nearly two and one-half times** the cost.

Anyone traveling the Interstate 80 (I-80) corridor (the Gateway Corridor) knows it faces huge challenges. As the primary link between Placer and Sacramento County activity centers, the 50-mile corridor is also a critical component of the regional, State, and national freight, tourism, and recreation industries. Today, the Gateway Corridor is mired by growing traffic and worsening congestion, diminishing corridor travel times, with reliability and safety problems for private vehicle and freight traffic alike.

Central to these operational issues is the lack of transportation choices along the corridor. Limited high capacity transit services, discontinuous active transportation networks, and a lack of roadway management systems result in 94 percent of corridor travelers utilizing an automobile, with 75 percent driving alone. In addition to its adverse effect on corridor operations, the preeminence of the automobile is detrimental to State climate goals and public health.

That's why the package of projects that comprise the *Regional Voices for Mobility Choices* grant were chosen - they will make the improvements that **make active transportation and transit truly viable and attractive** and **maximize the safety and efficiency** of our transportation system. This includes new regional express bus service, bicycle facilities including regional system gap closures and a new grade separated bike/ped crossing of I-80, complete streets improvements, enhancements to the Watt/I-80 light rail station, modernization of corridor light rail vehicles and stations, and transportation systems management projects.

We know that transformative changes require a serious commitment on everyone's part, and that includes the CTC. We have done the hard work to bring all the local and regional stakeholders together and achieve consensus along this diverse corridor. That is reflected in the inclusiveness of the project sponsor list:

- Placer County Transportation Planning Agency (PCTPA),
- Caltrans District 3, and
- Sacramento Area Council of Governments (SACOG)

In partnership with the:

- Sacramento Regional Transit District (SacRT),
- Sacramento County, and the
- Cities of Citrus Heights and Roseville.


As a group, we are asking the CTC to join our team and leverage our \$63.024 million local and regional commitment by granting this request for \$67.075 million in SCCP funding for eight project modes.

We greatly appreciate the California Transportation Commission's consideration of the requested investment in this project, as it is a critical component of the transportation infrastructure for the greater Sacramento area and the Northern California megaregion. We look forward to having the CTC join in the *Regional Voices for Mobility Choices* to transform the Placer-Sacramento Gateway Corridor.



The signatures below confirm support from Caltrans, PCTPA, and SACOG who affirm that all of the information within the application and the Project Programming Request forms are accurate, including the project description, funding profile, and the completion dates.

Sincerely,

  
\_\_\_\_\_  
TOKS OMISHAKIN Date  
Director  
California Department of Transportation

  
\_\_\_\_\_  
7/1/2020  
JAMES CORLESS Date  
Executive Director  
Sacramento Area Council of Governments

  
\_\_\_\_\_  
6/25/2020  
HENRY LI Date  
General Manager/CEO  
Sacramento Regional Transit District

  
\_\_\_\_\_  
6/23/2020  
RON E. VICARI Date  
Director, Department of Transportation  
Sacramento County

  
\_\_\_\_\_  
6/29/2020  
AMARJEET S. BENIPAL Date  
District 3 Director  
California Department of Transportation

  
\_\_\_\_\_  
6/18/2020  
MICHAEL W. LUKEN Date  
Executive Director  
Placer County Transportation Planning Agency

  
\_\_\_\_\_  
6/22/2020  
DOMINICK CASEY Date  
City Manager  
City of Roseville

  
\_\_\_\_\_  
6/19/2020  
CHRISTOPHER W. BOYD Date  
City Manager  
City of Citrus Heights

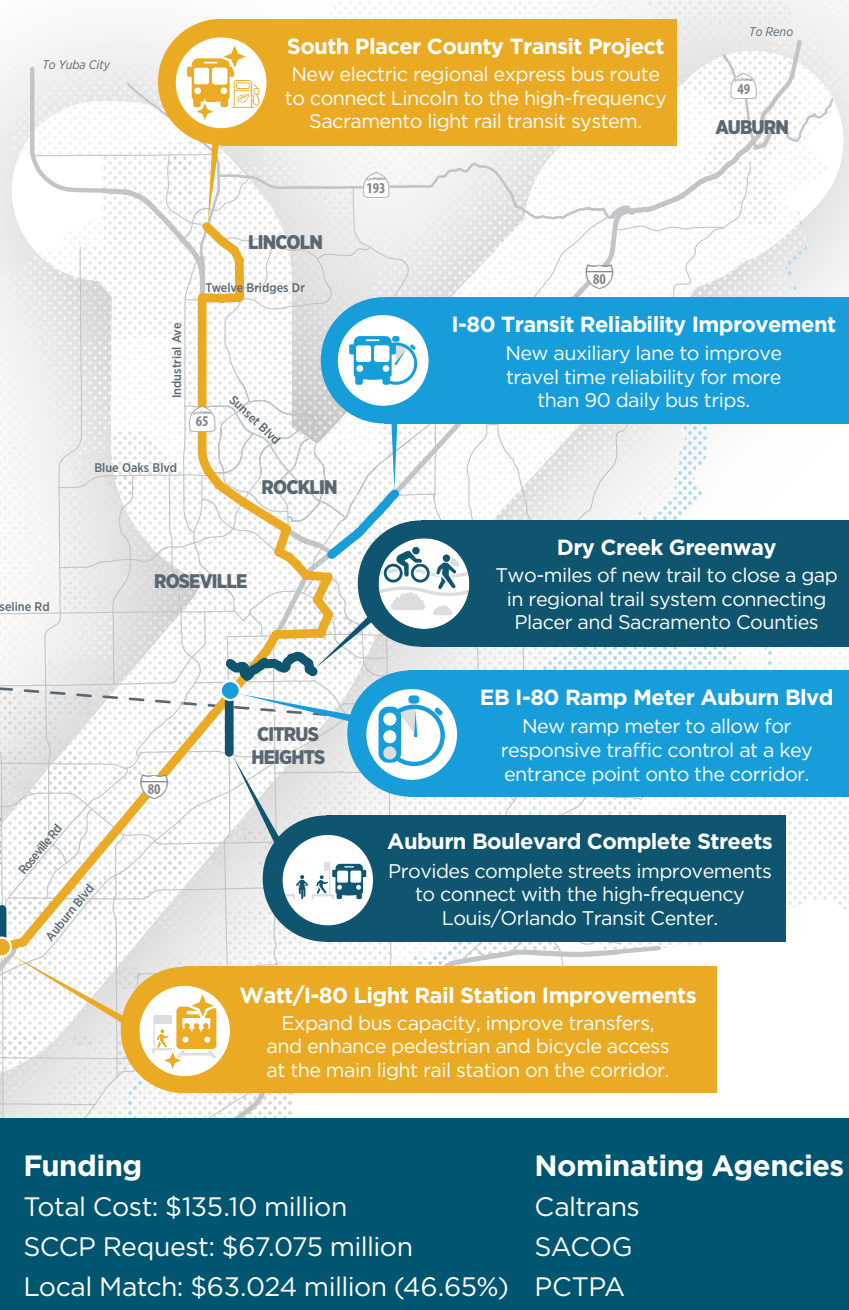


# B. FACT SHEET

## Project Description

### Placer-Sacramento Gateway Corridor (PSGC)

**Phase 1** is a package of multimodal improvements linking Placer and Sacramento Counties along Interstate 80 (I-80). The nearly 2 million residents of Placer and Sacramento Counties rely on the Gateway Corridor for connections between regional housing, jobs, and activity centers. Additionally, the Gateway Corridor is the primary east-west link between the Northern California mega-region, Sierra Nevada mountains and the rest of the country, fulfilling a critical role for the regional, state, and national freight and tourism industries.



### Funding

Total Cost: \$135.10 million  
 SCCP Request: \$67.075 million  
 Local Match: \$63.024 million (46.65%)

### Nominating Agencies

Caltrans  
 SACOG  
 PCTPA

### Schedule

Environmental (PAED): Complete January 2021  
 Final Design (PS&E): Complete 2022  
 Right of Way (ROW): Complete 2022

**Construction Ready to List (RTL): 2022**

Construction (CON): Complete 2026

## Project Benefits

- Eliminates 18,714 miles of vehicle driving per day
- Increases peak hour person trips by transit and active modes by 23%
- Provides a benefit that is more than twice its cost
- Reduces fatal collisions by 5%



# C. GENERAL INFORMATION

## Project Title & Description

### Placer-Sacramento Gateway Corridor (PSGC)

**Phase 1** is a package of multimodal improvements in Placer and Sacramento Counties. Phase 1 would result in the following improvements:

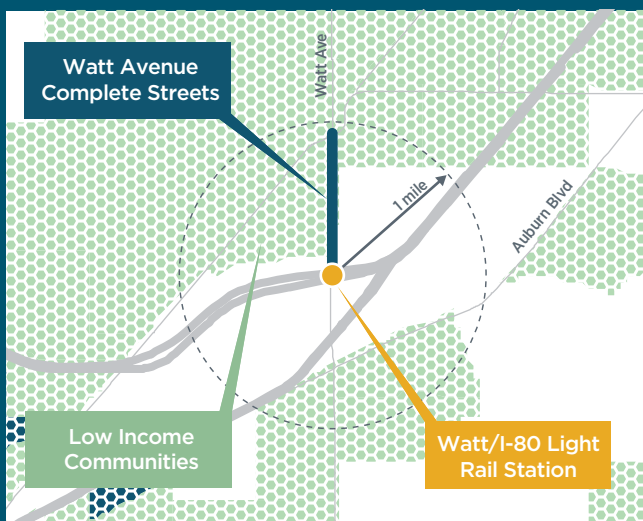
- Light rail station modernization and expansion of low-floor fleet for the SacRT Blue Line;
- Access and passenger amenity enhancements at the SacRT Watt/I-80 light rail station;
- New half-hour regional express bus service between Lincoln and Sacramento;
- New grade-separated bicycle and pedestrian crossing of I-80;
- New first- and last-mile bicycle and pedestrian connection to Louis/Orlando Transit Center;
- New bicycle and pedestrian facility serving the Watt/I-80 station area, over half of which is comprised of disadvantaged communities; and
- Transportation systems management projects to improve existing transit service.

Phase 1 represents the priority projects that emerged from the **Placer-Sacramento Gateway Plan**, a 14-month long corridor planning effort that was heavily influenced by over 5,000 individual community members. Planned improvements in the Gateway Plan include:

- Expansion of Capitol Corridor rail service between Sacramento and Roseville
- Introduction of freeway- and arterial-based bus rapid transit (BRT) services and expansion of intercity, local, and first-/last-mile bus services
- Modernization of Sacramento Regional Transit (SacRT) light rail vehicle fleet and stations
- Bicycle and pedestrian gap closure projects, including completion of the regional trail system
- Creation of a freeway express lane network
- Transportation Systems Management (TSM) on federal, state, and local transportation facilities

The Cycle 2 Solutions for Congested Corridors Program (SCCP) request for Phase 1 improvements to the Gateway Corridor is \$67.075 million. The total Phase 1 cost is \$135.10 million, with local controlled funding totaling \$63.024 million. Phase 1 also includes a concurrent \$5 million request from Cycle 2 of the Local Partnership Program (LPP).

The Phase 1 improvements were developed by the Placer County Transportation Planning Agency (PCTPA), Caltrans District 3, and the Sacramento Area Council of Governments (SACOG) and will be implemented in partnership with the Sacramento Regional Transit District (SacRT), Sacramento County, and the Cities of Citrus Heights and Roseville.



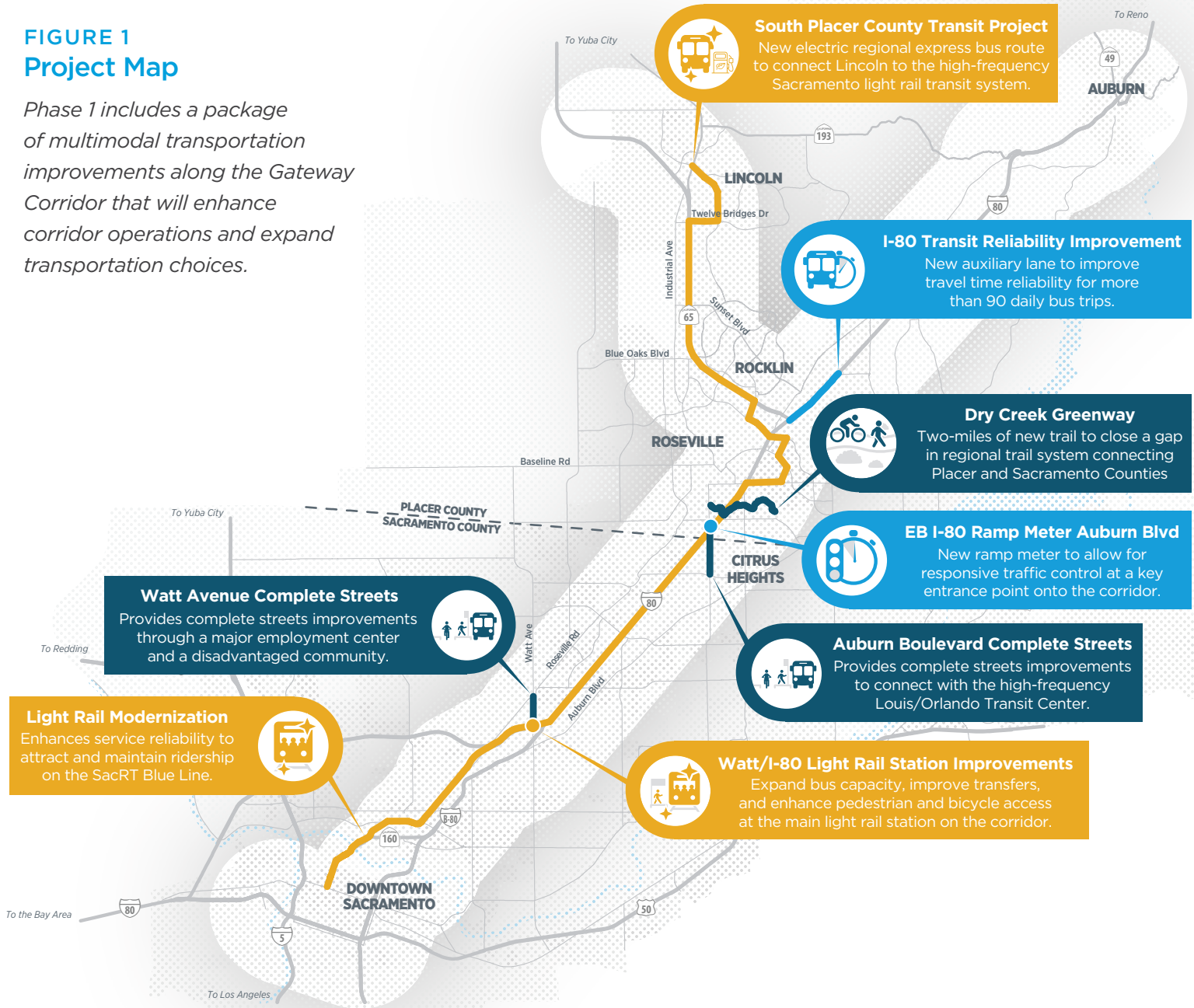
## Phase 1 At-a-Glance

- Advances the regional transit expansion strategy with the implementation of new regional express bus service to Lincoln.
- Completes a key gap in the regional trail system connecting Placer and Sacramento Counties.
- Improves the reliability, quality, and ridership potential for regional light rail service with the Light Rail Modernization Project.

