PLACER-SACRAMENTO GATEWAY PLAN

FINAL

APRIL 2020

Caltrans

CAPITOL CORRIDOR

Placer County Transportation Planning Agency

SACOG

PLACER-SACRAMENTO GATEWAY PLAN

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Additionally, the Gateway Plan was informed by input from a broad range of community members, volunteer groups, stakeholders, and business leaders, including over 5,000 individuals who participated in the Gateway Plan community engagement process.

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EXECUTIVE SUMMARY

The Placer-Sacramento Gateway Plan (Gateway Plan) was developed as a comprehensive multimodal corridor plan to qualify for funding through the Solutions for Congested Corridors Program. The Gateway Plan aims to address the existing corridor challenges to reduce congestion and increase travel choices.

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).

The Gateway Corridor

The Gateway Plan covers the study area and facilities shown in Figure ES-1. As a multimodal plan, the Gateway Plan includes several transportation system components, referred to as the Gateway Corridor:

- Interstate 80 (I-80)
- State Route 51 (SR 51/Business 80)
- State Route 65 (SR 65/Highway 65)
- 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

Mobility - particularly the lack of travel options - is the top transportation issue facing the Gateway Corridor. Traffic congestion is a primary symptom of limited mobility, costing the region time & money and diminishing the quality of life.

The Gateway Corridor is one of several major transportation corridors within the Sacramento region and fulfills a critical role in the local, regional, and statewide transportation systems.

Corridor Characteristics

- The corridor is the primary link between Sacramento and Placer County activity centers.
- The corridor is the backbone of the Northern California freight industry.
- The corridor is the Northern California gateway to Sierra Nevada and Lake Tahoe recreational and tourism activities.
- The corridor carries a large – and growing – amount of traffic.
- Corridor motorists experience increasing delays and unreliable travel times.

The corridor carries over one million empty seats on a daily basis (see Figure ES-3).

- Existing corridor transit options serve a narrow travel market.
- Corridor travel options are limited (see Figure ES-2).
- Corridor active transportation networks are discontinuous.

FIGURE ES-1

The Gateway Corridor

The Gateway Corridor includes segments of I-80, Business 80, Highway 65, and Highway 50, as well as parallel local roadways, transit lines, and bikeways located within two miles of the corridor. Major transportation hubs include Sacramento International Airport, the Port of West Sacramento, the UPRR J.R. Davis Yard, and Sacramento Valley Station.

The Gateway Corridor serves a variety of transportation needs ranging from daily commute travel between Placer and Sacramento Counties to goods movement and recreational travel throughout Northern California and the western United States. As such, the Gateway Corridor poses a dynamic and complex operating environment for its users and operators.

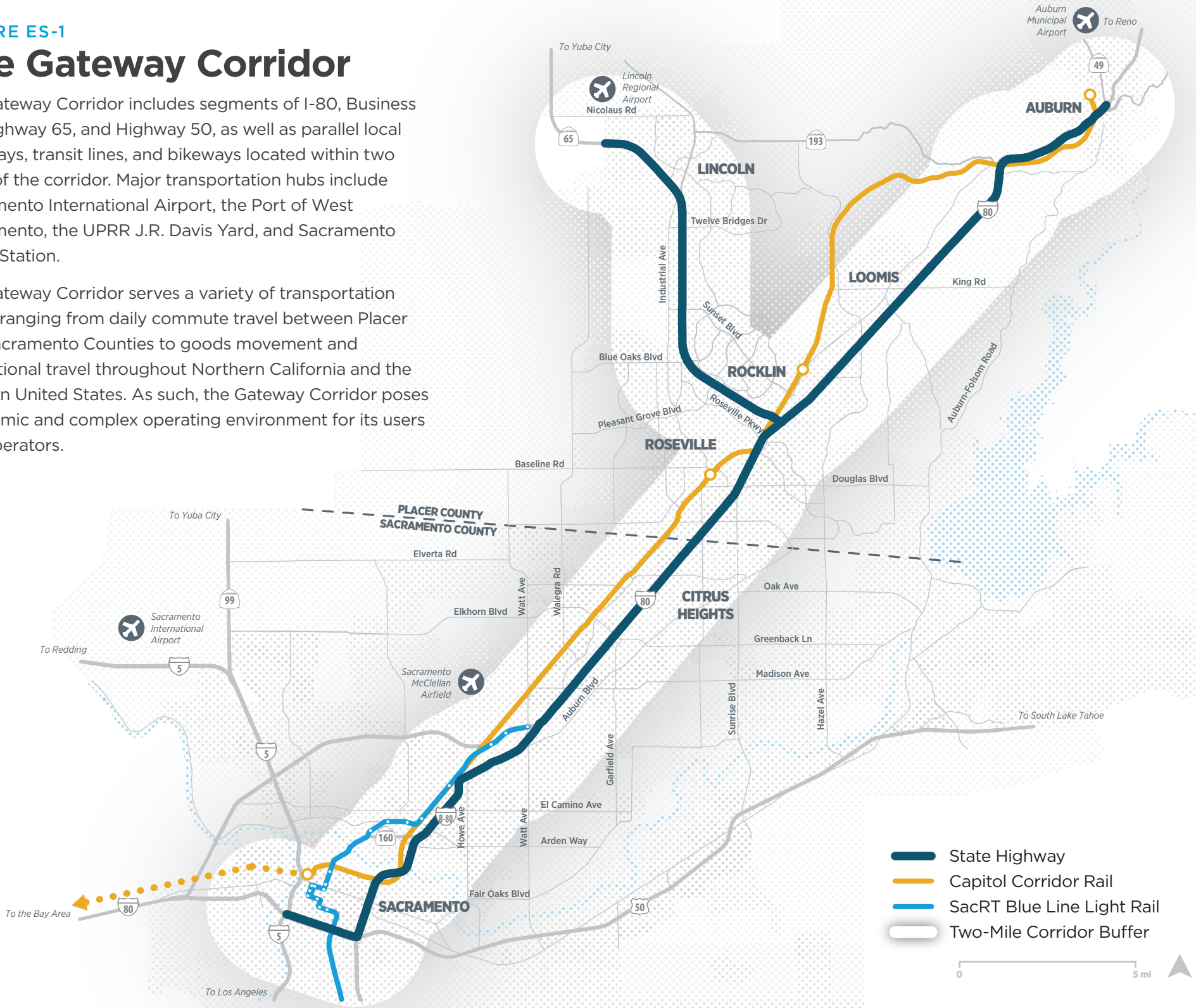


FIGURE ES-2

Existing Corridor Travel Options

Can corridor travelers easily complete these trips using these options?	Distance	Private Vehicle	Capitol Corridor Rail	Capitol Corridor Bus	Light Rail	Bus	Walking	Bicycling
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

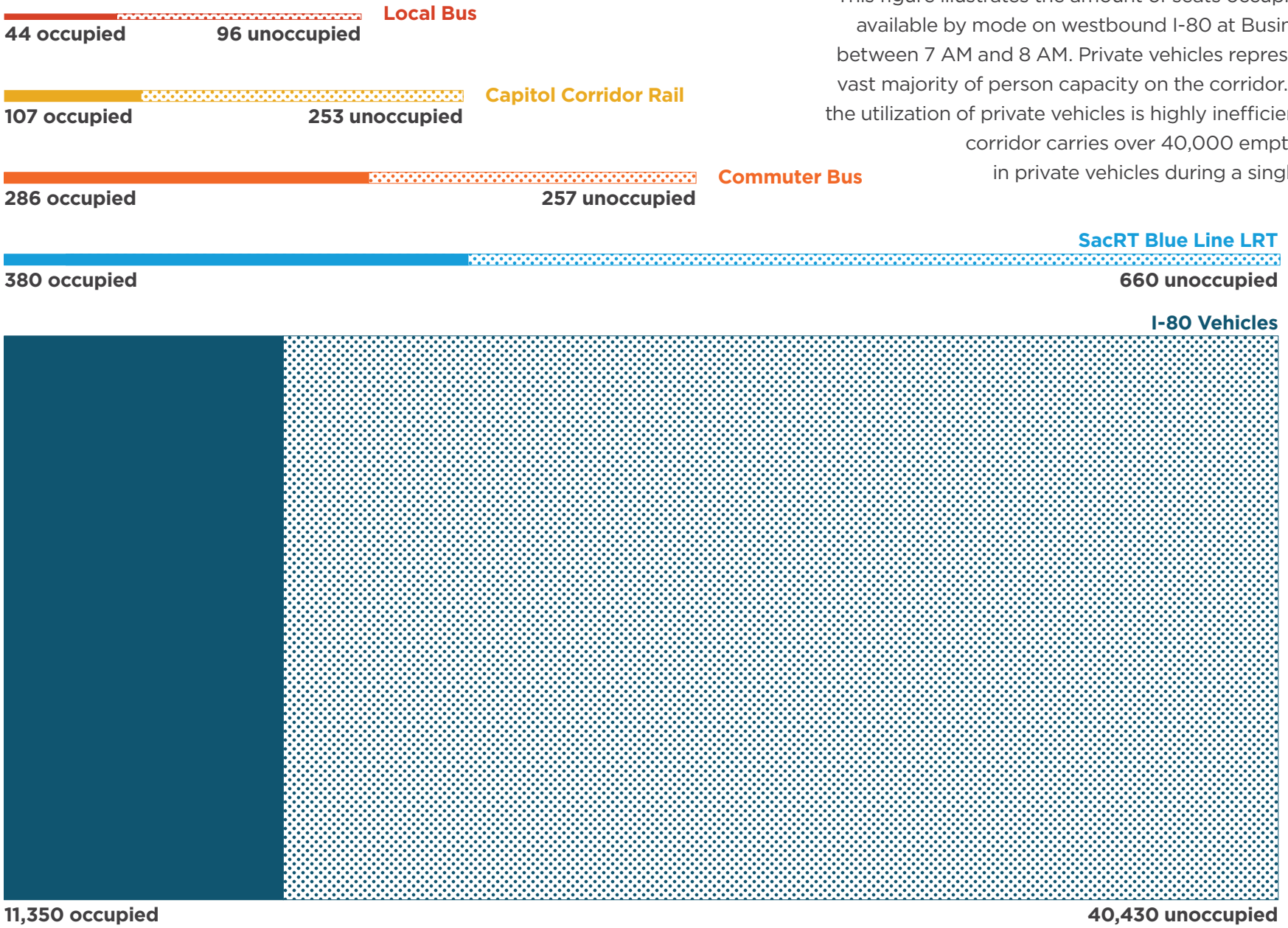
Capitol Corridor rail service is limited to one round-trip per day. Off-peak travel to and from South Placer is possible but requires transfer to connecting bus services at Sacramento Valley Station.

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

FIGURE ES-3

Seat Utilization

This figure illustrates the amount of seats occupied and available by mode on westbound I-80 at Business 80 between 7 AM and 8 AM. Private vehicles represent the vast majority of person capacity on the corridor. Today, the utilization of private vehicles is highly inefficient - the corridor carries over 40,000 empty seats in private vehicles during a single hour.



The Gateway Plan engaged over 5,000 community members.

Community Engagement

The Gateway Plan included the following community engagement activities to inform the public of the plan and solicit input for future corridor improvements:

- Monthly meetings with a project development team made up of the 14 agencies on the corridor.
- An online user survey, which generated over 4,200 responses.
- Two stakeholder meetings with participation from over 70 stakeholders groups.
- Two community workshops solicited both in-person and virtual feedback from the public.
- Ten pop-ups promoted the plan at community events and gatherings along the corridor.
- Targeted online and in-person outreach to disadvantaged communities.
- Altogether, the in-person outreach activities attracted over 800 participants.

Corridor Projects

Corridor improvements aim to improve performance and close gaps in the regional roadway, transit, and active transportation networks.

Altogether, the Gateway Plan includes nearly 150 multimodal transportation improvement projects along the study corridor, as shown in Figure ES-4.

Roadway/Transportation Systems Management Improvements

- Business 80 - express lanes, ramp metering, and interchange improvements
- I-80 - express lanes, auxiliary lanes, ramp metering, and interchange improvements
- Highway 65 - express lanes, ramp metering, and interchange improvements
- Local roadways - widening and complete streets improvements
- Travel demand management programs

Transit Projects

- Capitol Corridor - Third Track Project (Phases 1 and 2) to provide up to ten round trips per day and station improvements
- Light rail transit - upgrade Blue Line vehicle fleet and enhance Watt/I-80 Station
- Bus - new bus rapid transit routes, new Lincoln-to-Sacramento Commuter and intercity services, and expanded circulator bus, micro-transit, and neighborhood ride services

Bicycle and Pedestrian Projects

- Closing gaps - completed local and regional trail system
- Complete Streets - enhanced bicycle and pedestrian facilities on major roadways
- Grade separations - new freeway and river grade separations to improve bicycle and pedestrian connectivity

Plan Performance

Figure ES-5 illustrates the performance of the Gateway Plan with respect to congestion/delay, accessibility, economic development, efficient land use, air quality, and safety. Specific performance measures were developed based on CTC requirements and refined based on community and agency values.

FIGURE ES-4

The Gateway Plan

This figure illustrates the nearly 150 multimodal transportation projects included in the Gateway Plan. Gateway Plan projects include improvements to roadways, transportation systems management programs/strategies, transit service and facilities, and active transportation facilities.

Improvement projects will improve corridor operations, increase travel choices, and close existing gaps in the existing multimodal transportation network.

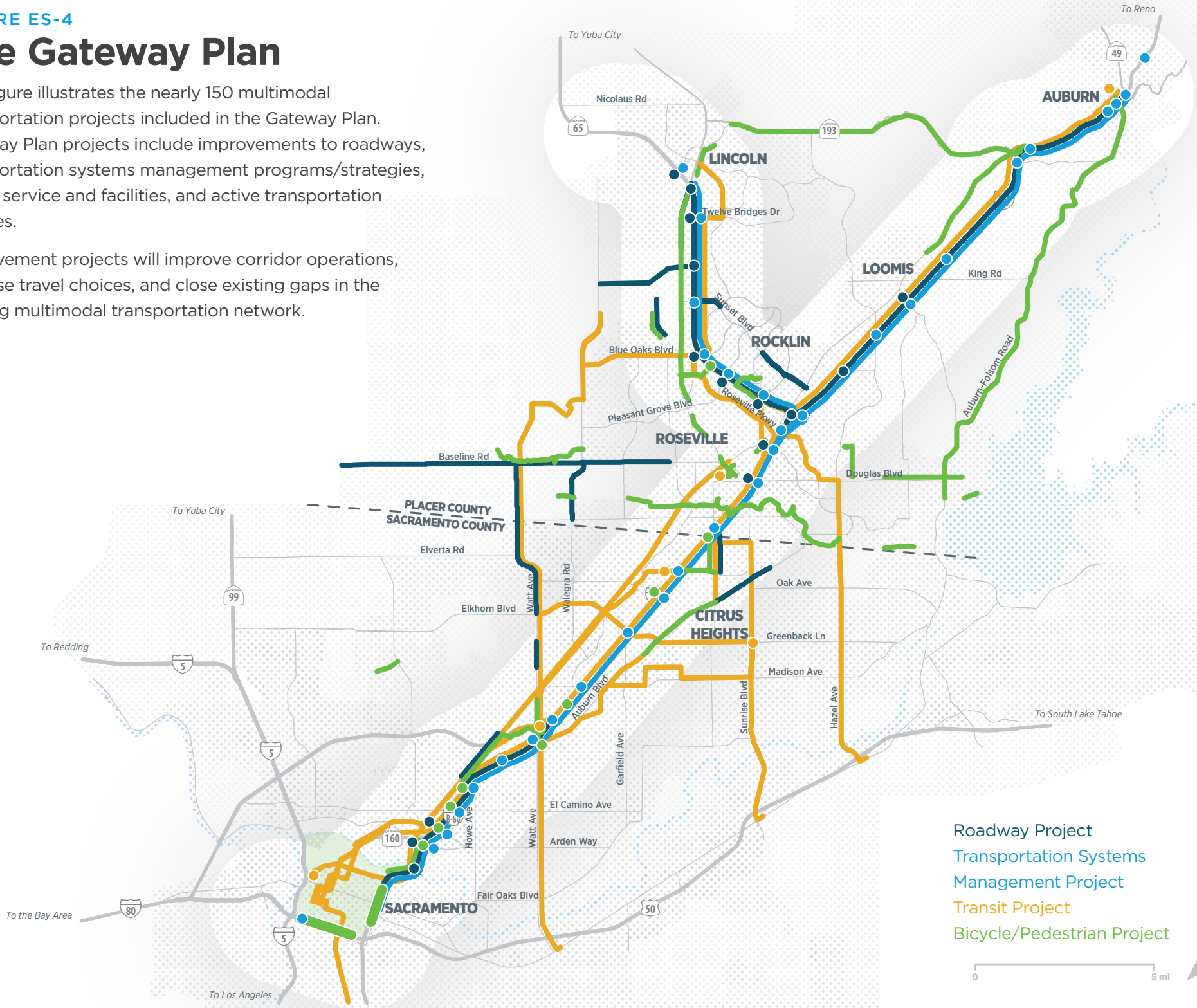


FIGURE ES-5

Gateway Plan Performance Summary

Congestion/Delay

- **The Gateway Plan would reduce daily and peak hour person hours of delay (PHD) per capita on the corridor.**

CORRIDOR PHD

DAILY	AM	PM
17%	18%	17%

8 of the 10
screenlines would experience decreased PHD during peak hours

- **The Gateway Plan would improve travel time reliability.**

SCREENLINE RELIABILITY

AM	PM
5%	24%

33% increase
in reliability on Highway 65 at Galleria Boulevard

- **The Gateway Plan would increase person throughput.**

TOTAL PERSON TRIPS

AM	PM
15%	17%

- **The Gateway Plan would increase vehicle speeds.**

SCREENLINE SPEEDS

AM	PM
4%	19%

10 of the 10
screenlines would experience increased speeds during peak hours

- **The Gateway Plan would increase transit seat utilization.**

TRANSIT SEAT UTILIZATION

AM	PM
9%	4%

- **The Gateway Plan would decrease traffic in local neighborhoods, including several disadvantaged communities.**

10 of the 10
screenlines would experience decreased VMT per capita related to neighborhood traffic

→ 6 of the 10 screenline areas are disadvantaged communities

- **The Gateway Plan would decrease vehicle miles traveled (VMT) per capita on the Gateway Corridor by 17 percent.**

VMT PER CAPITA

	EXISTING	GATEWAY PLAN
GATEWAY CORRIDOR	31.8	26.5
SACOG REGION	25.0	21.4

- **The Gateway Plan would improve the capacity and quality of transit service.**

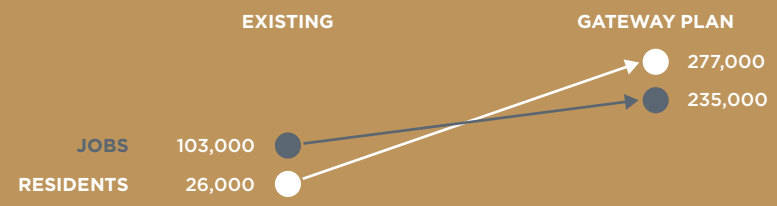
Improvements to:
- Capitol Corridor rail
- SacRT Blue Line LRT
- Regional intercity bus routes
- New BRT corridors

38% increase
in peak hour transit capacity serving the Gateway Corridor

Accessibility

- The Gateway Plan would increase accessibility to reliable transit service.

PEOPLE WITHIN 1/2 MILE OF RELIABLE TRANSIT



Economic Development

- The Gateway Plan would reduce truck travel times between South Placer County and Downtown Sacramento by 5 percent.
- The Gateway Plan would increase travel choices to tourist and recreational destinations by increasing transit options (e.g., Capitol Corridor) and by reducing peak period corridor delay, which allows for more trip-making flexibility.
- The Gateway Plan includes the Capitol Corridor Third Track Project, which will preserve current Union Pacific Railroad freight operations and reliability for the benefit of regional goods movement.
- Similar to the weekday benefits to corridor delays and speeds, the Gateway Plan would improve peak weekend travel times.

Efficient Land Use

- **The Gateway Plan would reduce VMT per capita on the Gateway Corridor and througout the SACOG region.**
- The Gateway Plan would increase bus and rail service to Downtown Sacramento, particularly from South Placer County communities.

Air Quality

- The Gateway Plan would decrease emissions in the SACOG region, including CO, NO_x, CH_4, PM_{10}, $PM_{2.5}$, and N_2O.

Safety

- The Gateway Plan would further the "Towards Zero Deaths" goal by reducing the risk for collisions by reducing congestion and, in turn, the potential for congestion- related collisions. The Gateway Plan would also reduce the risk for bicycle- and pedestrian-involved collisions by improving active transportation facilities, especially near freeways. Finally, the Gateway Plan would increase passenger rail and bus service, two of the modes with the lowest collision rates.

Capitol Corridor connects Placer and Sacramento Counties along the Gateway Corridor

CHAPTER 1

INTRODUCTION

Highway 65 near the Interstate 80 interchange in Placer County, a major junction on the Gateway Corridor. Recent major investments to the interchange area include an additional northbound travel lane and improvements to the Antelope Creek Bike Trail.