**Enhances first-/last-mile access to transit for disadvantaged communities with the Watt Avenue Complete Streets project and the Auburn Boulevard Complete Streets project.**

## FIGURE 1 Project Map

Phase 1 includes a package of multimodal transportation improvements along the Gateway Corridor that will enhance corridor operations and expand transportation choices.



## Project Background

Over the last several decades, Placer and Sacramento Counties have experienced tremendous growth. Between 1980 and 2017, the combined population of the two counties increased by over one million residents. Development patterns during this period were typified by low density, generally suburban development located on the edges of established communities. A consequence of these development patterns was a reliance on automobile travel to serve long distance trips between residential areas, employment opportunities, and other activity centers. The Gateway Plan user survey conducted in Fall 2019 indicated that **of those traveling the I-80 corridor**

**between Placer and Sacramento Counties, 94 percent travel by car and 75 percent drive alone.**

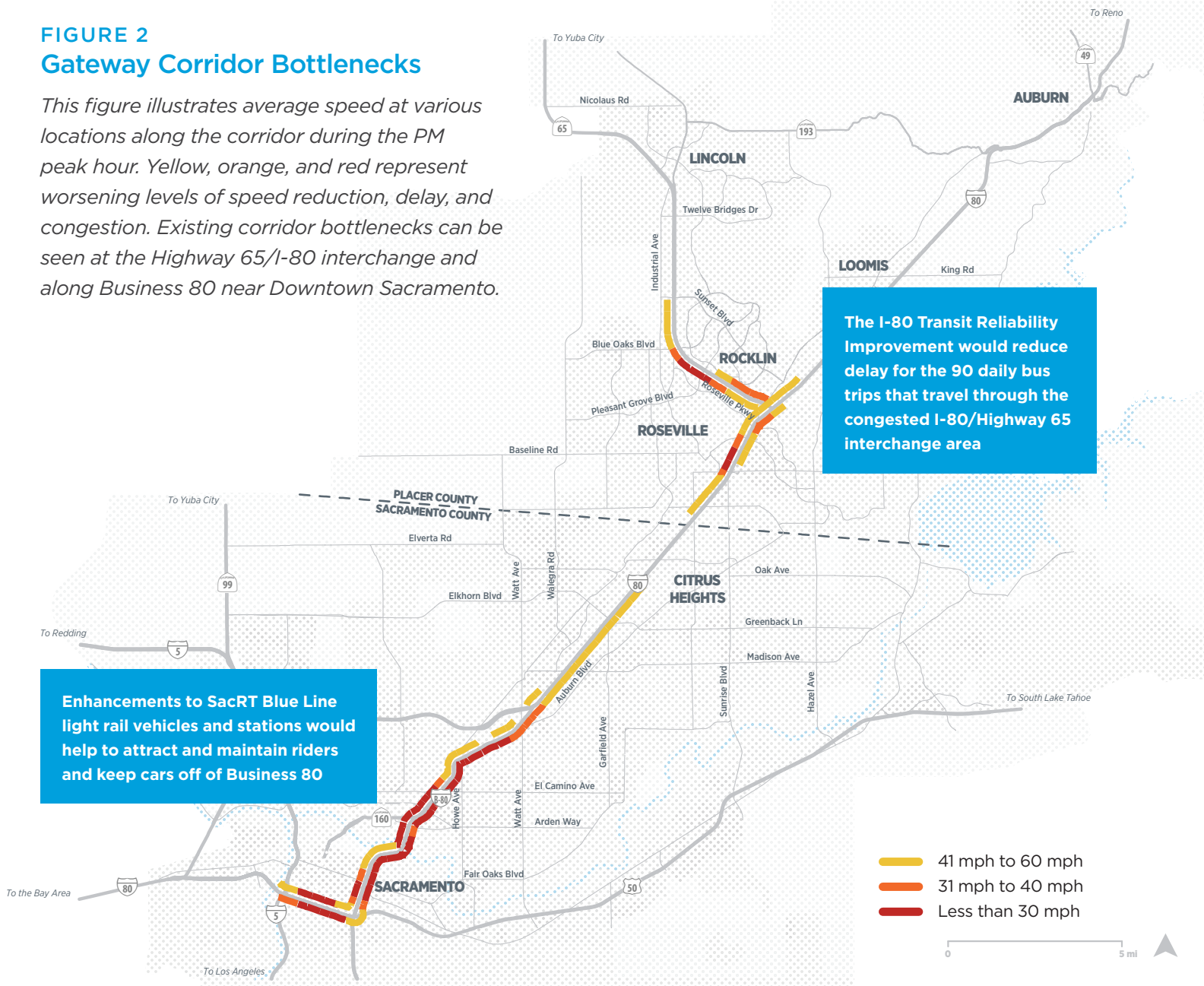
The limited transit and safe active transportation options along the corridor is particularly a challenge for the corridor's large and growing number of disadvantaged communities that spend a disproportionately large share of household income on automobile travel.

The Gateway Corridor is the primary link between Sacramento and Placer County activity centers, including Downtown Sacramento – the heart of California State – and serves as the Northern California gateway to Sierra Nevada and Lake Tahoe recreational and tourism activities. Over 57 percent of



## FIGURE 2 Gateway Corridor Bottlenecks

This figure illustrates average speed at various locations along the corridor during the PM peak hour. Yellow, orange, and red represent worsening levels of speed reduction, delay, and congestion. Existing corridor bottlenecks can be seen at the Highway 65/I-80 interchange and along Business 80 near Downtown Sacramento.



### Primary Project Benefits

Significant investments to **increase travel choices** through regional bus and rail transit service and facility enhancements

**Encourages active transportation** use through local and regional network gap closure projects in Sacramento County, Roseville, and Citrus Heights, including a new grade-separated bicycle and pedestrian crossing of I-80

**Reduces fatal collisions** by five percent

Tailored investment strategy in response to over **5,000 user surveys**

North Lake Tahoe visitors reside throughout Northern California and rely on the corridor as the primary access route into the Lake Tahoe Basin. Tourist and recreational travel have a substantial effect on corridor traffic conditions, particularly during the peak tourist season when visitors from the Bay Area and Sacramento flock to the mountains during the winter and summer months.

Today, the Gateway Corridor is mired by growing traffic and worsening congestion. The Gateway Corridor serves upwards of 273,300 vehicle trips during a typical weekday. Increased delay on the Gateway Corridor has extended the time period during which motorists are affected by traffic

congestion, as congested conditions persist well beyond the typical morning and evening commute hours. The corridor also experiences a wide range of travel time variability, making it more difficult for people to plan for travel around their schedules and make better use of their own time. **Corridor users need to plan for double or even triple the amount of time necessary to reliably complete a trip** compared to what would be required under free-flow conditions.

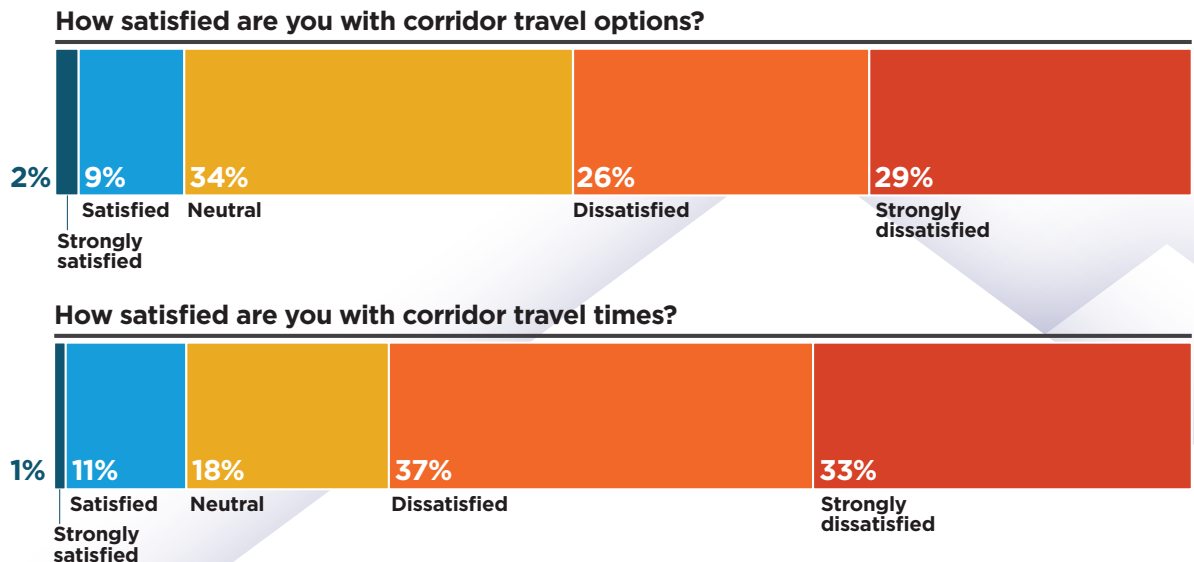
While the Gateway Corridor roadway capacity is well-utilized by vehicle demand, it experiences poor utilization of the vehicles themselves. **The corridor carries over one million empty seats per day** and over 40,000 empty seats during the peak hour in the peak travel direction. The resulting effects are low speeds, delay, and unreliable travel times that are symptoms of poor seat utilization caused by mispricing travel.

**The Gateway Corridor also suffers from a lack of travel choices.** Existing corridor transit services, including Capitol Corridor intercity rail, SacRT Blue Line light rail, and local and commuter bus services, are primarily geared towards weekday commute trips from South Placer County into Downtown Sacramento and the Bay Area. Few viable options exist for reverse commute travel into South Placer County, and midday, evening, and weekend corridor transit trips cannot be completed without time-consuming rides on multiple connecting transit routes.

**Finally, active transportation networks serving the Gateway Corridor are discontinuous, discouraging walking and biking activity both along and across the corridor.** The lack of a complete active transportation network hinders public health and community well-being outcomes for neighborhoods along the Gateway Corridor, including several disadvantaged communities. This is evidenced by the concentration of collisions involving active modes near Gateway Corridor freeway interchanges.

To respond to these challenges, an unprecedented partnership of local, regional, and state entities developed the Gateway Plan, a comprehensive multimodal plan for the I-80 corridor between Placer and Sacramento Counties. **The Gateway Plan was jointly sponsored by PCTPA, Caltrans, CCJPA, and SACOG and was developed in partnership with the 14 individual agencies representing cities, counties, and transit operators along the Gateway Corridor, as well as over 5,000 community members who provided input during the planning process.** Altogether, the Gateway Plan recommends nearly 150 multimodal transportation improvement projects to increase transportation choices, reduce congestion, and improve communities in Placer and Sacramento Counties. **This project nomination, Phase 1, is the first step towards accomplishing the vision established in the Gateway Plan.**

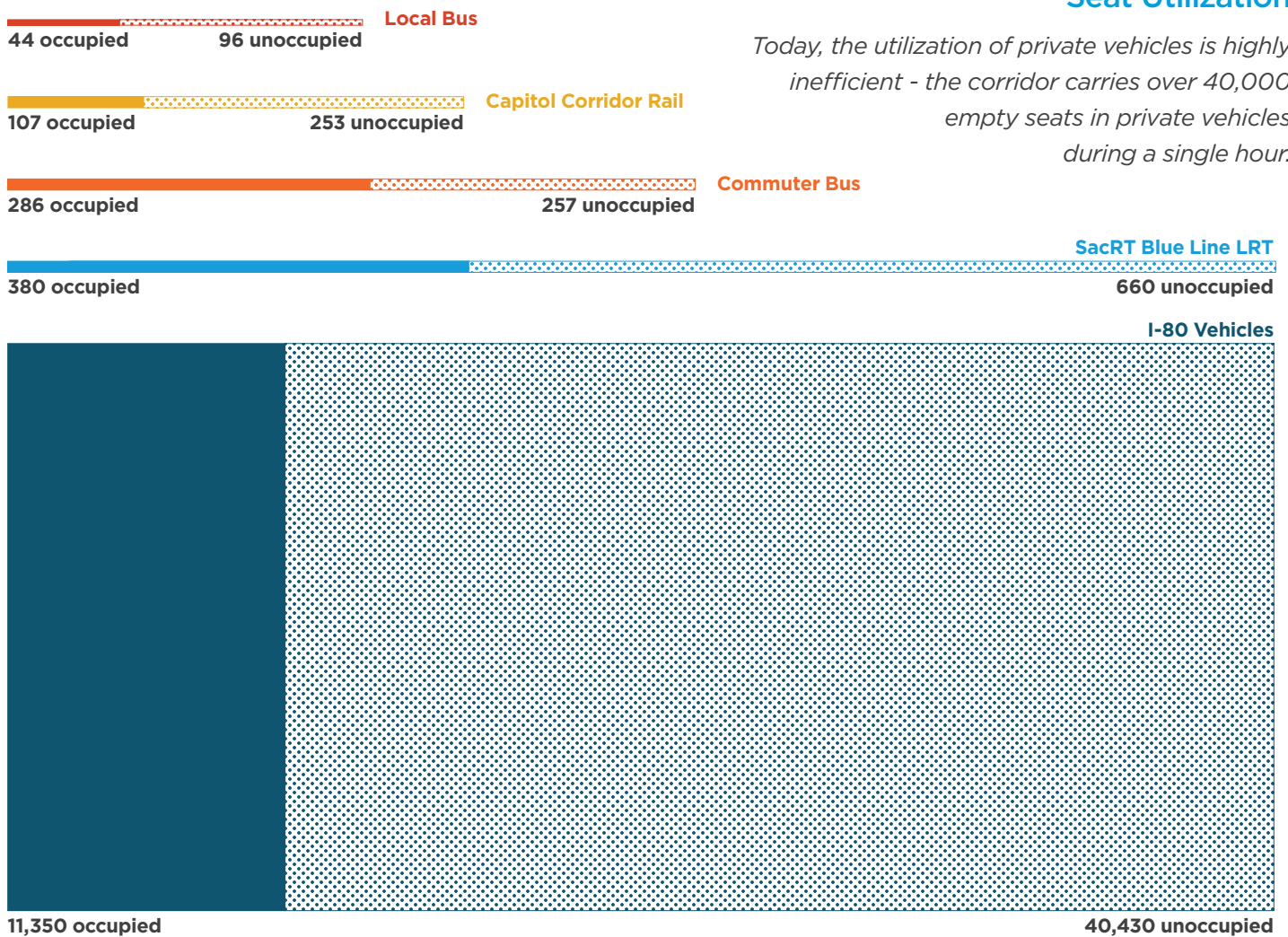
**Gateway Corridor users are overwhelmingly dissatisfied with existing corridor travel options and travel times**





**FIGURE 3**  
**Seat Utilization**

*Today, the utilization of private vehicles is highly inefficient - the corridor carries over 40,000 empty seats in private vehicles during a single hour.*



## Purpose and Need Statement

The purpose of Phase 1 is to:

- **Increase regional transportation choices connecting Placer and Sacramento Counties** by enhancing existing light rail service and facilities and introducing new express bus transit options.
- **Focus transportation investments in disadvantaged communities**, where a lack of safe and convenient transportation choices can disproportionately affect quality of life.
- **Increase local transportation choices**, enhance corridor neighborhoods, and improve bicyclist and pedestrian safety by **constructing active transportation facility enhancements and network gap closure projects**.
- **Improve travel time reliability** through I-80 operational improvements that also slow the rate of congestion growth.