Plan Purpose

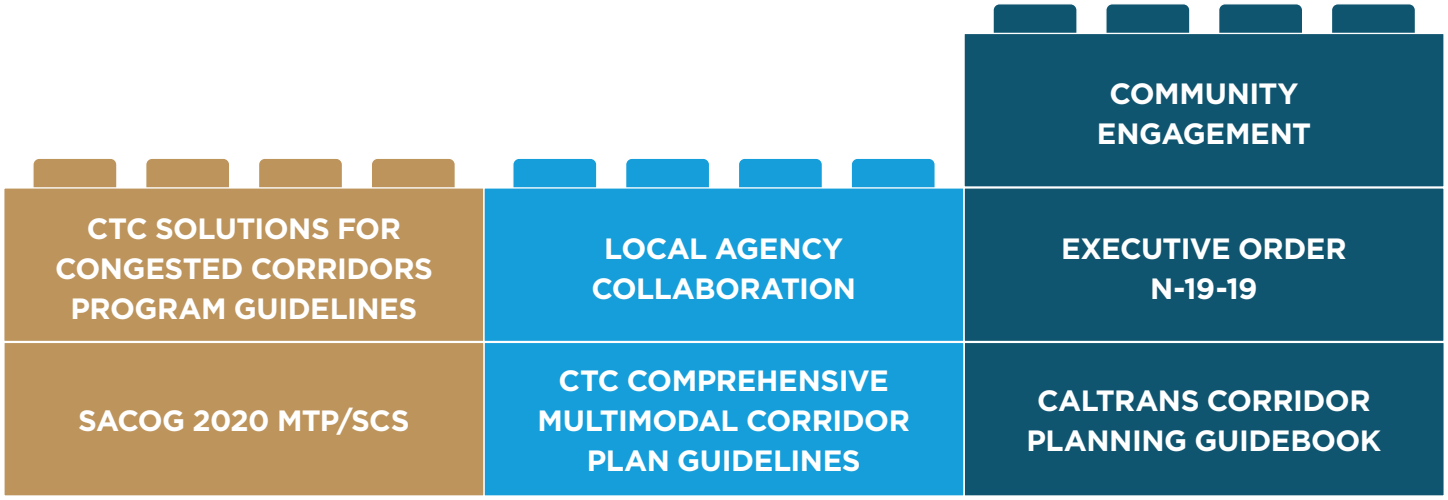
The Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS) provides systematic, long-range regional planning for transportation projects and programs in the Sacramento region. It requires local decision-makers to identify needs and constraints, financial resources, and establish priorities in a cooperative manner. There is also a need for a similar planning approach for high demand travel corridors that brings together facility operations, transportation service provision along with capital improvements into one comprehensive coordinated strategy.

As such, one of the main purposes of the Placer-Sacramento Gateway Plan (Gateway Plan) corridor planning effort is to create an effective and efficient decision-making process focusing on developing solutions that increase accessibility and mobility, improve safety, and enhance the quality of life and environment within the study corridor. This process is expected to determine what specific improvements to the existing transportation network are necessary to achieve the desired outcomes of corridor users, stakeholders, and the public agencies that own and operate corridor facilities.

The Gateway Plan has been developed as a comprehensive multimodal corridor plan (CMCP) in compliance with the 2018 Comprehensive Multimodal Corridor Plan Guidelines (CMCPG) to qualify for funding from the Solutions for Congested Corridors Program (SCCP).

The Gateway Plan employs the 8 steps to the corridor planning process, per the Caltrans Corridor Planning Guidebook:

1. **Scope effort**
2. **Gather information**
3. **Conduct baseline performance assessment**
4. **Identify potential projects and strategies**
5. **Analyze improvement strategies**
6. **Select and prioritize solutions**
7. **Publish/implement corridor plan**
8. **Monitor and evaluate progress**



The Gateway Plan was built on a variety of guidance documents, stakeholder input, and regional and State plans and policies.

The Gateway Plan exemplifies the five Caltrans priorities from Moving Forward for Transportation:

1. **Safety**
2. **Modality**
3. **Innovation**
4. **Efficiency**
5. **Partnerships**

Specific expectations for making funding decisions related to the SCCP are contained in California Streets and Highways Code Section 2391:

> "Funding shall be made available for projects that make specific performance improvements and are part of a comprehensive corridor plan 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."

Executive Order N-19-19 will require the deployment of innovative transportation solutions to meet the State's climate goals

These expectations are a key focus of the Gateway Plan and its project recommendations. In addition, the Gateway Plan was developed considering recommendations from the Draft Caltrans Corridor Planning Guidebook. The Guidebook establishes a comprehensive planning approach to: (1) identify and implement multimodal transportation needs; (2) pursue various local, regional, state, and federal funding opportunities; and (3) provide direction to Caltrans Districts on engaging with partners in the development of corridor plans.

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.

The Sacramento Region

The greater Sacramento region includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties, exclusive of the Lake Tahoe Basin. The region encompasses 3,859,812 acres (6,030 square miles) and contains 686,847 acres of developed land. The recently adopted SACOG 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 region. The MTP/SCS is aligned with the Sacramento Region Blueprint, a vision to integrate land use and transportation planning to curb sprawl and cut down on vehicle emissions and congestion in order to improve the quality of life for residents of the region.

The Sacramento regional transportation system includes three interstate highways, several State highways, numerous local arterial roadways, a deep water shipping port, a major international airport, several general aviation airports, freight and passenger rail service, and a public transit system that includes 43 miles of light rail transit service, several thousand miles of regional and local bus routes, and paratransit services. 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.

The Gateway Corridor is situated in the center of the six-county SACOG region.

The Gateway Corridor

The Gateway Plan covers the study area and facilities shown in Figure 1. As a multimodal plan, the Gateway Plan includes several transportation system components, collectively referred to in this plan as the Gateway Corridor:

- Interstate 80 (I-80)
- State Route 51 (SR 51/Business 80)
- State Route 65 (SR 65/Highway 65)
- US Route 50 (US 50/Highway 50)
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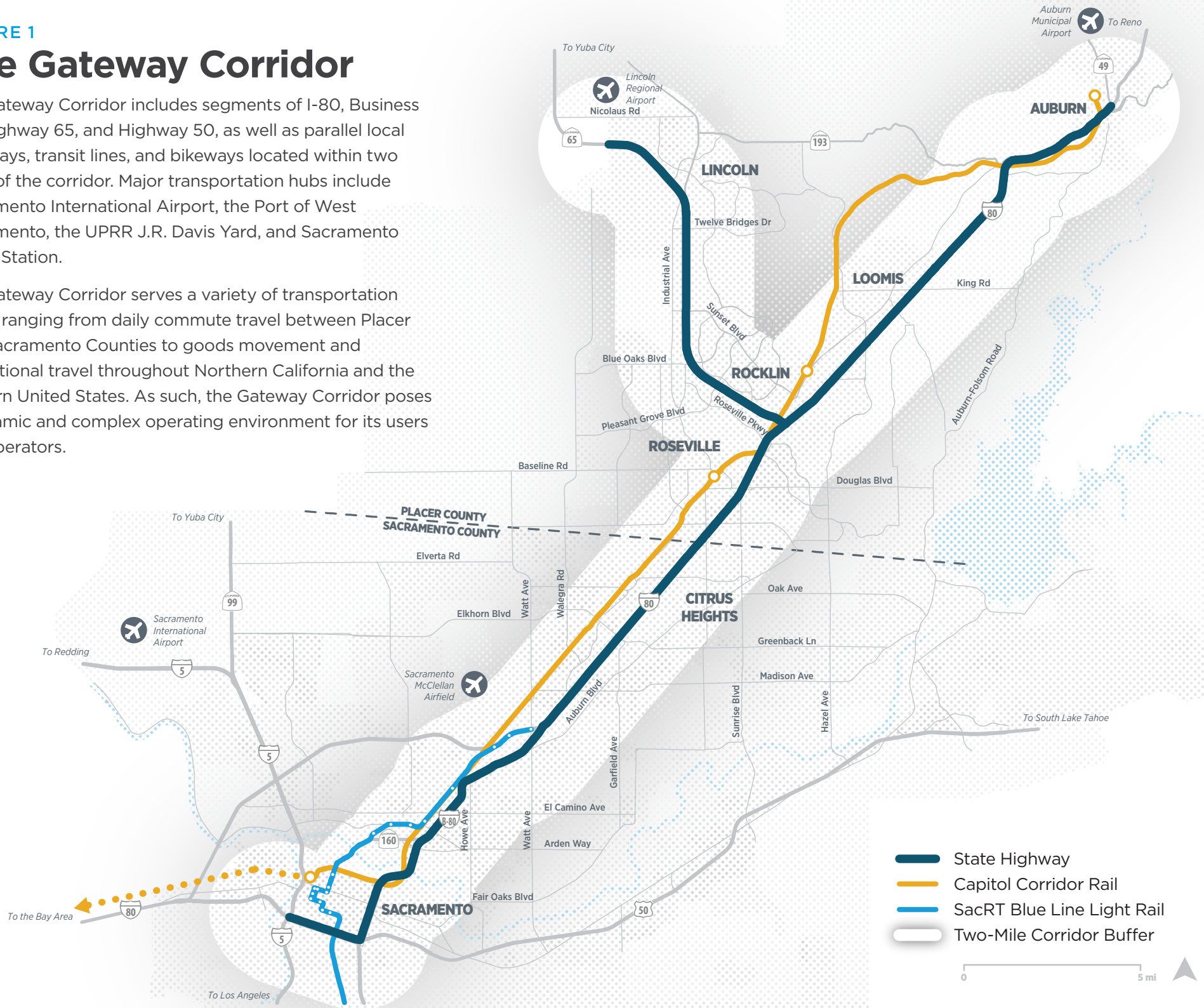
- Sacramento Regional Transit (SacRT) light rail passenger rail service and fixed route bus service
- Placer County Transit commuter bus and fixed route bus service
- City of Roseville commuter bus and fixed route bus service
- City of Auburn deviated fixed route bus service

FIGURE 1

The Gateway Corridor

The Gateway Corridor includes segments of I-80, Business 80, Highway 65, and Highway 50, as well as parallel local roadways, transit lines, and bikeways located within two miles of the corridor. Major transportation hubs include Sacramento International Airport, the Port of West Sacramento, the UPRR J.R. Davis Yard, and Sacramento Valley Station.

The Gateway Corridor serves a variety of transportation needs ranging from daily commute travel between Placer and Sacramento Counties to goods movement and recreational travel throughout Northern California and the western United States. As such, the Gateway Corridor poses a dynamic and complex operating environment for its users and operators.



- Regional multi-use trails
- Local roadways paralleling state highways
- Sacramento International Airport, Sacramento McClellan Airfield, Lincoln Regional Airport, and Auburn Municipal Airport
- The Port of West Sacramento

The Gateway Corridor is one of several major transportation corridors within the Sacramento region and fulfills a critical role in the local, regional, and statewide transportation systems.

Plan Sponsors

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 partnership is essential to enacting positive change to the corridor, because no single entity alone can address the varied corridor transportation issues. Therefore, the preparation of the Gateway Plan is an important first step towards improving corridor mobility through a variety of solutions.

The ST is qualified to prepare a CMCP per the CMCPG as well as apply for funding and coordinate with agencies on implementing projects that are successful in being funded through the SCCP. In providing overall strategic guidance for the Gateway Plan, the ST focused on maintaining a collaborative and public process.

THE GATEWAY PLAN STRATEGY TEAM

Caltrans manages the State highway system and provides inter-city rail services. Its mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The Capitol Corridor is an intercity passenger train system connecting the Sacramento region and the San Francisco Bay Area. The Capitol Corridor Joint Powers Authority (CCJPA) is a partnership among the six local transit agencies in the eight county service area which shares the administration and management of the Capitol Corridor.

The Placer County Transportation Planning Agency (PCTPA) is the regional transportation planning agency for Placer County excluding the Lake Tahoe basin. PCTPA represents Placer County and six incorporated cities located within the political boundary of Placer County.

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. SACOG provides transportation planning and funding for the region, and serves as a forum for the study and resolution of regional issues.

Prior Corridor Planning

Caltrans has traditionally prepared a Transportation Concept Corridor Report (TCCR) that served as the long-range planning document for I-80, Business 80, and Highway 65. Each TCCR identifies existing route conditions and future needs, including existing and forecasted travel data, concept level of service (LOS), and the various improvements needed to maintain the concept LOS over a 20-year period. Subsequently, with voter approval of Proposition 1B, Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Corridor System Management Plans (CSMPs) were developed by Caltrans for corridors associated with the bond program. CSMPs were completed for the I-80/Business 80 and Highway 65 corridors in 2009. These CSMPs focused on system management strategies and coordinated capital improvements with the objective that all segments of I-80/Business 80 and Highway 65 function efficiently within the context of the overall Sacramento regional transportation system.