- **Improve safety** along busy arterials and reduce congestion-related collisions on I-80.

Phase 1 is needed to address the corridor deficiencies and challenges described below.

### **Lack of quality corridor transit options**








As described previously, existing corridor transit services, including Capitol Corridor intercity rail, SacRT Blue Line light rail, and local and commuter bus services, are primarily geared towards weekday commute trips from South Placer County into Downtown Sacramento and the Bay Area. Few viable options exist for reverse commute travel into South Placer County, and midday, evening, and weekend corridor transit trips cannot be completed without time-consuming rides on multiple connecting transit routes. More specifically, Phase 1 is needed to address the following corridor transit challenges:

- **Aging light rail vehicle fleet** - The SacRT light rail vehicle fleet still includes all 26 of the original vehicles that have been in service since the opening of the light rail system in 1987 and more than 10 other light rail vehicles that are beyond their useful life. The age and the configuration (high floor vehicles) of the fleet have begun to have a negative effect on passenger experience, leading some passengers to use other modes of transportation for their daily trips. These negative experiences include reduced reliability, decreased accessibility, and reduced capacity, including on the Blue Line along the Gateway Corridor.
- **Real and perceived safety and access issues at an anchor light rail station** - The Watt/I-80 light rail station serves as a major transfer hub for riders accessing jobs, housing, schools, and other

destinations throughout the City and County of Sacramento along SacRT's Blue Line and bus system. However, a combination of factors including poor pedestrian, bicycle, and vehicle access, aging infrastructure, and the presence of crime have led to an uncomfortable, unsanitary, and overall unpleasant rider experience at the station.

- **Lack of transit options between Lincoln and Sacramento** - Despite high travel demand patterns, there are currently no transit options connecting the City of Lincoln in South Placer County to destinations throughout Placer and Sacramento Counties. The lack of transit options in Lincoln isolates potential transit passengers and requires the use of automobiles for most daily travel needs.

**FIGURE 4**  
**Existing Corridor Travel Options**

Can corridor travelers easily complete these trips using these options?	Distance	Private Vehicle	Capitol Corridor		Light Rail	Bus	Walking	Bicycling
			Rail 	Bus 				
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	20+ mi	Yes	Yes	Yes	No	Yes	No	No
Peak hour commute from Sacramento to South Placer	20+ mi	Yes	No	Yes	No	Yes	No	No
Off-peak travel between South Placer and Sacramento	20+ mi	Yes	No	No	No	No	No	No
Travel between Antelope and Sacramento	15 mi	Yes	No	No	No	No	No	No
Travel between Citrus Heights and Roseville	5 mi	Yes	No	No	No	No	No	Yes
Travel between East Sacramento and Downtown	3 mi	Yes	No	No	No	Yes	Yes	Yes

Capitol Corridor rail service is limited to one round-trip per day. Off-peak travel to and from South Placer is possible but requires transfer to connecting bus services at Sacramento Valley Station.

Possible, but requires use of infrequent service and/or multiple connections, making it impractical for commute travel.



### Active transportation network gaps

The Gateway Corridor is comprised of busy arterial streets with high traffic volumes and speeds that create significant barriers to walking and bicycling as a safe and efficient mode of transportation. This is particularly problematic in the older, disadvantaged communities along the corridor that lack on- and off-street bicycle facilities typically provided in newer developing areas:

- In the City of Citrus Heights, Auburn Boulevard generally lacks bicycle facilities and wide sidewalks despite high vehicle speeds and volumes during peak commute periods.
- In Sacramento County, Watt Avenue currently lacks a direct bicycle connection to the Watt/I-80 Light Rail Station, despite the presence of major shopping, employment centers, and disadvantaged communities.
- In the City of Roseville, there is only one high-quality bicycle and pedestrian crossing of the

4.3 miles of I-80 that runs through the City, despite high concentrations of residents, jobs, and commercial activities along both sides of the interstate. The disadvantaged community of South Roseville has particularly constrained active transportation options.

### I-80 operational and safety problems, including increasing delays for private vehicle, transit, and freight traffic

I-80 experiences operational problems, including extended periods of delay and poor reliability, caused by high traffic volumes along with the existing freeway configurations. These conditions would worsen over time without Phase 1. Stop and go conditions caused by these bottlenecks increase the potential for rear-end collisions and reduce the travel time reliability for the 90 buses and 11,000 heavy duty trucks that use the facility daily.

### Limited parallel arterials to I-80 that can provide alternative routes for local trips and serve as evacuation routes in emergencies.

## Project Type and Scope

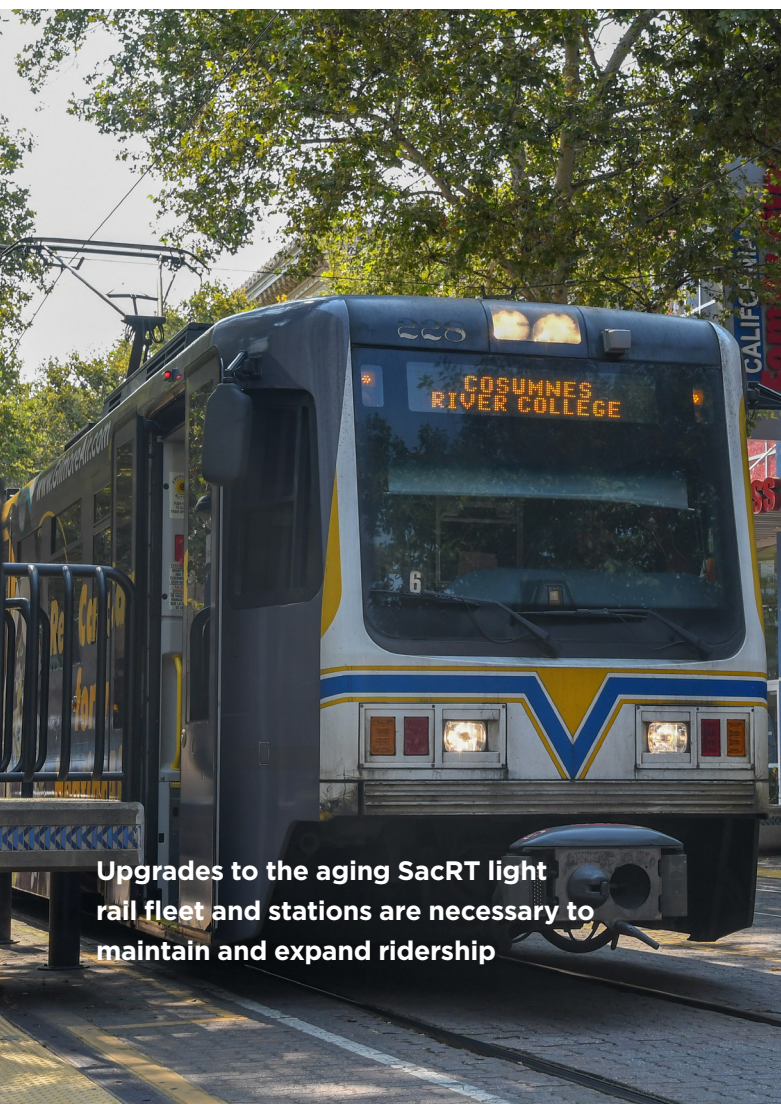
Phase 1 is a package of multimodal projects on the I-80 corridor connecting Placer and Sacramento Counties. Phase 1 improvements include over 3 miles of new active transportation facilities, 8 new light rail vehicles, 4 light rail station upgrades, one new intercity bus service, one new ramp meter, and a new 0.8-mile auxiliary lane, as described below.

### Watt/I-80 Light Rail Station Improvements

In northeast Sacramento County, construct improvements at the SacRT Watt/I-80 Light Rail Station located near the Interstate 80/Business 80 interchange. Improvements include:

- Bicycle and pedestrian access enhancements
- Safety improvements;
- Enhanced connections between bus and light rail;
- Increased bus capacity; and
- Enhanced passenger amenities.

The improvements will enhance first-/last-mile station access by active modes for several disadvantaged communities along Watt Avenue on both sides of I-80.



Upgrades to the aging SacRT light rail fleet and stations are necessary to maintain and expand ridership



The Watt/I-80 light rail station is nestled in the I-80 median underneath the Watt Avenue overcrossing, requiring a challenging first-/last-mile journey by foot or by bike



### Watt Avenue Complete Streets, Phase 1

Extending north of the Watt/I-80 Light Rail Station in Sacramento County, construct 3,900 linear feet of complete streets improvements on Watt Avenue from Roseville Road to the I-80 westbound ramps.

- Between Orange Grove Avenue and Roseville Road, construct buffered bike lanes, separated pedestrian-friendly sidewalks, landscaped medians, improved transit facilities for pedestrians including bus turnouts, improve street lighting, improve signalized intersections, and other streetscape amenities.
- Between Orange Grove Avenue to the I-80 westbound ramps, extend the Class II bike lanes and construct sidewalk improvements as community enhancements.

These investments will improve safety and traffic flow between I-80 and Roseville Road. This important link serves local trips and provides important parallel capacity to I-80 when the freeway is congested during peak travel times.



### South Placer County Transit Project

Between Placer and Sacramento Counties, implement a new regional zero-emission electric bus service connecting the City of Lincoln, the City of Roseville,



**Bicycle and pedestrian network gaps on Auburn Boulevard in Citrus Heights (top), Watt Avenue in Sacramento County (middle), and Dry Creek Trail in Roseville (bottom)**



and destinations throughout Sacramento County via the Watt/I-80 Light Rail Station. The half-hour express bus service from 6 a.m. to 9 p.m. will include on-route electric charging at the Roseville Galleria Mall, and provide direct service to job centers and Sutter Roseville and Kaiser Roseville Hospitals.

### **Light Rail Modernization and Expansion of Low-Floor Fleet**

In Sacramento County, modernize SacRT's light rail vehicle (LRV) fleet and stations by purchasing eight new low floor LRVs and retrofitting four light rail stations for low floor boarding.

### **Auburn Boulevard Complete Streets, Phase 2A**

In the City of Citrus Heights, construct 2,500 linear feet of complete streets improvements on Auburn Boulevard between Orlando Avenue and Oak Grove Avenue. Improvements include:

- Sidewalk widening;
- New Class II bike lanes;
- A new landscaped median;
- New street lighting;
- A new signalized intersection serving two major shopping centers;
- A new gateway structure; and
- Driveway consolidation.

This project will improve first-/last-mile connections by active modes to the nearby Louis/Orlando

Transit Center, particularly for nearby disadvantaged communities. Furthermore, the investments improve the safety and traffic flow along a route that provides important parallel capacity to I-80 when the freeway is congested during peak travel times.

### **Dry Creek Greenway East, Phase 1**

In the City of Roseville, construct two miles of trail improvements along Dry, Cirby, and Linda Creeks between Saugstad Park and Maidu Park. Improvements include:

- Two miles of new Class I paved multi-use trail;
- Three new bicycle/pedestrian bridges;
- Three new roadway undercrossings at I-80, Darling Way and Sunrise Avenue;
- A trailhead parking area; and
- The installation of safety features and trail amenities, including bike racks, benches, lighting, and video surveillance.

The new I-80 undercrossing will serve as the second high-quality active transportation crossing of I-80 in Roseville, minimizing the barrier that the freeway currently poses to walking and bicycling.

### **Interstate 80 Transit Reliability Improvement**

In Placer County, construct an eastbound auxiliary lane on I-80 from 0.8 miles east of Highway 65 to the Rocklin Road interchange. This project will improve travel time reliability for the more than 90 bus trips





that currently pass through this area daily, including bus service provided to the 20,000 students attending Sierra College.

### Eastbound Interstate 80 Auburn Boulevard Ramp Meter

In Placer County, add metering to the high-occupancy vehicle preferential lane on eastbound I-80 at the Auburn Boulevard slip on-ramp. The new ramp meter will provide for responsive traffic control at a key entrance point onto the corridor.

### Project Benefits

The operational performance, sustainability, and safety of the Gateway Corridor depend on continued investment in priority projects. Phase 1 will deliver congestion relief and increase transportation choices throughout the I-80 corridor in Placer and Sacramento Counties. Specifically, Phase 1 will:

- Reduce congestion on I-80 by 50 vehicle hours of delay (VHD) per day.
- Reduce vehicle miles traveled (VMT) by 18,714 miles per day and eliminate associated air pollutants and greenhouse gas emissions.