Downtown Sacramento anchors the western end of the Gateway Corridor

Plan Content

In the CMCPG, the CTC establishes that there is no specific format that a qualifying plan must meet since plans are unique to the regions in which they are prepared and agencies across the state have differing levels of financial and technical resources to dedicate to planning efforts. While format is flexible, the guidelines establish these expectations for qualifying plans:

- Be specific to a transportation corridor, developed collaboratively with stakeholders, and written with a multimodal corridor planning intent.
- Provide a clear description of the corridor and its geographic extent, incorporate all modes of transportation that are presently used or have the potential to move people and goods within the designated corridor, and be consistent with the goals and objectives of the Regional Transportation Plan.
- Meet the statutory requirements of the Solutions for Congested Corridors Program.

SCCP Statutory Requirements

The following requirements apply to the Gateway Plan pursuant to Streets and Highways Code (SHC).

1. 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]
2. 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]
3. Be developed in collaboration with state, regional, and local partners. [SHC 2392]
4. Evaluate the following criteria as applicable [SHC 2394]
    a. Safety
    b. Congestion
    c. Accessibility
    d. Economic Development and Job Creation and Retention
    e. Air Quality and Greenhouse Gas Emissions Reduction
    f. Efficient Land Use
5. Be consistent with the goals and objectives of the Regional Transportation Plan [SHC 2393].

Projects funded through the Solutions for Congested Corridors Program shall also be "designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors" [SHC 2391].

Key Elements Per the CMCPG

Beyond the statutory requirements, the CMCPG lists the following specific elements that a plan should contain.

- Clear demonstration of state, regional, and local collaboration as applicable.
- Short, medium, and long-term planning horizon
- Specific corridor objectives
- Multimodal considerations for and approaches to address transportation system deficiencies

- Identification and evaluation of performance impacts of recommended projects and strategies including induced demand analysis of transportation demand resulting from highway and local road projects.
- Consideration and application of a range of performance metrics (such as those outlined in Chapter 7 of the 2017 RTP Guidelines and project specific performance measures as outlined in the Statewide Transportation Improvement Program Guidelines (as applicable) for the set of recommended project and strategies.
- Recommendations and prioritization of multimodal improvements for funding including timeline for implementation, with particular emphasis on projects that improve mobility while also achieving a balanced set of transportation, environmental and community access improvements
- Recommendation and prioritization of improvements that feed into transportation funding programs and the regional transportation planning process
- Strategies for preserving the character of local community and creating opportunities for neighborhood enhancement projects
- Consistency with the principles of the federal Congestion Management Process and consistency with the intent of the state Congestion Management Program for designated Congestion Management Agencies.
- Consistency with the principles of the California Transportation Plan including the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California's Climate Change Scoping Plan, and climate adaptation plans.
- Consistency with the goals and objectives of the regional transportation plan including the forecasted development pattern identified in the Sustainable Communities Strategy especially in areas identified as high-priority high priority for growth if applicable
- Consistency with other applicable regional or local planning frameworks such as local jurisdiction land use plans including transit supportive land use plans and policies.
- Consideration and incorporation of broadband planning, smart mobility framework, and Intelligent Transportation Systems (ITS) strategies, as applicable.

The Gateway Plan content was developed with respect for the expectations outlined above and information that the project sponsors, project development team, stakeholders, and public recommended throughout the plan process.

Gateway Plan Planning Principles

In addition to the CTC guidelines, the following planning principles are incorporated into the Gateway Plan.

- Delivery of the resident, traveler, goods or services within the boundaries of the Gateway Plan with the commuter and business entity facing the fewest levels of obstacles to their trip regardless of county, city, recreation district, or transit district boundary.

- Improve travel time reliability: commute times for residents and travelers using the corridor shall be less than one hour via any mode of motorized travel, including rail and transit.
- Increase transit ridership, connections and access regardless of transit district boundaries and modes of transit, including impact of bus electrification.
- Interconnection of regional pedestrian trails and bikeways across city and county lines in an attempt to create a connected system of off-street bikeways, including but not limited to the Dry Creek Greenway regional trail.
- Pricing of vehicle trips in the Gateway Plan as a central pilot project of the PCTPA RTP and SACOG MTP/SCS updates.
- Priority given to grouping of multimodal projects contained within the PCTPA RTP and SACOG MTP/SCS updates to maximize the greatest potential of competitiveness for funding programs. Additional projects outside of the PCTPA RTP and SACOG MTP/SCS updates will be examined for gap analysis and long-term benefit.
- Increase regional accessibility to jobs and education, particularly for economically disadvantaged populations.
- Improve air quality and increase resident physical activity.
- The Gateway Plan is the first corridor plan to be developed in accordance with the CTC guidelines and Caltrans guidebook in the Sacramento Region, and will be utilized as an example to other areas within the six-county region in the future.

The Gateway Corridor is a major route to Sierra Nevada recreational destinations

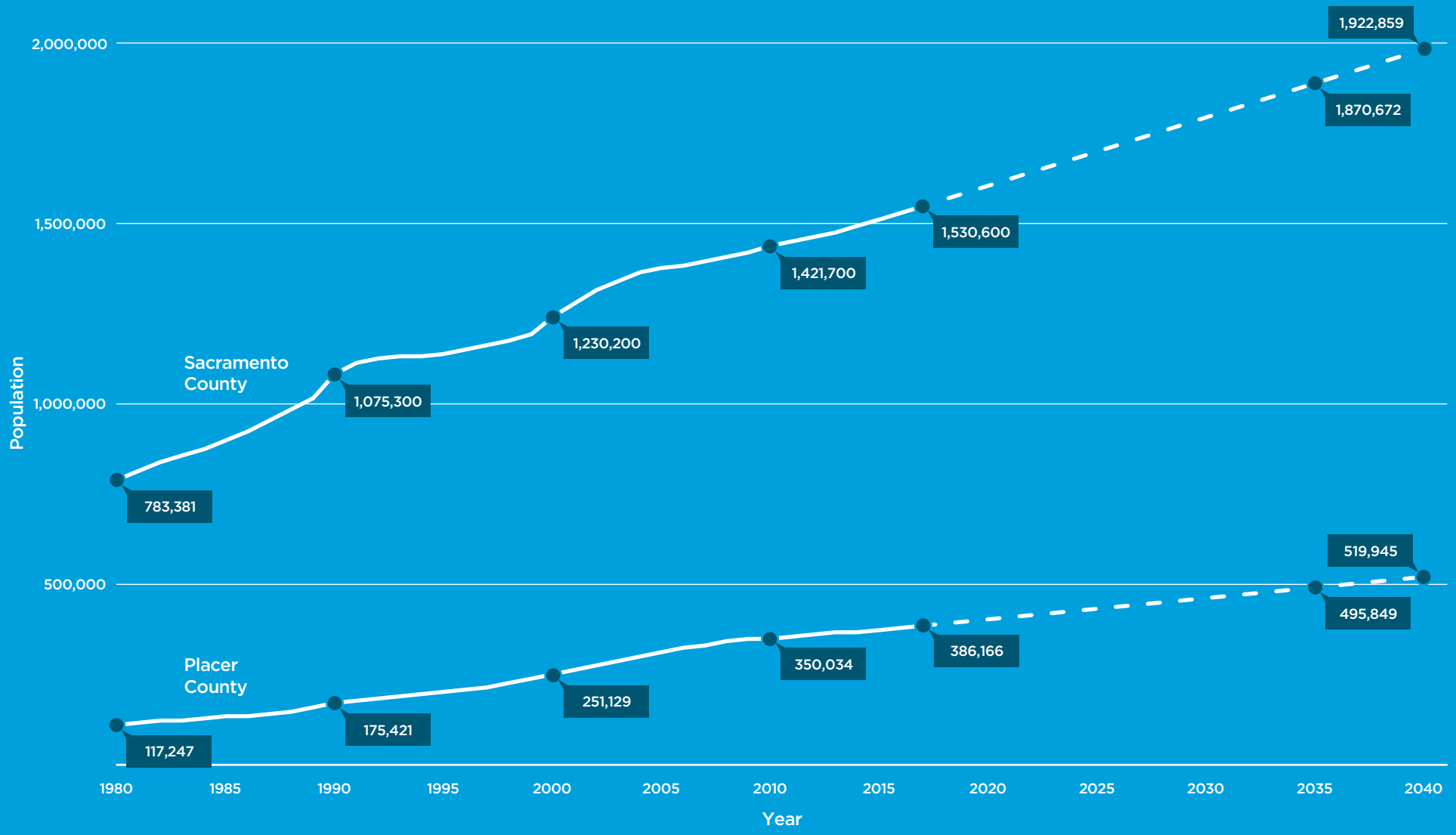
CHAPTER 2

PLANNING CONTEXT

FIGURE 2

Population Growth

This figure illustrates population growth trends in Placer and Sacramento Counties since 1980. It also shows growth projections out to to 2040 based on anticipated development identified in the SACOG 2020 MTP/SCS. Between 1980 and 2017, the Placer County population tripled and the Sacramento County population doubled, resulting in a net increase of over one million residents. Looking ahead to 2040, the total population of the two counties is expected to increase by over 500,000 residents.



The Gateway Corridor covers approximately 50 miles between South Placer County and Downtown Sacramento. Following Business 80 and I-80 from downtown Sacramento to Auburn and Highway 65 from Lincoln to I-80, the Gateway Corridor is comprised of 300 lane miles of freeway, one intercity rail line, one light rail line, 18 regional and local bus routes, and various segments of active transportation facilities.

Factors Shaping Growth

Over the last several decades, Placer and Sacramento Counties have experienced tremendous growth. As shown in Figure 2, the two counties combined added one million residents between 1980 and 2017. During the beginning of this era, development patterns 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.

In 2004, the SACOG Board of Directors adopted the Sacramento Region Blueprint, a smart growth vision for the region. The spirit of the Blueprint is to integrate land use and transportation planning to curb sprawl, cut down on vehicle emissions and congestion in order to improve the quality of life for residents of the region. It accomplishes this by implementing smart growth principles that encourage a variety of housing options closer to employment, shopping, and entertainment hubs, which gives options for people to walk, bike, or take public transportation to work and play.

Since the mid-2000s, particularly through the Great Recession recovery, the Sacramento region has embraced the Blueprint principles, resulting in substantial investments in mixed-use, high density development in the urban core and suburban centers alike. The SACOG 2020 MTP/SCS doubled down on the Blueprint principles by emphasizing the interconnectedness between land use and transportation and prioritizing continued sustainable development practices and non-motorized transportation system 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, as illustrated in Figure 3.

Beyond the SACOG 2020 MTP/SCS, several regional initiatives have identified strategies to improve socioeconomic circumstances for residents and business throughout the greater Sacramento region. Once such initiative is the Prosperity Partnership, a collaboration between Valley Vision, Greater Sacramento Economic Council, Sacramento Metro Chamber, and SACOG that examined the region's economic performance and assets and developed a framework to ensure a strong, inclusive, and equitable economy that works for all residents and communities over the long term. Improved access to jobs and education and mobility, particularly for the disadvantaged communities shown in Figure 4, were key outcomes of the Prosperity Partnership that were considered in the development of the Gateway Plan.