- Increase transportation choices connecting Placer and Sacramento Counties by enhancing existing light rail service and facilities and introducing new regional express bus service.
- Increase transportation choices, enhance corridor neighborhoods, and improve bicyclist and pedestrian safety by constructing over 3 miles of active transportation facility enhancements and regional network gap closure projects.
- Increase access to job centers, healthcare facilities, two educational institutions (Sierra College and CSU Sacramento), and disadvantaged communities.
- Increase rail and bus transit ridership by 150 peak hour passenger boardings.
- Improve light rail reliability by nearly four percent.
- Increase walking and bicycling activity, including an additional 315 students who would walk or bike to school.
- Provide community enhancements through local and regional transportation investments, particularly in disadvantaged communities.
- Reduce congestion-related collisions on I-80 and reduce fatal collisions by five percent.



Phase 1 will close a key gap in the regional trail system connecting Placer and Sacramento Counties





Low-floor vehicles (left) and enhancements at the Watt/I-80 light rail station (right) will improve Gateway Corridor light rail transit service



## Project Priority

Note to reviewer - placeholder for Caltrans HQ

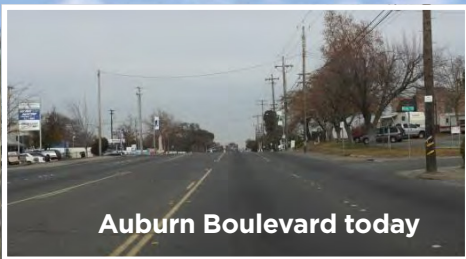
## Project Segmenting

The Placer-Sacramento Gateway Plan identifies nearly 150 multimodal transportation improvement projects along the I-80 corridor connecting Placer and Sacramento Counties. **Phase 1 has its own independent utility and can be accomplished with or without other subsequent phases of the Gateway Plan.**

This project nomination has targeted the highest priority projects identified in the Gateway Plan as a first segment for Gateway Corridor improvements. These projects were selected for inclusion in Phase

1 due to their expected benefits, their construction readiness, and their reflection of community values as expressed by the more than 5,000 community members who participated in the development of the Gateway Plan. As described above, Phase 1 on its own would provide immediate benefits, and therefore provides independent utility from the implementation of the Gateway Plan in its entirety.

It is anticipated that the success of Phase 1 will serve as a springboard for implementation of the Gateway Plan, which will be accomplished by leveraging local and regional funding with future discretionary State and federal funding programs, including subsequent SCCP funding cycles. The Gateway Corridor agencies are working towards a SCCP Cycle 3 nomination with the preparation of the Placer-Sacramento Action Plan.



Auburn Boulevard today



Complete streets improvements will enhance the walking and bicycling environment on Auburn Boulevard in Citrus Heights





Several new bicycle and pedestrian crossings along Dry Creek will close critical active transportation network gaps in Roseville

### Reversible Lanes Consideration

Not applicable to Phase 1 transportation projects and modes.

### Regional Transportation Plan and Sustainable Communities Strategy Consistency

The project scope elements for Phase 1 of the Gateway Corridor are consistent with the PCTPA 2040 Regional Transportation Plan (RTP) and the SACOG 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS). Phase 1 is an early-year investment priorities that collectively offer significant regional benefits.

**The South Placer County Transit Project will provide new zero-emission transit service between Lincoln and Sacramento County**

### Safer Affordable Fuel-Efficient Vehicles Rule

California has emerged from the Air Quality Conformity Lockdown that was caused by the Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule. Phase 1 is already in the approved MTP/SCS and MTIP which have been determined to conform, by EPA, FHWA, and FTA. **The SAFE Rule will not impact the delivery of Phase 1.**





# D. SCREENING CRITERIA

## Congested Corridors Program Objective Consistency

Phase 1 fulfills the primary objective of the Congested Corridors Program as follows:

- **Reducing congestion**

Phase 1 will reduce the worsening of congestion and improve travel time reliability by removing an existing bottleneck at eastbound I-80 between Highway 65 and Rocklin Road through the construction of an auxiliary lane and by constructing a ramp meter at a major eastbound I-80 entrance point at Auburn Boulevard. These operational improvements will improve traffic flow and reduce delay for transit, freight, and private vehicle users on the corridor. Phase 1 will also reduce vehicle demand contributing to congestion by enhancing corridor light rail service and by introducing the first Lincoln to



**Reduces vehicle delay by 50 hours per day**

Sacramento bus service, which will shift some existing automobile trips to transit.

- **Providing more transportation choices for residents, commuters, and visitors**

Phase 1 includes substantial improvements to transit and active transportation, providing new travel options for corridor travelers. For example, the South Placer County Transit Project will introduce a new regional electric bus service between Lincoln, Roseville, and Sacramento County by way of the Watt/I-80 Light Rail Station, introducing transit to an entirely new market and providing Lincoln residents with a viable alternative to driving for longer corridor trips. The Dry Creek Greenway East Phase 1, Auburn Boulevard Complete Streets Phase 2A, and Watt Avenue Complete Streets Phase 1 projects will complete active transportation



**Over 3 miles of new active transportation facilities and 57 daily service hours of new bus service**

network gaps to support walking and bicycling for local travel in Citrus Heights, Roseville, and Sacramento County, including connections to key regional transit stations.

- **Advancing the State's air quality and climate goals**

Phase 1 transit and active transportation improvements will reduce vehicle miles traveled (VMT) and eliminate associated air pollutant and greenhouse gas emissions. The new Lincoln to Sacramento bus service will operate with an electric fleet, eliminating tailpipe emissions that would otherwise occur with a CNG or diesel bus. Phase 1 will encourage greater use of bicycling, walking, and transit for local and regional trips, replacing existing trips that must be completed by driving.



**Reduces vehicle driving by 18,714 miles per day**

- **Creating opportunities for neighborhood enhancement projects**

Phase 1 will provide active transportation and complete streets improvements and associated economic and public health benefits to several disadvantaged communities. Phase 1 will enhance light rail and bus service, improving access to jobs for residents living within the service areas.

- **Advancing program co-benefits of safety, economy, and efficient land use**

Phase 1 will close active transportation network gaps, which will reduce the collision risks to pedestrians and bicyclists on existing roadways that lack adequate bicycle and pedestrian accommodations. Active transportation network improvements will provide local economic development benefits and are proven to increase property values and retail sales within their vicinity. Phase 1 will reduce VMT, which is a land use efficiency metric indicative of the relationship between land use and transportation.



**Reduces fatal collisions by five percent**

## Relationship to Regional Transportation Plan and Sustainable Communities Strategy

Each component of Phase 1 is included in the PCTPA 2040 RTP or the SACOG 2020 MTP/SCS. Each component of Phase 1 can be found in the MTP/SCS project list, either as a standalone project or as a component of a project.

The SACOG 2020 MTP/SCS anticipates an additional 46,400 acres of land development through 2040 to accommodate approximately 620,500 new residents, 260,000 new housing units, and 270,000 new employees within the greater Sacramento region. The MTP/SCS is aligned with the Sacramento Region Blueprint - a vision to integrate land use and transportation planning to curb sprawl and reduce vehicle emissions and congestion thereby improving the region's quality of life. In doing so, the MTP/SCS emphasizes the relationship between land use and transportation and prioritizes sustainable development practices and non-motorized transportation improvements through its horizon year of 2040. Accordingly, a substantial portion of the 500,000 new Placer and Sacramento County residents expected by 2040 would reside in new infill development located within established communities.

The MTP/SCS includes a set of capital and operational improvements to the regional transportation system including road, bicycle, pedestrian, and transit and rail projects. The MTP/SCS also includes maintenance and rehabilitation activities to preserve the existing and expanded transportation system.

**Phase 1 exemplifies the goals and performance measures set forth in the PCTPA 2040 RTP and the SACOG 2020 MTP/SCS.** In particular, Phase 1 emphasizes transit and active transportation investments to support future regional land use growth, reduce the region's reliance on the automobile, and achieve regional air quality targets. Phase 1 is also consistent with the MTP/SCS because it will provide congestion relief, improve existing operational problems and safety, and facilitate interregional economic vitality.



[PCTPA 2040 RTP Link](#)

[SACOG 2020 MTP/SCS Link](#)

## Relationship to Corridor Plan

Each component of Phase 1 is included in the Placer-Sacramento Gateway Plan, a new multimodal corridor plan completed in early 2020 and prepared jointly by PCTPA, Caltrans District 3, CCJPA, and SACOG. The Gateway Plan examined potential multimodal transportation improvements on the I-80 corridor connecting Placer and Sacramento Counties, which includes the following components:

- Interstate 80 (I-80), State Route 51 (SR 51/Business 80), State Route 65 (SR 65/Highway 65), and US Route 50 (US 50/Highway 50)
- Capitol Corridor intercity passenger rail service
- Sacramento Regional Transit (SacRT) light rail passenger rail service and fixed route bus service
- Placer County Transit, City of Roseville, and City of Auburn commuter and local bus service
- Regional multi-use trails
- Local roadways paralleling state highways

# PLACER-SACRAMENTO GATEWAY PLAN

FINAL  
APRIL 2020



## [Placer-Sacramento Gateway Plan Link](#)

“Chapter 5 – Corridor Projects” in the Gateway Plan includes recommendations for each component of Phase 1 as well as maps illustrating the location of each component in the context of the corridor. Each component of Phase 1 is also identified in the detailed project list provided in the technical appendix of the Gateway Plan.

The Gateway Plan was developed specifically to qualify for funding through the Congested Corridors Program. Thus, the objectives of the Gateway Plan, and in turn, Phase 1, align closely with those of the Congested Corridors Program. Key objectives of the Gateway Plan that are reflected in Phase 1 include reducing congestion, increasing transportation choices, providing an opportunity for neighborhood enhancement, and enhancing safety.

The Gateway Plan was also developed in response to Executive Order N-19-19, signed in September 2019, in which the Governor directed the State Transportation Agency to leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. Specific strategies cited in the executive order include reducing congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation, as

well as funding transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking, and other active modes. These priorities are clearly reflected in each component of Phase 1.

The Gateway Plan was prepared in accordance with the statutory requirements of Streets and Highways Code 2391-2394 as explained in Section 9.1 of the 2018 Comprehensive Multimodal Corridor Plan Guidelines, as follows:

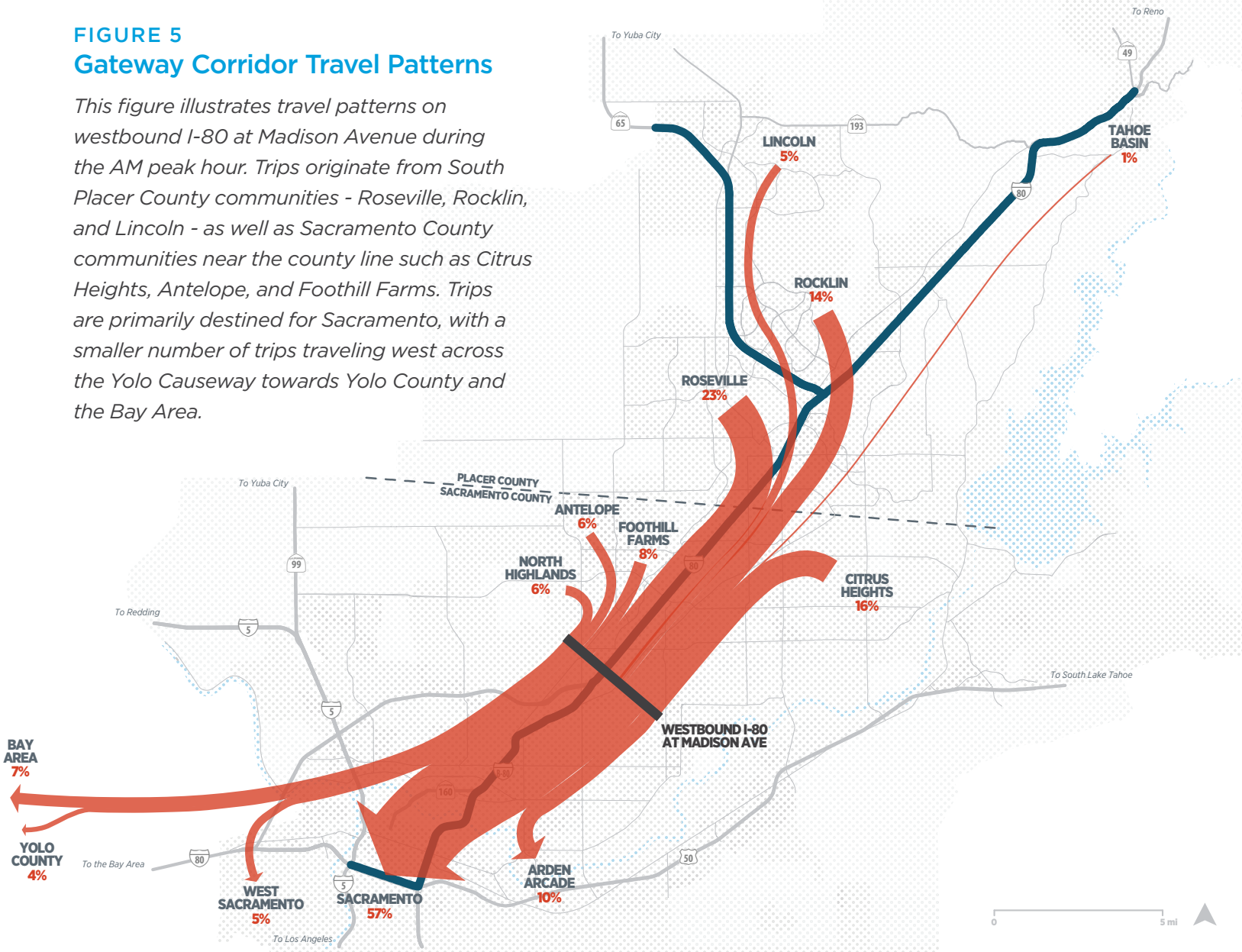
- **Be designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. [SHC 2391]**

The values described in SHC 2391 were adopted into the plan goals and performance measures as shown in “Figure 16 – Gateway Plan Goals and Performance Measures” of the Gateway Plan. The Gateway Plan identified nearly 150 multimodal transportation improvement projects along the Gateway Corridor in Placer and Sacramento Counties. These include roadway, transportation systems management (TSM), transit, and active transportation improvements. In order to provide more transportation choices for a variety of trip purposes and locations along the corridor, the plan identified substantial investments in intercity rail, light rail, bus rapid transit, and intercity bus transit services and active transportation facility enhancements and gap closure projects. As shown in “Chapter 6 – Transportation Analysis” the Gateway Plan will reduce congestion and provide community enhancements through economic development, air quality, accessibility, and safety benefits.