Since 1980, the Placer County population tripled and the Sacramento County population doubled, resulting in a net increase of over one million residents.

The Gateway Plan supports several key outcomes of the Prosperity Partnership, including investing in infrastructure that supports regional mobility and accessibility, including affordable transportation options for low-income residents and supporting healthy, safe and complete communities with place-making assets and 'next-generation' transportation options.

FIGURE 3

Land Use

Throughout the latter half of the 20th century, land use patterns in the Sacramento region were typified by low density suburban development. Since the mid-2000s, the region has embraced the smart growth principles established in the SACOG Sacramento Region Blueprint, resulting in a concerted effort to concentrate mixed-use development in the urban core and suburban centers alike. As outlined in the SACOG 2020 MTP/SCS, this development strategy is expected to continue into the future.

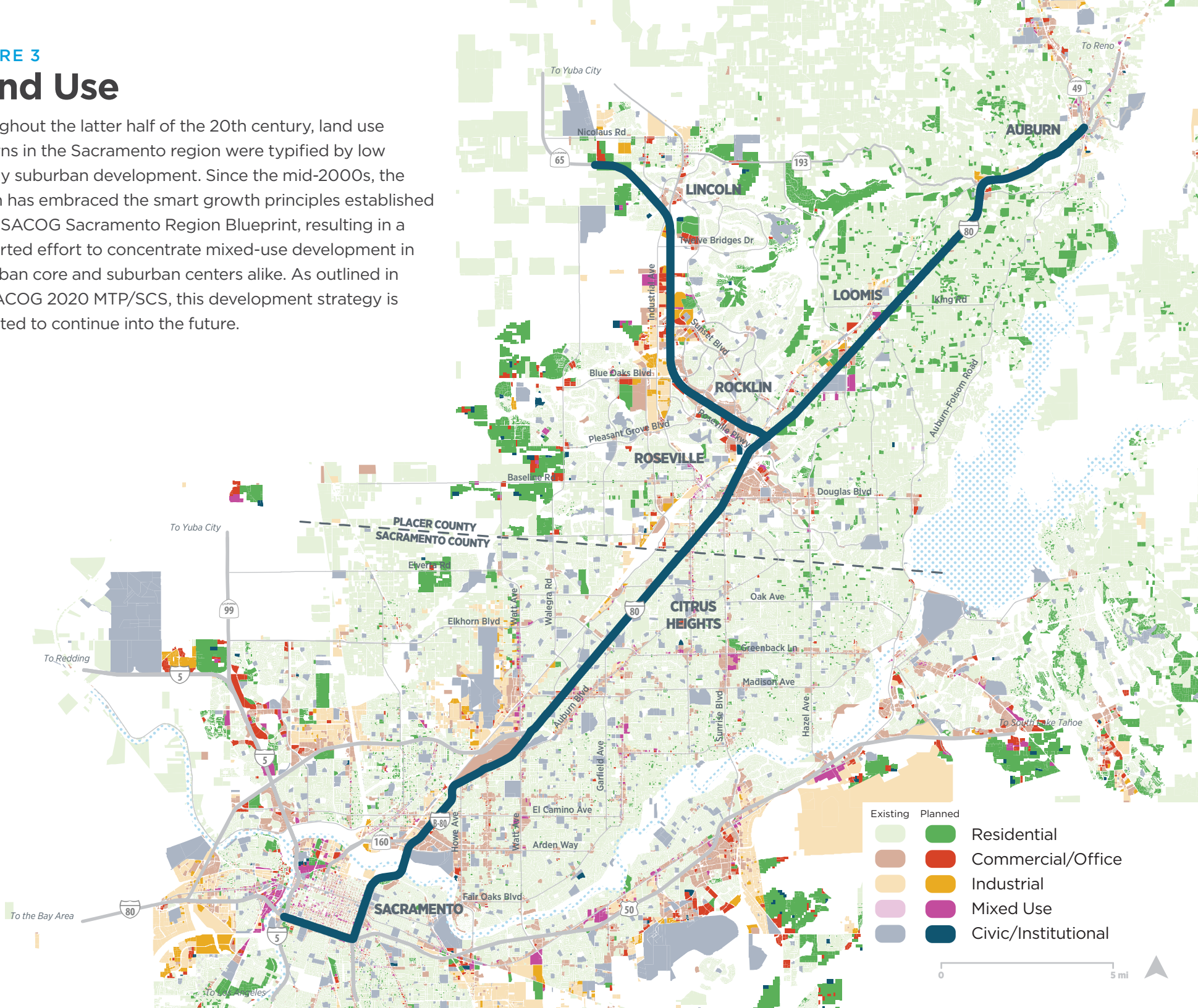


FIGURE 4

Disadvantaged Communities

This figure illustrates the disadvantaged communities identified in the SACOG 2020 MTP/SCS. Generally, residents living in disadvantaged communities walk, bike, and take transit at a higher rate than the rest of the population. How well the existing and future infrastructure supports the transportation needs of these communities is a significant factor in their ability to access jobs, schools, services, as well as impacting their overall health and quality of life.

Several disadvantaged communities are located along the Gateway Corridor, including low income communities in both Placer and Sacramento Counties. Additionally, Sacramento County has a large concentration of disadvantaged communities on the basis of race/ethnicity within the vicinity of the Gateway Corridor.

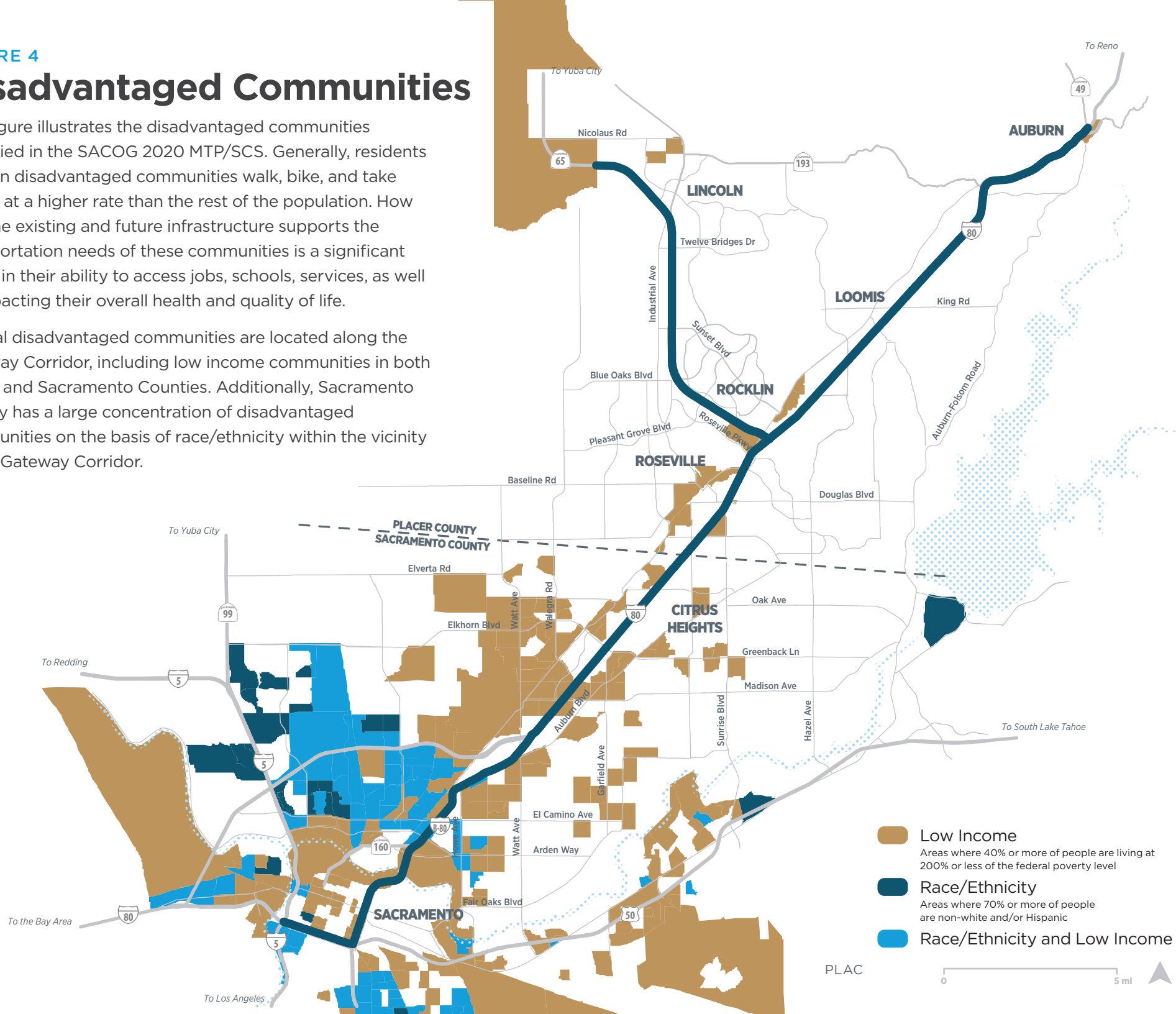
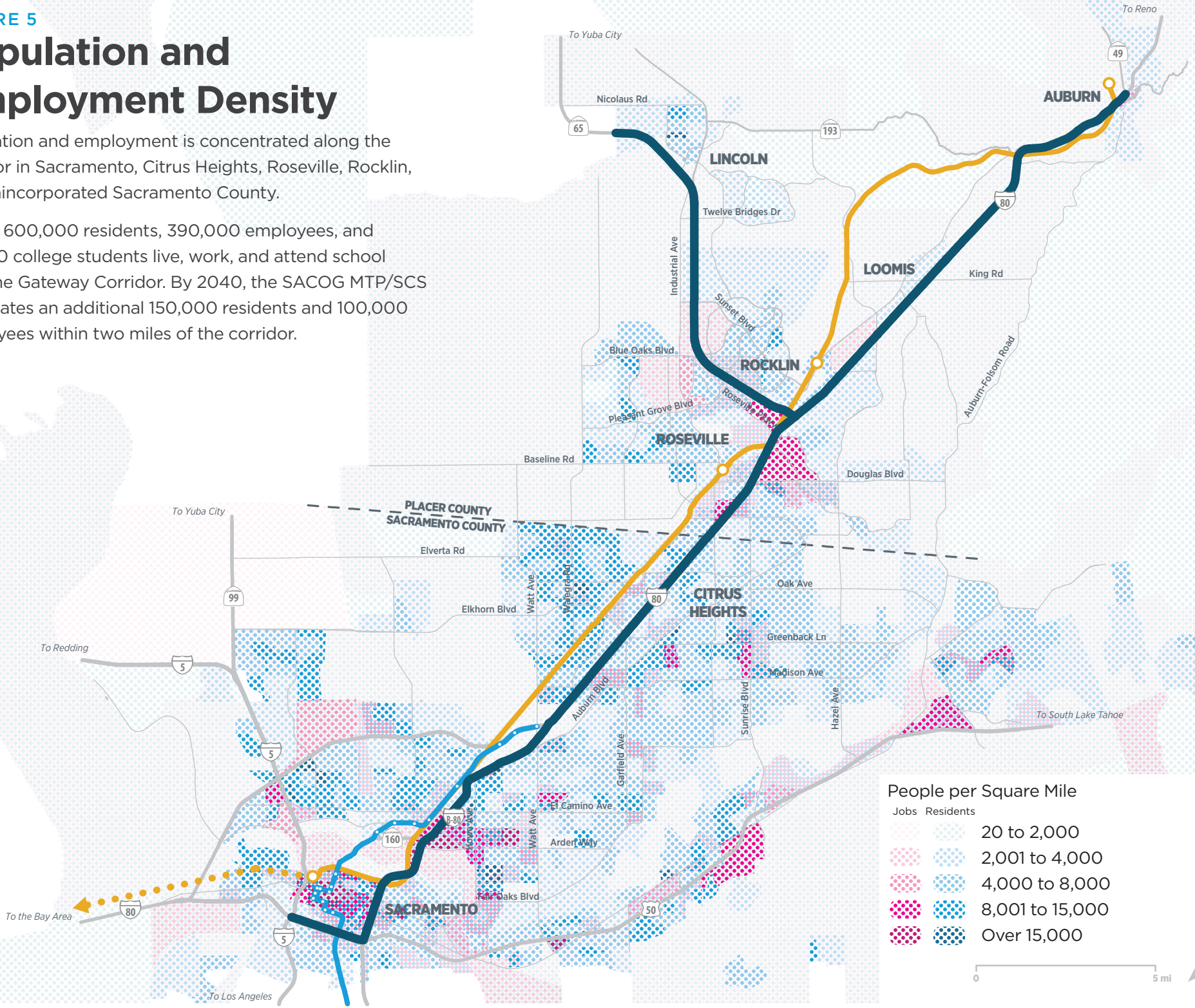


FIGURE 5

Population and Employment Density

Population and employment is concentrated along the corridor in Sacramento, Citrus Heights, Roseville, Rocklin, and unincorporated Sacramento County.

Nearly 600,000 residents, 390,000 employees, and 80,000 college students live, work, and attend school near the Gateway Corridor. By 2040, the SACOG MTP/SCS anticipates an additional 150,000 residents and 100,000 employees within two miles of the corridor.



Recent Corridor Investments

According to the Interregional Transportation Strategic Plan 2015, from 1998 through 2014, over $3.6 billion has been invested on major interregional facilities that link the San Jose/San Francisco Bay Area and Sacramento-Northern Nevada regions. A variety of revenue sources have been used to fund these corridor improvements. Over half of the corridor investments have been funded through the SHOPP reflecting an emphasis on the fix-it-first policy to reconstruct, rehabilitate, and maintain existing infrastructure over capacity expansion. Additional highway capacity has been added over this period only where specifically needed, particularly serving the movement of freight, and expanding the capacity and frequency of the Capitol Corridor intercity rail passenger service. Addressing increased travel demand for commute purposes has also been addressed through local and regional funding sources, which has been about 17 percent of total investment. The STIP has funded about 13 percent of corridor improvements. Proposition 1B funds contributed about eight percent focusing on investment in the Capitol Corridor. The traffic Congestion Relief Program (TCRP) provided one percent, with other State funding contributing about three percent toward corridor investment. Transit modes primarily rely upon Federal Transit Administration (FTA) funding, which over this period contributed about two percent of funds. Recent Active Transportation Program (ATP) funding has supported improvements to both local and regional bicycle and pedestrian facilities.

The Gateway Corridor Today

Today, the Gateway Corridor serves urbanized areas throughout the Sacramento region, while also providing the main all-weather interstate route to the Lake Tahoe region and over the Sierra Nevada Mountains.

Figure 5 illustrates the existing population and employment density along the corridor. Nearly 600,000 residents, 390,000 employees, and 80,000 college students live, work, and attend school within two miles of the study corridor, representing 25 percent and 40 percent of total residents and employees in the Sacramento region, respectively. By 2040, the SACOG anticipates an additional 150,000 residents and 100,000 employees within two miles of the corridor. The corridor's importance in the regional transportation system has emerged alongside development activity in South Placer County and increased travel demand between Placer and Sacramento Counties.

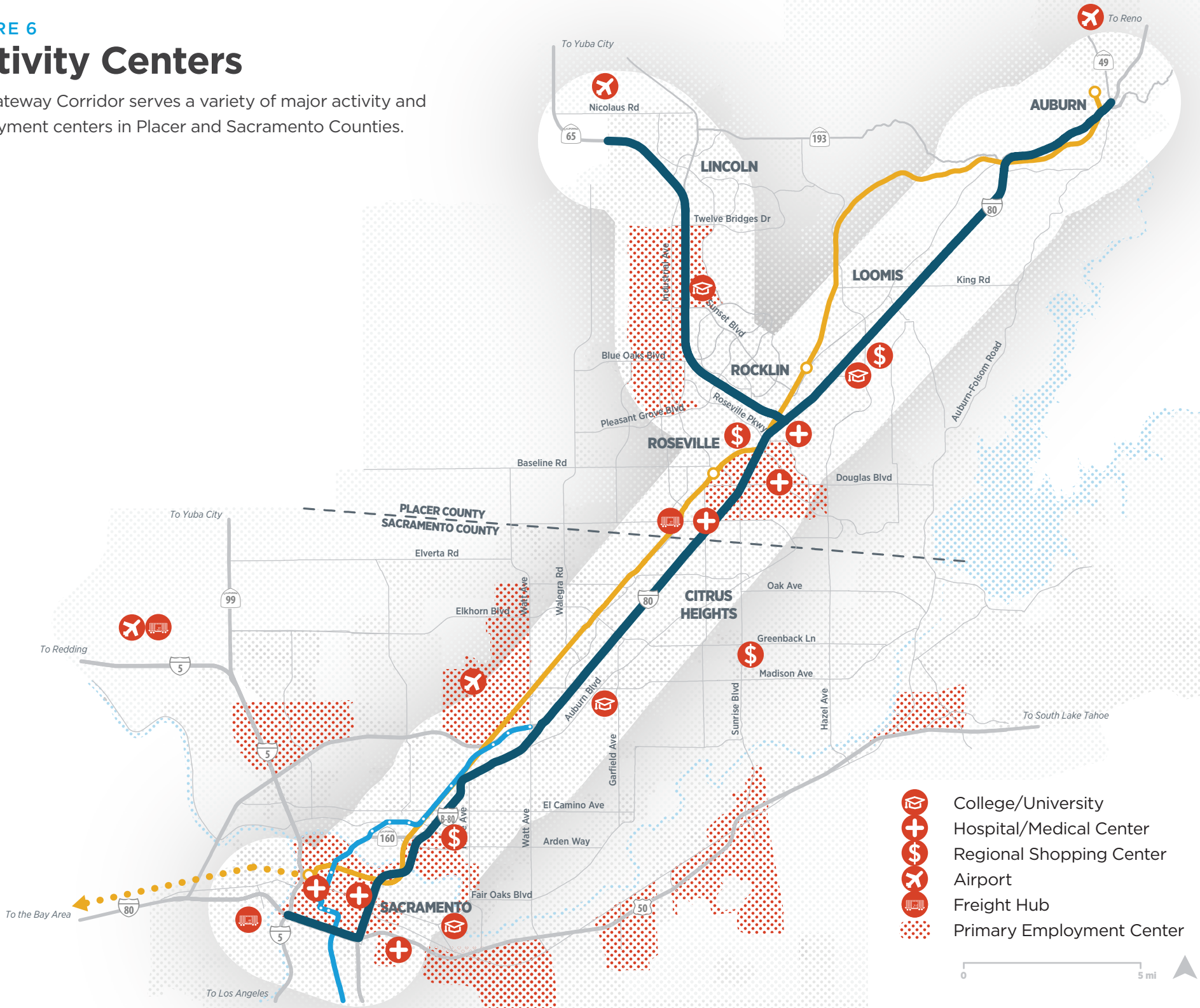
MAKING PROGRESS TO ADDRESS BOTTLENECKS

- **2011** I-80 "Fixing the Bottleneck" Project
- **2013** "Get Across 80" Construction Campaign
- **2016** "Raise 80" Program
- **2017** I-80 "Across the Top" HOV Lanes Project
- **2019** I-80/Highway 65 Interchange Phase 1

FIGURE 6

Activity Centers

The Gateway Corridor serves a variety of major activity and employment centers in Placer and Sacramento Counties.



The corridor is the primary link between Sacramento and Placer County activity centers.

As shown in Figure 6, the study corridor serves 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. The Sacramento International Airport is located off of I-5 northwest of the corridor, as well as several municipal airfields in Lincoln, Auburn, and at Sacramento McClellan Airport.

As shown on Figure 7, a substantial amount of bi-directional travel occurs between Sacramento and Placer Counties, as residents regularly travel across the county line to access activity centers. Accordingly, maintaining high-quality access to these locations is integral to maximizing employment and educational opportunities for residents throughout the region, particularly for inter-city travel between Sacramento and Placer Counties.

The corridor is the backbone of the Northern California freight industry.

I-80 through the study corridor represents a portion of the east-west transcontinental freeway from California to New Jersey. Within the greater Northern California region, I-80 connects the Sacramento region with the San Francisco Bay Area to the west and the Lake Tahoe Basin to the east. Accordingly, the Gateway Corridor is uniquely situated as a critical link for the California freight industry.

I-80 carries $4.7 million an hour in goods movement. The Federal Highway Administration (FHWA) recognizes I-80 within the study corridor as a portion of the national Primary Highway Freight System (PHFS), which is comprised of the most critical freight roadways nationwide. The Caltrans California Freight Mobility Plan 2020 also recognizes I-80 as a Good Movement Priority Corridor and a segment along the San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Strategic Interregional Corridor. Caltrans identifies Highway 65 within the study corridor as part of the