## FIGURE 5 Gateway Corridor Travel Patterns

This figure illustrates travel patterns on westbound I-80 at Madison Avenue during the AM peak hour. Trips originate from South Placer County communities - Roseville, Rocklin, and Lincoln - as well as Sacramento County communities near the county line such as Citrus Heights, Antelope, and Foothill Farms. Trips are primarily destined for Sacramento, with a smaller number of trips traveling west across the Yolo Causeway towards Yolo County and the Bay Area.

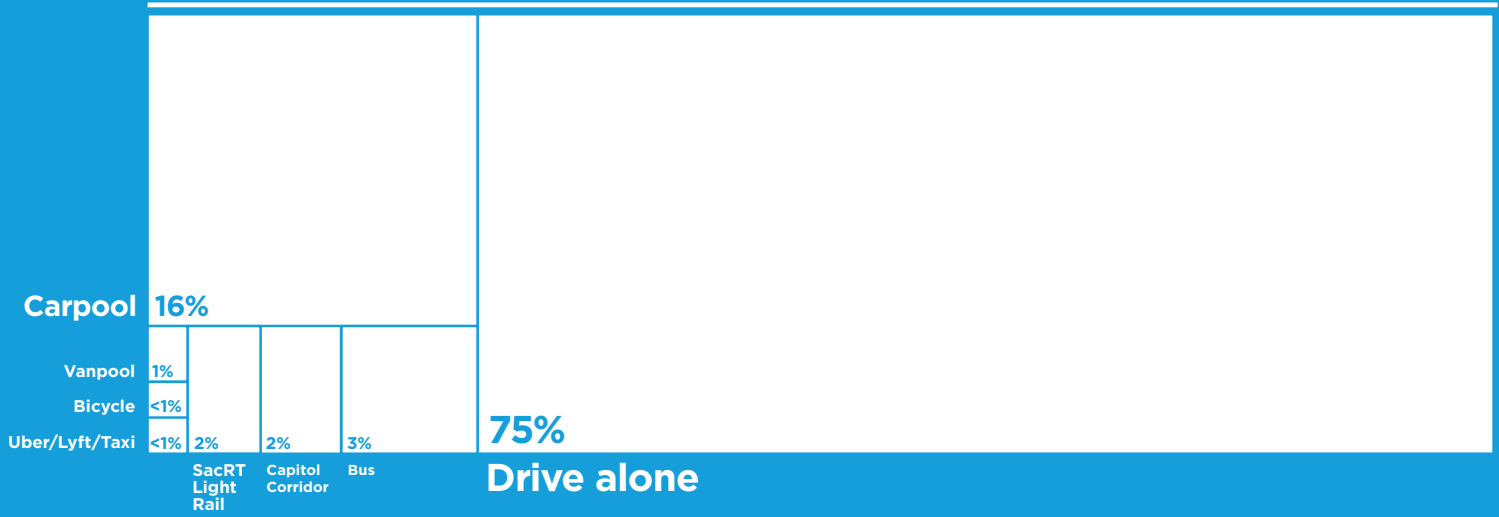


- **Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions. [SHC 2392]**

The Gateway Plan thoughtfully balanced the requirement to reduce congestion with neighborhood and environmental needs. This began with a review and technical analysis of current corridor conditions to understand operational, travel choice, and access deficiencies. Next, corridor goals and key plan outcomes were established based on a robust community engagement process, where corridor agencies, stakeholders, and community members provided input regarding what values they

wanted to protect, avoid, and create through the corridor planning process. This process included two public workshops, two stakeholder meetings, numerous pop-up events, a corridor user survey, and targeted outreach to disadvantaged communities. Altogether, the Gateway Plan engaged over 5,000 community members. Findings from the technical analysis and the community engagement process then guided the identification of multimodal transportation improvements. Corridor improvements were then evaluated against performance metrics established from the SCCP statutory requirements and the agency, stakeholder, and community values exercises, resulting in the final plan recommendations.

## How do you travel on the corridor?



- **Be developed in collaboration with state, regional, and local partners. [SHC 2392]**

The Gateway Plan was built on an unprecedented partnership between local, regional, and State planning entities. The Gateway Plan is sponsored by Caltrans District 3, the Capitol Corridor Joint Powers Authority (CCJPA), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG). This group of agencies are partners in the plan and are collectively called the strategy team (ST). The ST was supported by a project development team (PDT) comprised of the 14 cities, counties, transit agencies, and transportation planning authorities located along the study corridor. In addition to the ST agencies, these included the City of Auburn, the City of Citrus Heights, the City of Lincoln, the Town of Loomis, Placer County, the City of Rocklin, the City of Roseville, the City of Sacramento, Sacramento County, and the Sacramento Regional Transit District. Both the ST and the PDT met monthly to guide the plan development process.

- **Evaluate the following criteria as applicable [SHC 2394]: Safety, Congestion, Accessibility, Economic Development and Job Creation and Retention, Air Quality and Greenhouse Gas Emissions Reduction, Efficient Land Use**

“Figure 16 – Gateway Plan Goals and Performance Measures” of the Gateway Plan illustrates the specific plan performance

measures with respect to congestion/delay, accessibility, economic development, efficient land use, air quality, and safety. These topics were intentionally selected to adhere to the Congested Corridors Program statutory requirements.

“Figure 26 – Gateway Plan Performance Summary” of the Gateway Plan illustrates the performance of the plan with respect to each performance measure and topic.

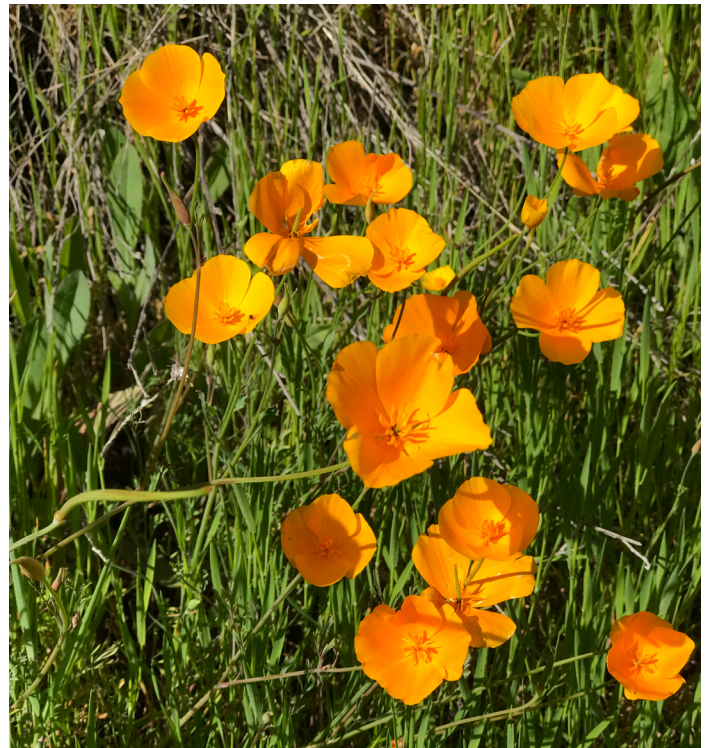
- **Be consistent with the goals and objectives of the Regional Transportation Plan [SHC 2393]**

The Gateway Plan is consistent with the goals and objectives of the SACOG 2020 MTP/SCS. SACOG was a joint sponsor of the Gateway Plan, ensuring that the goals and objectives of the MTP/SCS were adopted into the Gateway Plan. Moreover, the list of projects that served as the basis of the Gateway Plan was pulled directly from the MTP/SCS project list, ensuring consistency across the two planning efforts. The Gateway Plan emphasizes key outcomes from the MTP/SCS, including the importance of transit and active transportation investments to support future regional land use growth, reduce the region’s reliance on the automobile, and achieve regional air quality targets. The SACOG SACSIM travel demand model, the official regional travel demand model for the MTP/SCS, was utilized to prepare a substantial number of the Gateway Plan performance measures.

## Environmental and Community Impacts

Environmental impacts associated with Phase 1 would be less than significant with the implementation of mitigation measures identified in the respective environmental documents prepared for each Phase 1 component.

The environmental review status for the Gateway Plan and the eight modes comprising Phase 1 are summarized in Table 1. All eight modes have completed or are nearing completion of environmental clearance.



**TABLE 1**  
**Environmental Review Status**

Phase 1 Component	Nominating Agency	Implementing Agency	CEQA Approval Date	NEPA Approval Date	Construction Ready to List Date
Auburn Boulevard Complete Streets, Phase 2	SACOG	City of Citrus Heights	<b>Complete (Link)</b> NOD 11/23/2015	<b>Complete<sup>1</sup></b> CE 12/7/2015	8/30/2021
Dry Creek Greenway East, Phase 1	PCTPA	City of Roseville	<b>Complete (Link)</b> NOD 3/20/2019	CE estimated 12/31/2020	10/25/2021
EB I-80 Auburn Boulevard Ramp Meter	SACOG	Caltrans	CE estimated 8/15/2020	CE estimated 8/15/2020	8/1/2021
Interstate 80 Transit Reliability Improvement	PCTPA	Caltrans	<b>Complete (Link)</b> NOD 10/14/2016	<b>Complete (Link)</b> CE 8/22/2016	5/28/2021
Light Rail Modernization	SACOG	SacRT	<b>Complete<sup>1</sup></b> NOE 7/02/2019	<b>Complete<sup>1</sup></b> CE 7/17/2019 (LRVs) CE 7/31/2019 (Stations)	2/22/2019 (LRVs) 10/3/2020 (Stations)
South Placer County Transit Project	PCTPA	City of Roseville	<b>Complete (Link)</b> NOE 4/27/2020	NA	4/2/2021
Watt/I-80 Station Improvements	SACOG	SacRT	CE estimated 1/1/2021	CE estimated 1/1/2021	12/1/2021
Watt Avenue Complete Streets, Phase 1	SACOG	Sacramento County	NOD estimated 7/14/2020	CE estimated 9/15/2020	8/31/2022

<sup>1</sup> Refer to appendix for environmental documents.



# E. EVALUATION CRITERIA

Phase 1 would provide benefits across the SCCP evaluation criteria categories, including congestion reduction, throughput, reliability, safety, economic development, air quality/greenhouse gas emissions, accessibility, and cost effectiveness.

## Congestion Reduction

I-80 is the primary link between Placer and Sacramento Counties, serving over 273,300 vehicle trips on a typical weekday. Numerous locations on I-80 and other Gateway Corridor freeway facilities, including Business 80 and Highway 65, operate at LOS F today and are expected to continue to operate at LOS F in the future without modifications to the transportation system. Moreover, without corridor improvements, increased delay on the Gateway Corridor will extend the time period during which motorists are affected by traffic congestion, with LOS F conditions continuing to expand well beyond the typical morning and evening commute hours and at a greater number of locations. Without improvements, daily vehicle hours of delay would increase from 2,970 hours to 8,331 hours by 2040, a 280 percent increase.

The implementation of Phase 1 would achieve the following congestion reduction benefits between the 2040 “build” and “no build” scenarios:

- Reduction of daily vehicle hours of delay (VHD) on the Gateway Corridor from 8,331 hours to 8,281 hours
- **Reduction of 18,714 total daily vehicle miles traveled (VMT) on the Gateway Corridor**
- Reduction of VMT per capita on the Gateway Corridor from 29.95 miles to 29.92 miles
- 1,755,388 person hours of travel time saved over

a 20-year time period

- No change to the percent of non-single occupancy vehicle (SOV) travel
- Reduction of 18,388 annual person hours of delay and 0.02 annual person hours of delay per capita

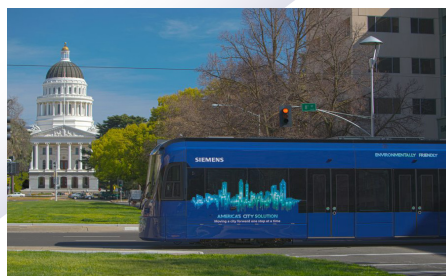
## Throughput

Phase 1 would enhance light rail transit service, introduce a new intercity bus service, close active transportation network gaps, and construct operational improvements to I-80. Altogether, these improvements would increase transportation choices and introduce new opportunities for Gateway Corridor users to utilize non-motorized travel modes.