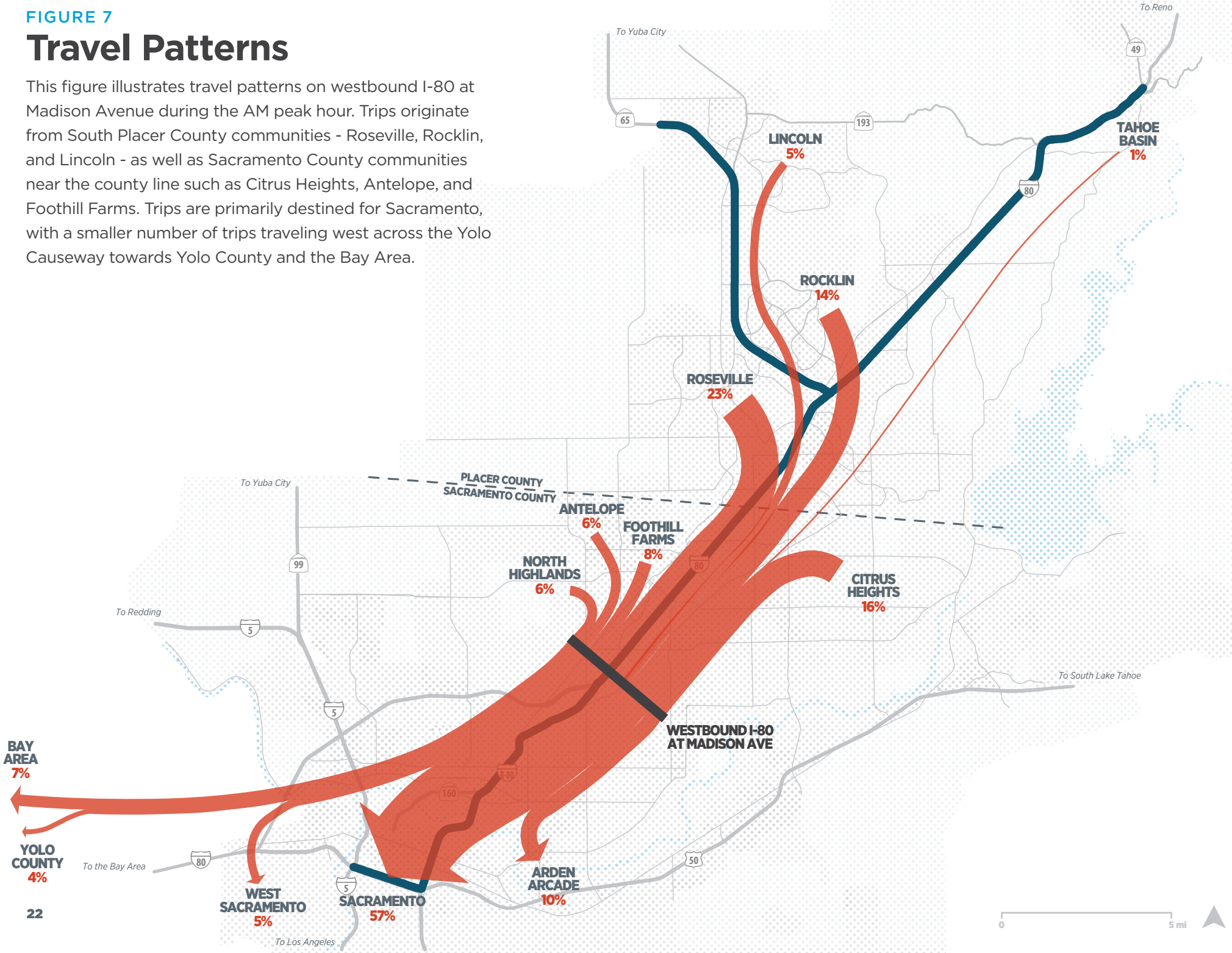
The next closest all-weather route over the Sierra Nevada Mountains for Bay Area truckers is I-15 via the Tehachapi Pass, located over 400 miles away.

The red dot indicates the location of the study corridor within the context of the FHWA National Highway Freight Network.

FIGURE 7

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.



California Highway Freight Network. Approximately seven percent of all vehicles on the Gateway Corridor are trucks and four percent are heavy duty trucks, representing about 11,000 heavy duty trucks traveling on the corridor per day. The Gateway Corridor includes a weigh-in-motion station at the Antelope truck scales.

According to the Caltrans District 3 Goods Movement Study, freight trucks experience high levels of delay at several locations along the Gateway Corridor, including the US 50/Business 80/SR 99 interchange. California Trucking Association outreach participants indicated that the I-80/Business 80 interchange is among the worst freight bottleneck locations in the Sacramento area. Finally, one of the FHWA's top 250 U.S. Highway Bottlenecks is located on the Gateway Corridor on I-80 at Business 80.

Northern California ports and commercial hubs, including the Port of Oakland and the Port of West Sacramento, rely on the Gateway Corridor for goods movement to and from markets throughout the western United States. The Port of West Sacramento is an inland bulk port located near the Gateway Corridor. The Port serves the agricultural, natural resources, and construction sectors in Northern California. It is accessed via the Sacramento Deep Water Ship Channel (DWSC), which runs 43 miles from Antioch near the mouth of the Sacramento River, ending at the harbor of West Sacramento. The Port can accommodate five ships at berth simultaneously. There are over 600 acres of vacant, developable property that is currently managed by the Port.

The Union Pacific Railroad (UPRR) owns and operates a major east-west mainline track parallel to I-80 along the study corridor. UPRR is the primary Class I railroad in the greater Sacramento region. The UPRR J.R. Davis Yard, located in Roseville midway along the study corridor, is the largest train yard in the Western United States, moving over 1,100 cars per day and handling 98 percent of all rail traffic moving through Northern California. UPRR shares its track with CCJPA passenger rail service along the study corridor, which has limited the ability to deliver more daily Capitol Corridor trips.

Sacramento International Airport is owned by the County of Sacramento and has two 8,600-foot runways. The airport is an international port of entry and moved 240 million pounds of freight in 2018.

Truck and rail freight represent nearly 80 percent of all goods movement in the greater Sacramento region. Freight moves into, out of, and through Caltrans District 3 as follows:

- **68% Truck**
- **11% Rail**
- **7% Multiple modes**
- **7% Pipeline**
- **2% Water**
- **5% Other**

FREIGHT ON THE GATEWAY CORRIDOR

- **I-80 is identified as a primary freight corridor by both FHWA and Caltrans, carrying 11,000 heavy duty trucks per day.**
- **The Union Pacific Railroad mainline parallels I-80 and is the primary Class I railroad in the greater Sacramento region. The J.R. Davis Yard in Roseville is the largest train yard in the Western United States.**
- **Sacramento International Airport is an international port of entry and moved 240 million pounds of freight in 2018.**
- **The Port of West Sacramento serves the agricultural and construction sectors throughout Northern California.**

The corridor is the Northern California gateway to Sierra Nevada and Lake Tahoe recreational and tourism activities.

Each year, Lake Tahoe generates 60 million person trips, driving the recreational and tourism industries that are the lifeblood of the $5 billion Lake Tahoe Basin local economy. The vast majority of visitors drive into the Lake Tahoe Basin, generating approximately 10 million annual vehicle trips into the basin. Over 57 percent of North Lake Tahoe visitors reside throughout Northern California and rely on the study corridor as the primary access route into the Lake Tahoe Basin. Additional travel occurs to and from recreational destinations located outside of the Lake Tahoe Basin, particularly winter recreation destinations including Sugar Bowl Resort and Squaw Valley Ski Resort.

During the Winter ski season, average daily traffic on the corridor can jump as much as 23 percent on Fridays compared to the typical midweek day.

Tourist and recreational travel has 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. Thus, transportation improvements along the study corridor will influence the travel experiences for millions of visitors to Lake Tahoe and other tourist and recreational destinations throughout the northern Sierra Nevada.

The study corridor is situated in between the San Francisco Bay Area and the Lake Tahoe Basin.

The corridor carries a large – and growing – amount of traffic.

Study corridor traffic volumes have steadily climbed as South Placer County residential and employment growth continues to increase travel demand between Placer and Sacramento Counties. Corridor traffic volumes have steadily increased since the Great Recession. The corridor currently carries nearly 270,000 vehicles during a typical weekday. Annual average daily traffic in 2018 reached 220,000 vehicles, a 19 percent increase from pre-Great Recession conditions in 2007. Figure 8 illustrates traffic volumes at various locations along the corridor.

AVERAGE DAILY TRAFFIC I-80 AT MADISON AVENUE

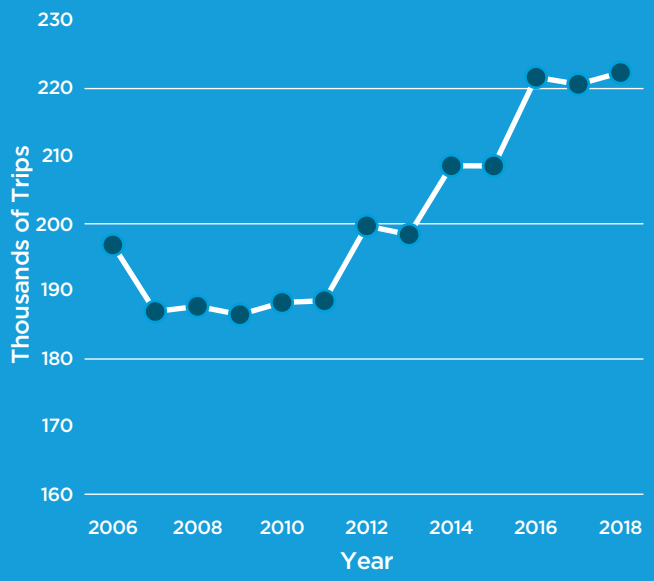
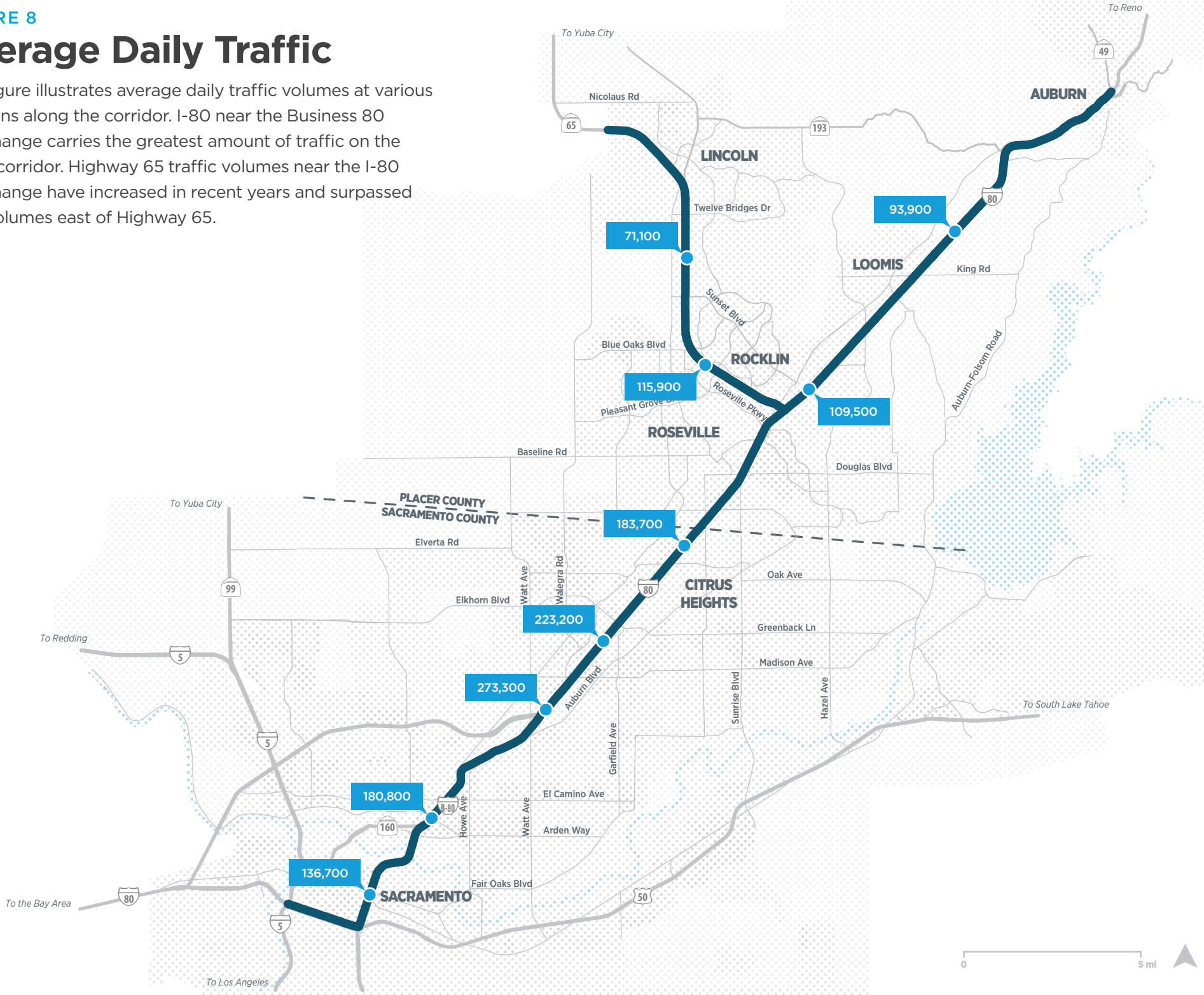


FIGURE 8

Average Daily Traffic

This figure illustrates average daily traffic volumes at various locations along the corridor. I-80 near the Business 80 interchange carries the greatest amount of traffic on the study corridor. Highway 65 traffic volumes near the I-80 interchange have increased in recent years and surpassed I-80 volumes east of Highway 65.