The implementation of Phase 1 would increase person throughput for a variety of travel modes between the 2040 “build” and “no build” scenarios:

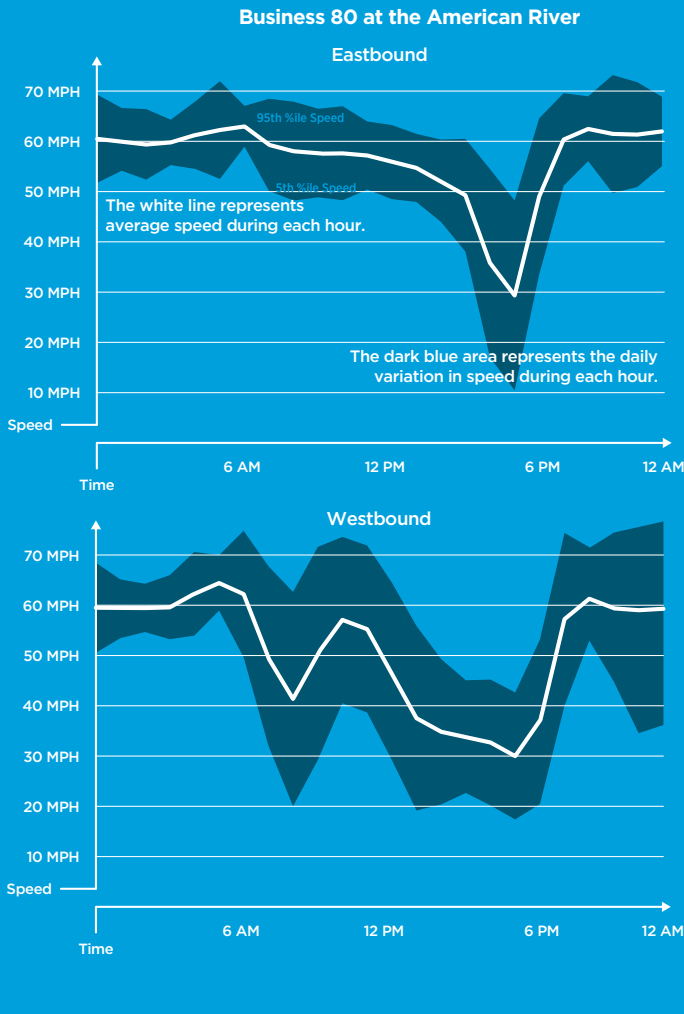
- On the Blue Line light rail service at Arden/Del Paso Station, increase peak hour passenger throughput from 1,360 to 1,435 passengers
- On I-80 between Auburn Boulevard and Douglas Boulevard, increase AM peak hour bus passenger trips from 308 trips to 371 trips and PM peak hour bus passenger trips from 290 trips to 365 trips
- On eastbound I-80 east of Auburn Boulevard, increase PM peak hour person trips by car from 8,400 trips to 8,540 trips

Phase 1 would increase transit passengers per vehicle service hour through ridership generated by the SacRT Blue Line fleet and stations upgrades and the South Placer County Transit Project. **Average weekday productivity on the SacRT Blue Line would increase from 96 to 102 passengers per vehicle service hour.**



**The transition to a low-floor light rail fleet will improve operations, enhance the overall customer experience, and attract more riders**

**FIGURE 6**  
**Weekday Speed and Reliability**



Within the vicinity of the Dry Creek Trail in Roseville, **the number of students who walk or bike to school would nearly double from 330 to 645 students.**

### Reliability

As shown in Figure 6, the Gateway Corridor experiences a wide range of travel time variability, making it more difficult for people to plan for travel around their schedules and make better use of their own time. This results in corridor users needing to plan for double or even triple the amount of time necessary to reliably complete a trip compared to what would be required under free-flow conditions.

Phase 1 would improve reliability between the 2040 “build” and “no build” scenarios:

- On eastbound I-80 east of Highway 65, decrease the AM peak period travel time index (TTI) from 1.09 to 1.08 and the PM peak period TTI from 1.02 to 1.01. The TTI is the ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds.
- On I-80 between Auburn Boulevard and Douglas Boulevard, decrease the AM peak period TTI from 1.06 to 1.05 and the PM peak period TTI from 1.04 to 1.02

The SacRT light rail vehicle fleet still includes all 26 of the original vehicles that have been in service since the opening of the light rail system in 1987 and more than 10 other light rail vehicles that are beyond their useful life. The age and configuration (high floor vehicles) of the fleet have begun to adversely affect the reliability of Blue Line light rail service along the Gateway Corridor due to chronic maintenance issues and lengthy dwell times.

Phase 1 would improve light rail service reliability by replacing the vehicle fleet with low-floor vehicles and stations. Low-floor vehicles will improve passenger boarding and alighting, which will have a positive impact on reducing station dwell times and overall schedule adherence. The new fleet would also address fleet maintenance issues that currently cause breakdowns, reduced capacity, etc. **Phase 1 would improve SacRT Blue Line light rail on-time performance from 94.5 to 97.8 percent.**

### Safety

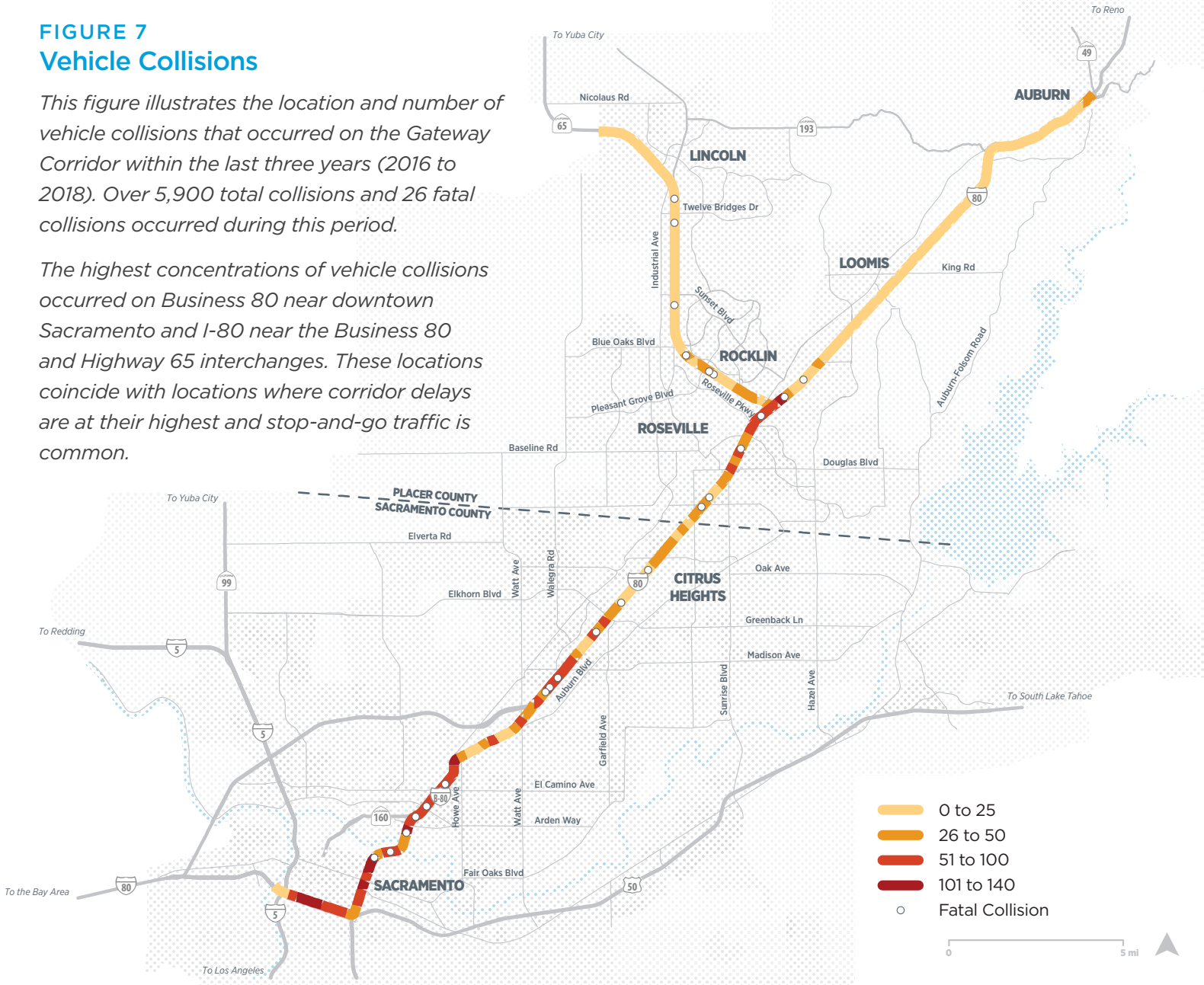
Between 2016 and 2018, over 5,900 total collisions occurred on the Gateway Corridor, including 26 fatal collisions. Collision hotspots typically coincide with locations where corridor delays are at their highest and stop-and-go traffic is common. Approximately half of corridor collisions are rear-end collisions with speeding as a primary collision factor. Phase 1 would reduce the potential for congestion-related collisions by alleviating freeway bottlenecks and reducing stop-and-go traffic, particularly on eastbound I-80 near Auburn Boulevard and east of Highway 65.



**FIGURE 7**  
**Vehicle Collisions**

This figure illustrates the location and number of vehicle collisions that occurred on the Gateway Corridor within the last three years (2016 to 2018). Over 5,900 total collisions and 26 fatal collisions occurred during this period.

The highest concentrations of vehicle collisions occurred on Business 80 near downtown Sacramento and I-80 near the Business 80 and Highway 65 interchanges. These locations coincide with locations where corridor delays are at their highest and stop-and-go traffic is common.



Collisions involving bicyclists and pedestrians are also prevalent along the Gateway Corridor. Collisions involving active modes are concentrated around freeway interchange areas. Factors that likely contribute to these collision occurrences include the presence of high-speed vehicle-bicycle and vehicle-pedestrian mixing zones (i.e., at freeway on- and off-ramps), inadequate pedestrian-scale lighting, and limited opportunities for physically separated bicycle and pedestrian freeway crossings. Phase 1 will include complete streets enhancements on Watt Avenue in Sacramento County and Auburn Boulevard in Citrus Heights, introducing dedicated bicycle facilities on key arterials that currently serve as barriers to bicycle

travel along the Gateway Corridor. Moreover, the Dry Creek Trail in Roseville will close an off-street bicycle and network gap, serving recreational users as well as schoolchildren walking and biking to several schools located along the trail.

Over the past 10 years, there have been 243 reported passenger injuries directly related to boarding and deboarding SacRT light rail vehicles. By converting bus and rail vehicles from high floor to low floor and enabling level boarding (i.e., by eliminating stairs at vehicle doorways), Phase 1 will increase passenger safety. Furthermore, deployment of the ramp, which is something that light rail operators must do manually

with the existing high floor vehicles, is the most common cause of worker’s compensation claims at SacRT. Modern low floor vehicles with automatic ramps will enhance worker safety.

Finally, the Watt/I-80 light rail station experiences both real and perceived personal safety issues. SacRT police services indicate that incidents at the station light rail platform are common. The most common types of incidents include simple battery, aggravated assault, drug possession, and involuntary detention of persons with mental health disorders. A Crime Prevention through Environmental Design (CPTED) analysis conducted as part of the Watt/I-80 Station Master Plan indicated that design strategies such as natural surveillance, maintenance, natural access control, and territorial reinforcement were necessary to address real and perceived safety concerns at the station. Phase 1 will enhance the station amenities and passenger waiting environment, incorporating many of the key CPTED design strategies to improve the safety and comfort of the station.

Table 2 summarizes the safety benefits of Phase 1.

**TABLE 2**  
**Safety Benefits Summary**

Safety Metric	Build	No Build	Change
Number of Fatalities	9.38	9.83	-5%
Rate of Fatalities per 100 Million VMT	0.11	0.12	-5%
Number of Serious Injuries	159.52	163.80	-3%
Number of Serious Injuries per 100 Million VMT	1.94	1.99	-3%
Number of Property Damage Only and Non-Serious Injury Collisions	1,966	2,090	-6%
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	77.4.	77.6	-0.3%
Accident Cost Savings over 20 years	\$95.7 Million		

## Economic Development and Job Creation

Phase 1 will result in the creation of 1,461 direct and indirect jobs. Improvements to the Gateway Corridor will also ease travel for the freight and tourism industries as well as for commute travel to and from local and regional job centers.

I-80 along the Gateway Corridor represents a portion of the east-west transcontinental freeway from California to New Jersey as well as **the only all-weather route over the Sierra Nevada Mountains for Bay Area and Central Valley truckers for nearly 1,000 miles.** I-15 via Tehachapi Pass is over 400 miles south and Oregon Route 58 via Willamette Pass is 500 miles north.

I-80 along the Gateway Corridor is also identified as a portion of the Federal Highway Administration (FHWA) Primary Highway Freight System (PHFS) and a Caltrans Goods Movement Priority Corridor. Northern California ports and commercial hubs, including the Port of Oakland and the Port of West Sacramento, rely on the corridor for goods movement to and from markets throughout the western United States. **The corridor also includes the Union Pacific Railroad J.R. Davis Yard, the largest rail facility west of the Mississippi River.**

The Gateway Corridor serves as the Northern California gateway to Sierra Nevada and Lake Tahoe recreational and tourism activities. **Over 57 percent of North Lake Tahoe visitors reside throughout Northern California and rely on the Gateway Corridor as the primary access route into the Lake Tahoe Basin.** Tourist and recreational travel have a substantial effect on corridor traffic conditions, particularly during the peak tourist season when visitors from the Bay Area and Sacramento flock to the mountains during the winter and summer months.

The Gateway Corridor is also an important regional commute corridor for South Placer County residents working in Downtown Sacramento, as well as Sacramento County residents traveling in the reverse commute direction to job centers in Roseville and Rocklin. Approximately 65 percent of existing corridor



users indicate that their primary trip purpose is work-related. Moreover, the Gateway Corridor serves other key regional activity centers, including McClellan Business Park, Sierra College, CSU Sacramento, Sutter Roseville Hospital, Kaiser Roseville Hospital, and the UC Davis Medical Center.

## Accessibility

The Gateway Corridor provides access to a variety of activity centers, including employment, educational, medical, and shopping destinations. Downtown Sacramento – the heart of California State government, an emerging entertainment district, and a growing urban residential center – anchors the southern end of the corridor. East from Downtown Sacramento, the corridor serves major Sacramento County destinations including the UC Davis Medical Center, the CSU Sacramento campus, McClellan Business Park, and American River College. After crossing the Placer County line, the corridor serves major South Placer County destinations including Kaiser Permanente Roseville Medical Center, Sutter Roseville Medical Center, the Westfield Galleria at Roseville, and Sierra College.

Table 3 summarizes accessibility to Gateway Corridor jobs and key destinations by mode.

## Air Quality and Greenhouse Gas Emissions

Phase 1 will reduce vehicle miles traveled (VMT) and associated air pollutant and greenhouse gas emissions (GHG) by expanding non-motorized transportation options for both regional and local travel. Phase 1 will encourage greater use of bicycling, walking, and transit for local and regional trips, replacing existing trips that must be completed by driving.

Table 4 summarizes the air quality and GHG benefits of Phase 1 over a 20-year time period.

## Efficient Land Use

Phase 1 supports the land use goals and objectives established in the SACOG 2020 MTP/SCS. Phase 1 emphasizes key outcomes from the MTP/SCS, including the importance of transit and active

transportation investments to support future regional land use growth, reduce the region’s reliance on the automobile, and achieve regional air quality targets.

The efficiency of Phase 1 from a land use standpoint can also be evaluated based on how it would change VMT. VMT itself is a land use efficiency metric and is indicative of how well land use and transportation systems align to reduce vehicle travel and encourage use of non-motorized transportation modes. As described previously, Phase 1 would reduce both total VMT and VMT per capita.

## Cost Effectiveness

Using the California Life-Cycle Benefit/Cost Analysis Model (Version 7.2), Phase 1 has an impressive estimated benefit/cost ratio of 2.46. Refer to the Appendix for supporting documentation.

**TABLE 3**  
**Accessibility to Jobs and Destinations**

Mode	Number of Jobs Accessible	Number of Key Destinations Accessible
Transit	278,405	115
Bicycling	687,439	360
Walking	421,809	358

**TABLE 4**  
**Emissions Benefits Summary**

Emissions Metric	Tons Saved over 20 Years
Carbon Monoxide (CO)	175.29
Carbon Dioxide (CO <sub>2</sub> )	53,980
Nitrogen Oxides (NO <sub>x</sub> )	44.96
Particulate Matter (PM) 2.5	0.28
PM 10	0.29
Sulphur Dioxides (SO <sub>x</sub> )	0.55
Volatile Organic Compounds (VOC)	9.17

# F. FUNDING & DELIVERABILITY

## Project Cost Estimate

The total project cost for Phase 1 is \$135.10 million. The SCCP request for Phase 1 is \$67.075 million. Phase 1 has \$63.024 million in locally controlled committed funds from numerous sources. Cost estimates have been approved by an authorized officer for each implementing agency.

## Uncommitted Funds

The Light Rail Modernization and Expansion of Low Floor Fleet component has \$5 million in planned requests from the Local Partnership Program (LPP), which is permitted in the SCCP Guidelines. If SacRT's project is not selected for funding, SacRT has a variety of other potential funding options including the Federal Better Utilizing Investments to Leverage Development (BUILD) and State Affordable Housing and Sustainable Communities (AHSC) programs.

## Cost Overruns

Delivery partners will enter into a Cooperative Agreement or similar mechanism with affected agencies for the Construction phase of Phase 1 prior to start of construction. The Cooperative Agreement(s) or similar mechanism will identify the roles and responsibilities of each agency, including the ability to address any project scope and schedule changes, cost overruns, and the updated funding plan.

**Any cost overruns above the allocated amounts for Phase 1 will be covered by the implementing agencies in cooperative with SACOG and PCTPA from locally controlled sources.**

**TABLE 5**  
**Project Funding Summary**

Phase 1 Component	Total Cost	Committed Funds	Funding Shortfall	SCCP Request
Auburn Boulevard Complete Streets, Phase 2A	\$17,385,000	\$14,525,000	\$2,860,000	\$2,860,000
Dry Creek Greenway East, Phase 1	\$16,494,000	\$10,255,000	\$6,239,000	\$6,239,000
EB I-80 Auburn Boulevard Ramp Meter	\$660,000	\$160,000	\$500,000	\$500,000
Interstate 80 Transit Reliability Improvement	\$10,328,000	\$825,000	\$9,503,000	\$9,503,000
Light Rail Modernization	\$53,246,000	\$22,310,000	\$30,936,000 <sup>1</sup>	\$25,936,000
South Placer County Transit Project	\$11,400,000	\$5,400,000	\$6,000,000	\$6,000,000
Watt/I-80 Station Improvements	\$9,846,000	\$1,909,000	\$7,937,000	\$7,937,000
Watt Avenue Complete Streets, Phase 1	\$15,740,000	\$7,640,000	\$8,100,000	\$8,100,000
<b>Total Phase 1 Costs</b>	<b>\$135,099,000</b>	<b>\$63,024,000</b>	<b>\$72,075,000</b>	<b>\$67,075,000</b>

<sup>1</sup> Includes \$5 million in planned requests from the Local Partnership Program (LPP).



## Project Delivery Plan

Implementing agencies, in cooperation with SACOG and PCTPA, understand the critical importance of project delivery, working diligently to get their projects shelf ready. **The SACOG region has a demonstrated track record of successful project delivery.** Each project has been formally adopted into the MTIP.

Every aspect of each project has been evaluated for potential risks during the pre-construction phase, and where needed, mitigation strategies have been included. All potential impacts under CEQA have been addressed for each project. NEPA avoidance, minimization, and mitigation measures based on consultation have been incorporated into each project’s protective measures as appropriate. **There are no EIR or EIS documents pending, and of the few projects pending final environmental clearance, all are Categorical Exemptions.**

As for any project, delays potentially exist due to regulatory agency approvals and required permits. Delays due to right-of-way acquisition, utility company workload, and discovery of hazardous waste may require supplemental work, resulting in potential additional costs. However, the proposed work is of typical complexity for construction and procurement in California. All of the work is covered by Standard Specifications. Minor design exceptions have been approved for projects as appropriate. Construction cost estimates have been prepared using Caltrans’ Basic Engineering Estimating System and/or current market price data. Project estimates have been independently reviewed by each implementing agency and their consultant team. The largest remaining risk that has the potential to delay delivery of Phase 1 or negatively affect the cost of Phase 1 is the current construction funding shortfall.

**TABLE 6**  
**Committed Funds Sources**

Committed Funds by Source	Total Funds
Regional Surface Transportation Block Grant Program	\$16,507,000
Congestion Management and Air Quality Improvement Program	\$10,218,000
Active Transportation Program	\$5,855,000
City of Roseville Local Funds	\$5,121,000
City of Citrus Heights Local Funds	\$5,000,000
Regional Discretionary 5307 Transit Funding	\$4,993,000
State of Good Repair (STA)	\$4,006,000
Sacramento County Local Measure A	\$3,896,000
Low Carbon Transit Operations Program	\$2,889,000
Transit Farebox Revenue	\$1,002,000
Sacramento Housing Redevelopment Agency/Community Development Block Grant	\$944,000
Kaiser and Sutter Hospital Contributions	\$900,000
South Placer Regional Transportation Authority	\$573,000
Federal High Priority Projects	\$554,000
Federal Earmark Repurposing	\$391,000
Western Placer Consolidated Transportation Services Agency	\$135,000
Highway Infrastructure Program	\$40,000
<b>Total Phase 1 Committed Funds</b>	<b>\$63,024,000</b>

**Note** Refer to ePPR forms for project-specific details.

# G. COMMUNITY IMPACTS

This section describes the extensive community engagement process that informed the development of the Gateway Plan and Phase 1. Community-based organizations, business entities, non-profits, and over 5,000 individual community members provided invaluable input throughout the community engagement process.

Participants shared their existing travel experiences on the Gateway Corridor, many emphasizing the hardships associated with existing corridor congestion and the lack of transportation options. Participants provided feedback on the types of corridor improvements that would most improve their travel experiences, quality of life, and communities. Through this process, there was widespread support for

expanding corridor transit options, enhancing active transportation networks, and providing a greater degree of travel flexibility to serve the daily mobility needs of Gateway Corridor travelers.

This feedback resonated with the Gateway Corridor agencies and heavily influenced the package of multimodal improvements included in Phase 1. Phase 1 improvements address a multitude of needs articulated by participants in the community engagement process, particularly the need to provide a well-connected multimodal transportation system to reduce the reliance on driving and provide corridor travelers with the freedom to choose how they get around. These values that are imbued in Phase 1 align closely with the statutory objectives of the SCCP.







## Community Engagement

Input from project neighbors, community organizations, stakeholders, and the community at large was solicited through the Gateway Plan and Phase 1 community engagement process. Some of this outreach has resulted in letters of support from stakeholders for Phase 1 (see Appendix for letters of support). Input was solicited from a variety of corridor representatives. Three primary groups contributed to the development of the Gateway Plan and Phase 1:

- The **strategy team (ST)**, which is comprised of PCTPA, Caltrans District 3, SACOG, and CCJPA management and high-level staff. The ST met monthly and was responsible for high-level planning and decision-making.
- The **project development team (PDT)**, which is comprised of the ST and other local agencies located along the study corridor (cities, counties,

transit operators, etc.). The PDT met monthly to discuss agency values and project prioritization.

- The **community, including stakeholder groups, public citizens, and corridor users.**

The community provided input through several in-person and online engagement activities to clarify community values and desired transportation improvements. Additional multi-lingual, in-person engagement activities in **disadvantaged and underrepresented communities** assured diversity of input.

Community engagement on corridor goals and potential corridor improvements was obtained through a variety of activities. The Gateway Plan team implemented robust notification strategies to encourage participation, including in-person formal meetings, social media releases, pop-up events, and email/newsletter blasts.

## Stakeholder Meetings

Stakeholders representing corridor organizations were invited to participate in two in-person meetings.

**The first stakeholder meeting was held on April 23, 2019 in the City of Citrus Heights.** The purpose of the meeting was to introduce the Gateway Plan and provide an opportunity for stakeholders to identify their corridor values – specifically, what they want to protect, avoid, and create as part of the corridor planning process. Stakeholders participated in an interactive map exercise to express their preferences

### STATION #1 PROJECT INTRODUCTION

#### What is the purpose of the plan?

The Placer-Sacramento Gateway Plan is being developed as a multimodal corridor plan to qualify for Cycle 2 funding from the Solutions for Congested Corridors Program.

The area includes the I-80/Business 80 corridor from Auburn to downtown Sacramento as well as the SR 69 corridor from Lincoln to I-80. The effort will result in a plan that considers corridor improvements to vehicle, truck, rail, bus, pedestrian, and bicycle travel.

In compliance with the 2018 Comprehensive Multimodal Corridor Plan Guidelines, the Placer-Sacramento Gateway Plan has the following goals:

- Reduce congestion
- Enhance quality of life
- Expand travel options

#### Corridor At-a-Glance

**50**  
TOTAL MILES

**300**  
LANE MILES OF FREEWAY FACILITIES

4 OF THE TOP 10 WORST FREEWAY BOTTLENECKS IN THE SACRAMENTO REGION

**1**  
INTERCITY RAIL LINE

**1**  
LIGHT RAIL LINE

**28**  
EXPRESS BUS TRIPS

Take the survey at Station #5 or go to [www.more80choices.com](http://www.more80choices.com)

#### Plan Sponsors

### STATION #2 REDUCE CONGESTION

#### How could the plan change travel delay?

Drivers experience freeway delay when speeds drop below the posted speed limit. Delays are most prevalent in congested conditions when speeds drop below 35 miles per hour.

On the study corridor, congested conditions commonly occur at the bottlenecks displayed below, several of which are among the worst in the entire Sacramento region. Drivers who pass through these bottlenecks can experience up to 15 minutes of additional travel time on a typical weekday due to freeway delay.

The purple lines are examples of bottlenecks along the study corridor, where drivers experience considerable peak period delay.

#### How could the plan change travel time reliability?

Travel time reliability refers to the variation in travel time that drivers experience due to hourly or daily changes to delay. Reliable travel times make it easier for drivers to plan for travel around their schedules and make better use of their own time.

Speed is a common indicator of reliability. Changes to speed typically result in a corresponding change to travel time. As shown on the chart below, corridor speeds fluctuate significantly during peak periods, affecting travel time reliability for drivers.

in real-time. Key themes that emerged from this the stakeholder feedback include:

- Protect existing travel options and public transit services for **senior, youth, and low-income populations**.
- **Avoid reducing public transit service levels, reliability, and access**, land use sprawl, and unnecessary tax increases.
- Create more reliable transit options, new bus and rail service, **complete bike and pedestrian facilities**, and more lanes.

**The second stakeholder meeting was held on October 28, 2019 in the City of Sacramento.** The purpose of this meeting was to provide an overview of existing travel conditions on the study corridor and solicit feedback on potential corridor improvements. The meeting included a presentation followed by an interactive study map exercise where stakeholders could review and comment on potential corridor improvement projects. General takeaways from the second stakeholder meeting reinforced feedback from the first stakeholder meeting, particularly a desire to expand transit options into South Placer and to reduce vehicle delay and provide more reliable travel times for motorists using the study corridor.

## Community Workshops


The public was invited to two community workshops.

**The first community workshop was held on August 8, 2019 in the City of Roseville** and attracted more

than 50 participants. The workshop was organized in an open house format where participants were invited to learn about the Gateway Plan, review existing corridor travel conditions, and provide input regarding their preferred corridor improvements. The following themes emerged from the first workshop:

- Reduce congestion by increasing intercity rail service between Placer and Sacramento Counties, extending light rail to the I-80/Highway 65 bottleneck, adding bike lanes that parallel the corridor, creating bus/carpool lanes, and creating lanes for through traffic to regional destinations.
- Plan for transportation options near higher populations and consider traffic impacts of future developments.
- Expand travel options by enhancing safety – and the perception of safety – on light rail, adding wayfinding signage for bike routes, building more park-and-ride lots, and improving access to I-80.

**The second community workshop meeting was held on October 28, 2019 in the City of Sacramento.** The purpose of this workshop was to solicit feedback on potential corridor improvements. The meeting included a presentation followed by an interactive map exercise where the public could review and comment on potential corridor improvement projects. The presentation was webcast live and the interactive map was made available on-line during the workshop and afterwards to maximize public input. General takeaways from the second community workshop




## STATION #3 EXPAND TRAVEL OPTIONS

### How could the plan change transit options?

Existing transit options serving the study corridor include Capitol Corridor rail service, Sacramento Regional Transit light rail and bus service, and Roseville Transit and Placer County Transit commuter bus service.

Capitol Corridor rail service between Auburn, Rocklin, Roseville, and Sacramento is limited to one daily round trip. Sacramento Regional Transit Blue Line light rail service from downtown Sacramento terminates at the Watt/I-80 Station near the Sacramento city limits.



### How could the plan change how you travel?

Choices regarding how, when, and why people travel on the study corridor are influenced by factors such as the availability, convenience, cost, and comfort of various travel options.


As shown below, most corridor trips require use of a private automobile, while opportunities to take transit, walk, or bike are limited. Corridor transit options serving South Placer County are primarily geared towards commute trips into downtown Sacramento and the Bay Area, and most corridor trips are too long for travelers to walk or bike.

Can corridor travelers easily compute <https://www.rideoptions.com>?

	Private Vehicle	Capitol Corridor Bus	Light Rail	Bus	Walking	Bicycling
Peak hour commute from South Placer (Roseville, Rocklin, etc.) to Sacramento	Yes	Yes	No	No	Yes	No
Peak hour commute from Sacramento to South Placer	Yes	No	Yes	No	Yes	No
Holiday travel between South Placer and Sacramento	Yes	No	No	No	No	No
Evening travel between South Placer and Sacramento	Yes	No	No	No	No	No
Weekend travel between South Placer and Sacramento	Yes	No	No	No	No	No

Weekend Capitol Corridor service is limited to one round trip per day.

Light rail and off-peak bus travel is possible, but requires multiple connections.




## STATION #4 ENHANCE QUALITY OF LIFE

### How could the plan change access to jobs and education?

The study corridor serves a variety of major employment and educational centers in Placer and Sacramento Counties. Approximately 387,000 employees and 80,000 college students work and attend school within two miles of the corridor, respectively.

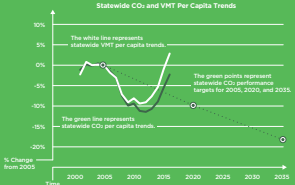
Maintaining high-quality access to these locations is integral to maximizing employment and educational opportunities for residents throughout the region.



### How could the plan reduce vehicle travel?

The transportation sector is the largest contributor to California greenhouse gas (GHG) emissions. As shown below, statewide vehicle travel trends do not align with the 2020 and 2035 GHG reduction targets set by the State. As such, reducing vehicle travel is a key element of the State's GHG reduction strategy.

Additional benefits of reduced vehicle travel include decreased collisions, less wear and tear on roadways, and increased use of active travel modes, which can improve public health outcomes.



reinforced feedback from the first community workshop, particularly a desire to expand transit options into South Placer and to reduce vehicle delay and provide more reliable corridor travel times.

## Pop-up Events

In addition to inviting participants to attend formal in-person events, **the Gateway Plan development process included 10 pop-up events** at locations or events where corridor users regularly convene, including farmers markets, transit stations, and regional shopping centers. The purpose of the pop-up events was to solicit feedback from corridor users who might not otherwise participate in traditional public engagement activities. **In total, over 400 people participated in the pop-ups**, providing information regarding their current travel choices and desired future corridor improvements

## User Survey

The development of the Gateway Plan included a user survey to gain insights regarding travel choices, perceptions of the corridor travel experience, and desired future corridor improvements. **Over 5,000 respondents completed the survey.** Key takeaways from the user survey responses are summarized on the right.



- The corridor serves a high percentage of regular users. Approximately 52 percent of respondents indicated that they travel on the corridor five or more days per week, and 23 percent of respondents indicated that they travel on the corridor two to four days per week.
- Corridor users rely on the corridor for a variety of trip purposes. Over 58 percent of respondents typically use the corridor for commute travel to and from work, while 7 percent use it for non-commute work travel.
- Corridor users typically drive alone. Nearly 75 percent of respondents typically drive alone while using the corridor. Fewer than 7 percent typically use transit while traveling on the corridor.
- Corridor users are not satisfied with current corridor travel times. Approximately 70 percent of corridor users are either dissatisfied or strongly dissatisfied with current corridor travel times. Only 12 percent are satisfied or strongly satisfied.
- Corridor users are not satisfied with current travel options, Approximately 55 percent of corridor users are either dissatisfied or strongly dissatisfied with current corridor travel times. Only 11 percent are satisfied or strongly satisfied.
- Corridor users prefer improvements that create additional highway lanes, reduce travel times, improve transit and improve safety.

## Disadvantaged Community Engagement

In addition to the activities described above, the Gateway Plan employed a targeted engagement strategy to solicit feedback from disadvantaged communities along the Gateway Corridor. The project team identified disadvantaged communities located along the Gateway Corridor pursuant to CTC criteria, including the following characteristics:

- Households measuring below the median household income
- Areas identified among the 25 percent most disadvantaged in the State according to the CalEPA and CalEnviroScreen 3.0 tool
- Transit-dependent individuals



After identifying disadvantaged communities, the Gateway Plan team implemented targeted in-person engagement strategies to maximize participation:

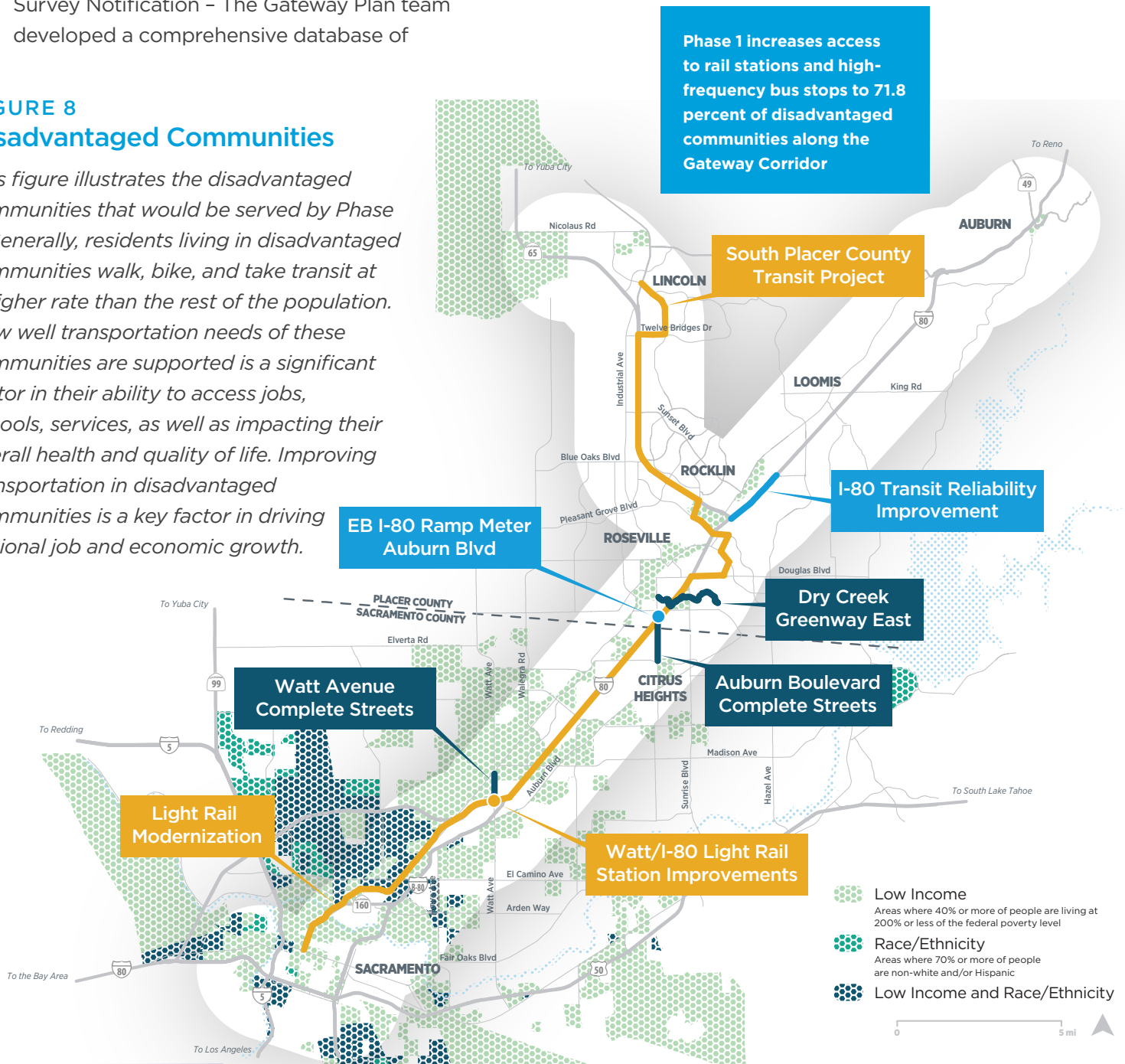
- In-Person Engagement – Two pop-up events were held in December 2019 at the North Highlands Recreation & Park District’s Breakfast with Santa and the River City Food Bank Arden-Arcade Distribution Center. The pop-ups attracted a total of 50 participants. In addition to sharing information about the Gateway Plan, participants were asked key questions from the online survey regarding existing corridor travel perceptions and preferred corridor improvements.
- Survey Notification – The Gateway Plan team developed a comprehensive database of

organizations, groups, and agencies that work with and/or provide services to disadvantaged communities. **The Gateway Plan team made personal phone calls and emails to more than 175 groups** from the database to notify them of the online survey, share the plan’s objectives, and ask them to share the survey with their constituents. The groups distributed information about the survey via e-newsletters, social media posts, internal shares, or other communication channels.

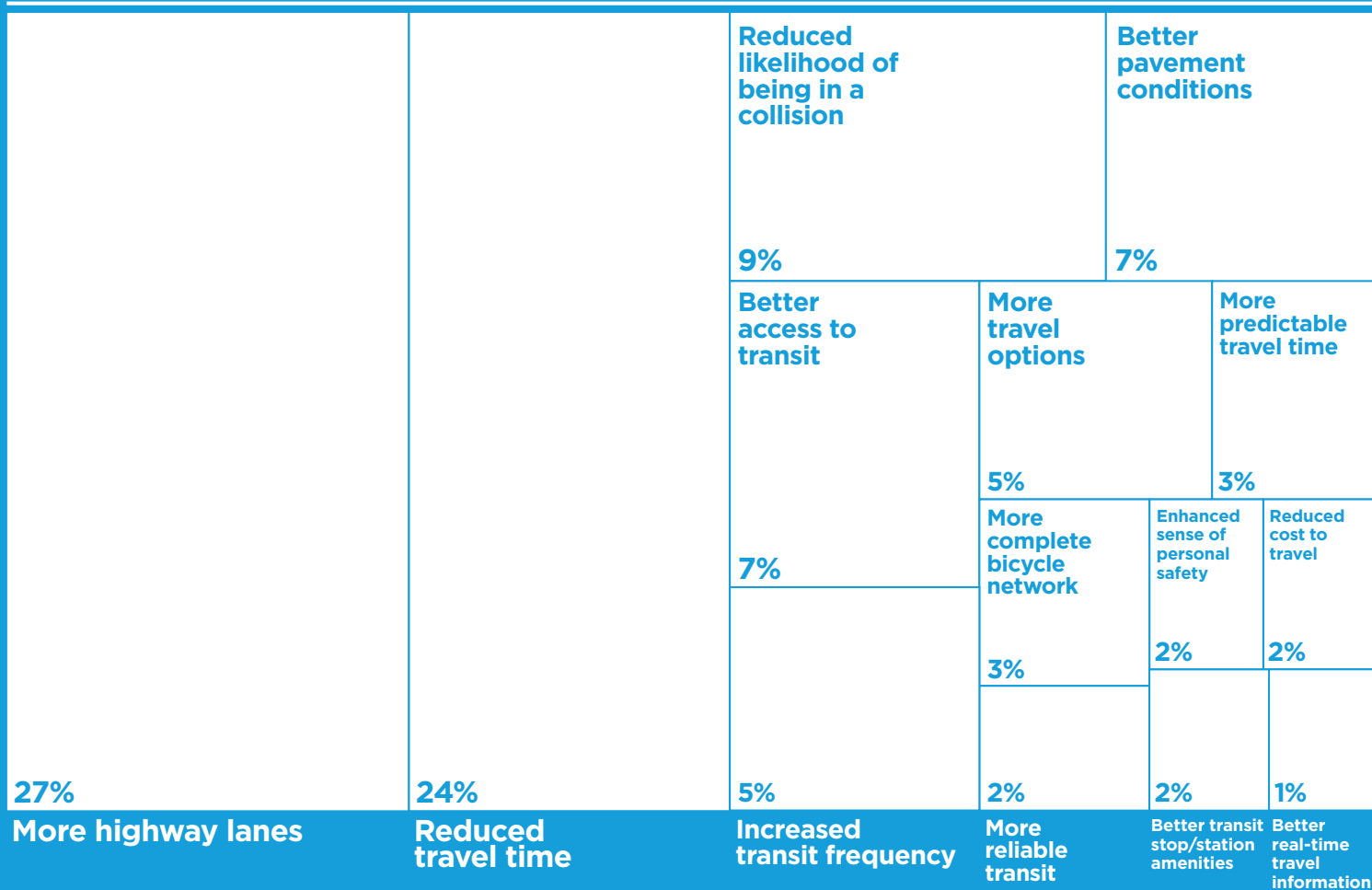
- Survey Translation – To engage non-English speaking individuals, the Gateway Plan user survey was made available online in multiple

## FIGURE 8 Disadvantaged Communities

*This figure illustrates the disadvantaged communities that would be served by Phase 1. Generally, residents living in disadvantaged communities walk, bike, and take transit at a higher rate than the rest of the population. How well transportation needs of these communities are supported is a significant factor in their ability to access jobs, schools, services, as well as impacting their overall health and quality of life. Improving transportation in disadvantaged communities is a key factor in driving regional job and economic growth.*



## What would improve your corridor travel experience?



languages including Spanish, Russian, Hmong, and Chinese. The Gateway Plan team created fliers and infographics to accompany the translatable version of the survey for distribution by the community groups described above.

Figure 8 illustrates the locations of disadvantaged communities along the Gateway Corridor. **Each Phase 1 component is located partially or entirely within a disadvantaged community.** Phase 1 will provide the following benefits to disadvantaged communities:

- Over 3 miles of new active transportation facilities providing first-/last-mile access to high frequency transit service.
- Enhancements to 4 Blue Line light rail stations serving disadvantaged communities.
- Improve reliability from 94.5 to 97.8 percent for the Blue Line light rail service, which operates entirely within disadvantaged communities.

- Allow all Blue Line cars to serve passengers using wheelchairs (currently, only the front car can board/deboard wheelchairs).

Phase 1 will not adversely affect disadvantaged communities.

### On-Going Community Engagement

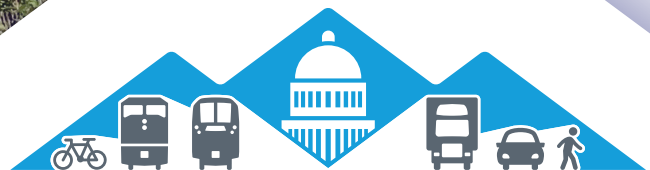
As each Phase 1 component moves forward, each implementing agency will perform specific public outreach, as necessary. Moreover, the on-going Placer-Sacramento Action Plan includes a community engagement process to continue to solicit feedback on Phase 1 and potential future improvements to the Gateway Corridor. This process will include targeted stakeholder meetings as well as video and virtual reality simulations of potential corridor improvements.



# APPENDICES

- I. Project Programming Request Forms
- II. Performance Indicators and Measures
- III. State Highway System Project Impact Assessment
- IV. Letters of Support
- V. Cal B/C Worksheets
- VI. Environmental Documents

The Gateway Corridor is the primary Northern California route to the Sierra Nevada mountains



PLACER-SACRAMENTO GATEWAY PLAN