The Texas A&M Transportation Institute in its 2019 Urban Mobility Report noted that the average Sacramento commuter experienced close to 59 hours of extra travel time at an annual cost of about $1,020.

Corridor motorists experience increasing delays and unreliable travel times.

Delay experienced by motorists has grown alongside corridor traffic volumes, resulting in longer and less reliable travel times. Motorists 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.

As shown on Figure 10, congested conditions regularly occur at bottlenecks throughout the corridor, several of which are among the worst in the entire Sacramento region. Motorists who pass through these bottlenecks can experience up to 15 minutes of additional travel time on a typical weekday due to freeway delay alone. Major corridor bottlenecks include both eastbound and westbound Business 80 in Sacramento, westbound I-80 near Citrus Heights, and the I-80/Highway 65 interchange area near Roseville and Rocklin.

Increased delay on the 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. For example, on Business 80 at the American River, average travel speeds fall below free-flow speeds consistently from 7 a.m. until 7 p.m., with substantial slowdowns occurring during the 7 a.m. to 9 a.m. and 1 p.m. to 6 p.m. time periods (see Figure 11). Refer to the appendix for speed profiles for all screenline locations.

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. 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.

In 1982, the average annual delay per commuter was about 16 hours. Since then, the number has more than tripled to the current rate of 59 hours. If this trend continues, the average commuter could experience annual delays close to 70 hours by 2030.

The corridor carries over one million empty seats on a daily basis.

According to the Gateway Plan user survey, approximately 94 percent of people traveling on the corridor utilize an automobile. Moreover, 75 percent of corridor travelers drive alone. Along the study corridor, the lack of other travel options and the low-density distribution of origins and destinations, which require high speed travel to connect, influence the choice to drive. This travel behavior results in high numbers of vehicles with poor seat utilization, as shown in Figure 9.

The corridor currently has a sufficient supply of seats to accommodate the travel demand generated by people using the corridor. However, these seats are not filled because travel is either not optimally priced or other constraints exist that prevent drivers and passengers from sharing seats. The resulting effects – low speeds, delay, and unreliable travel times – are symptoms of poor seat utilization caused by mispricing travel. Increasing the utilization of available seat capacity through strategies including pricing or travel behavior modification could reduce the number of vehicle trips and help to alleviate peak period corridor congestion.

FIGURE 9

Seat Utilization

This figure illustrates the amount of seats occupied and available by mode on westbound I-80 at Business 80 between 7 AM and 8 AM. Private vehicles represent the vast majority of person capacity on the corridor. Today, the utilization of private vehicles is highly inefficient - the corridor carries over 40,000 empty seats in private vehicles during a single hour.

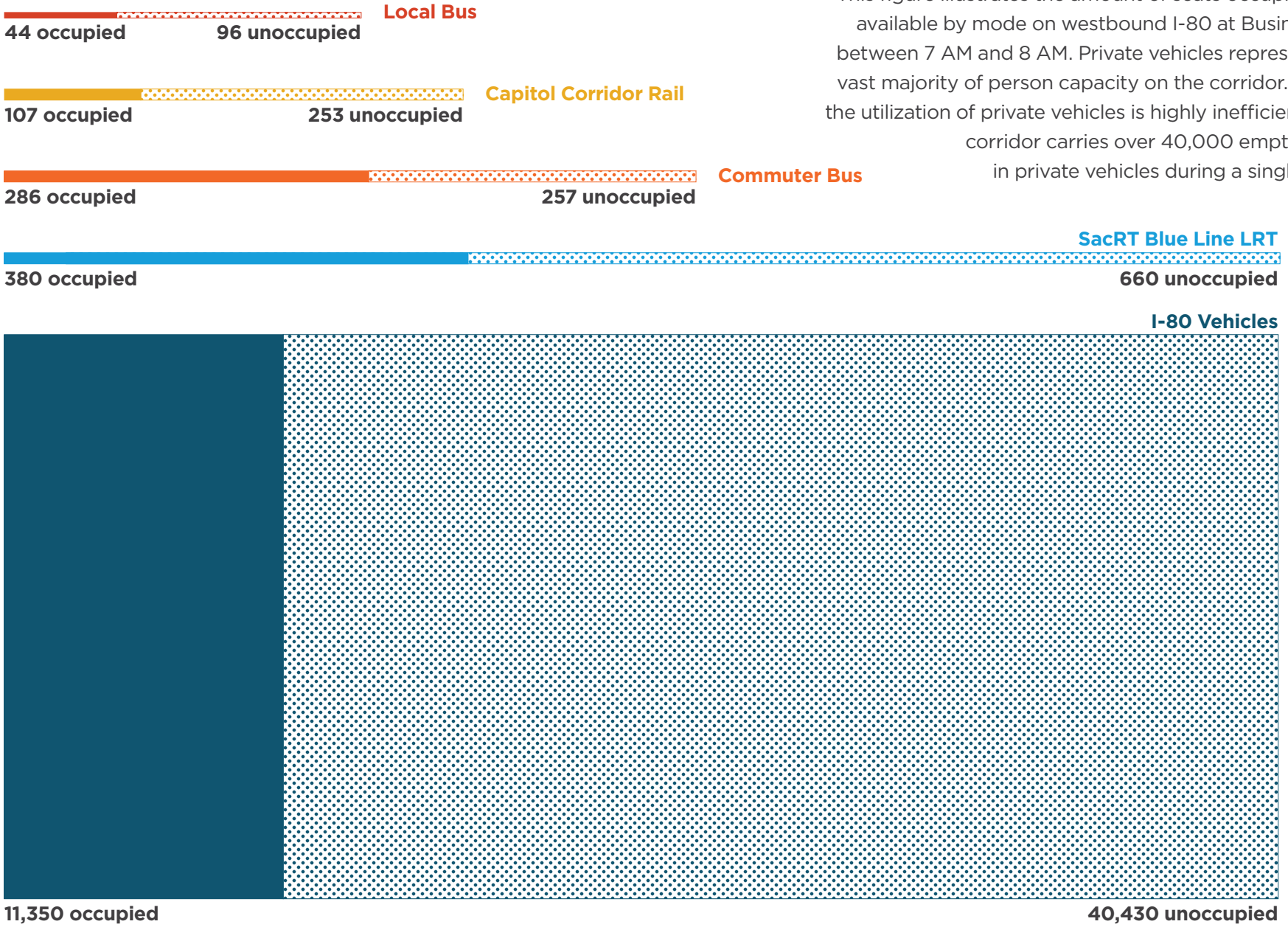


FIGURE 10

Average Speed

This figure illustrates average speed during at various locations along the corridor during the PM peak hour. Dark green represents free flow conditions, while 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. Refer to Figure 7 for more details about the performance of the bottlenecks at locations A and B.

Without modifications to the regional transportation system, vehicle speeds are expected to decrease over time.

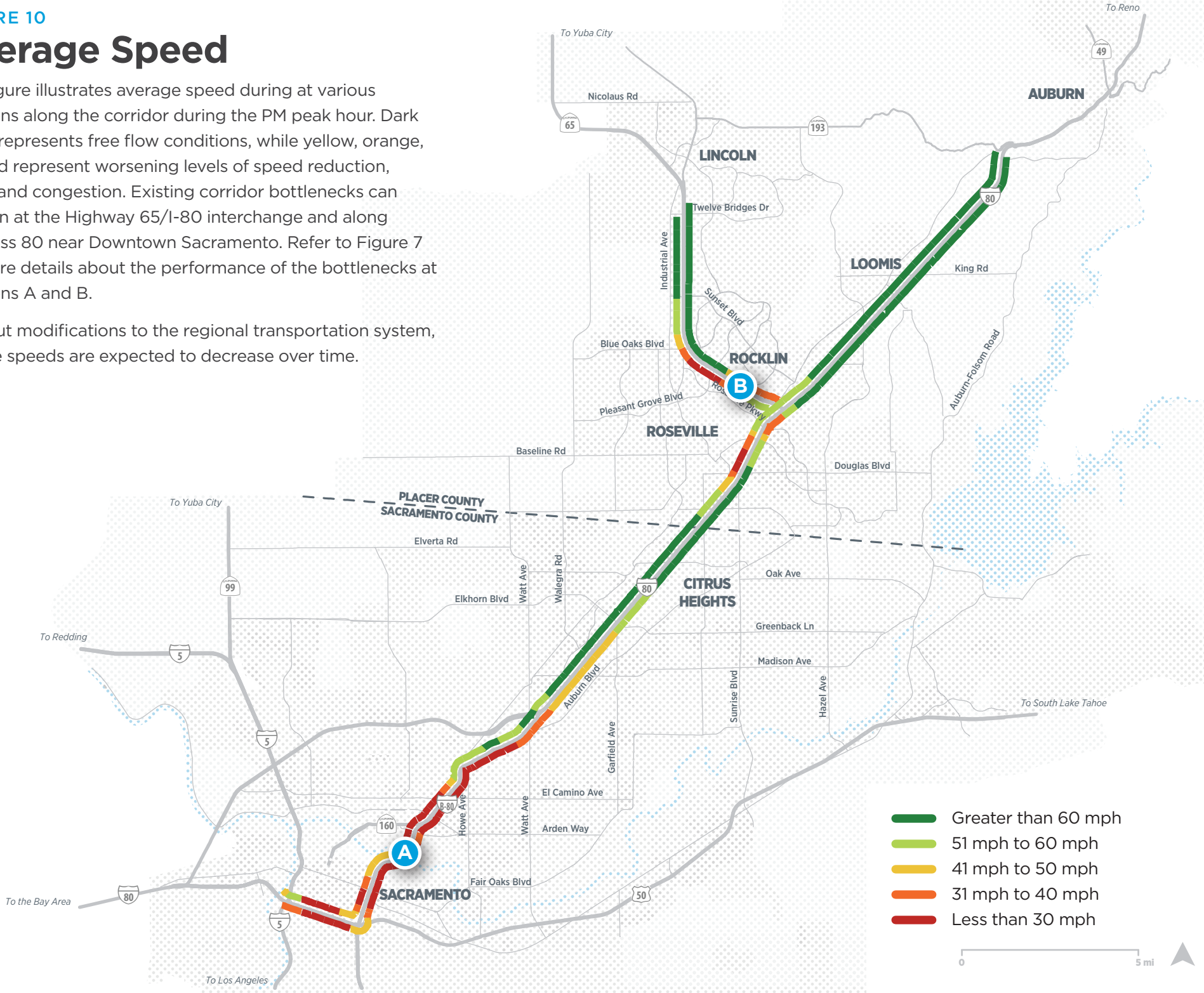
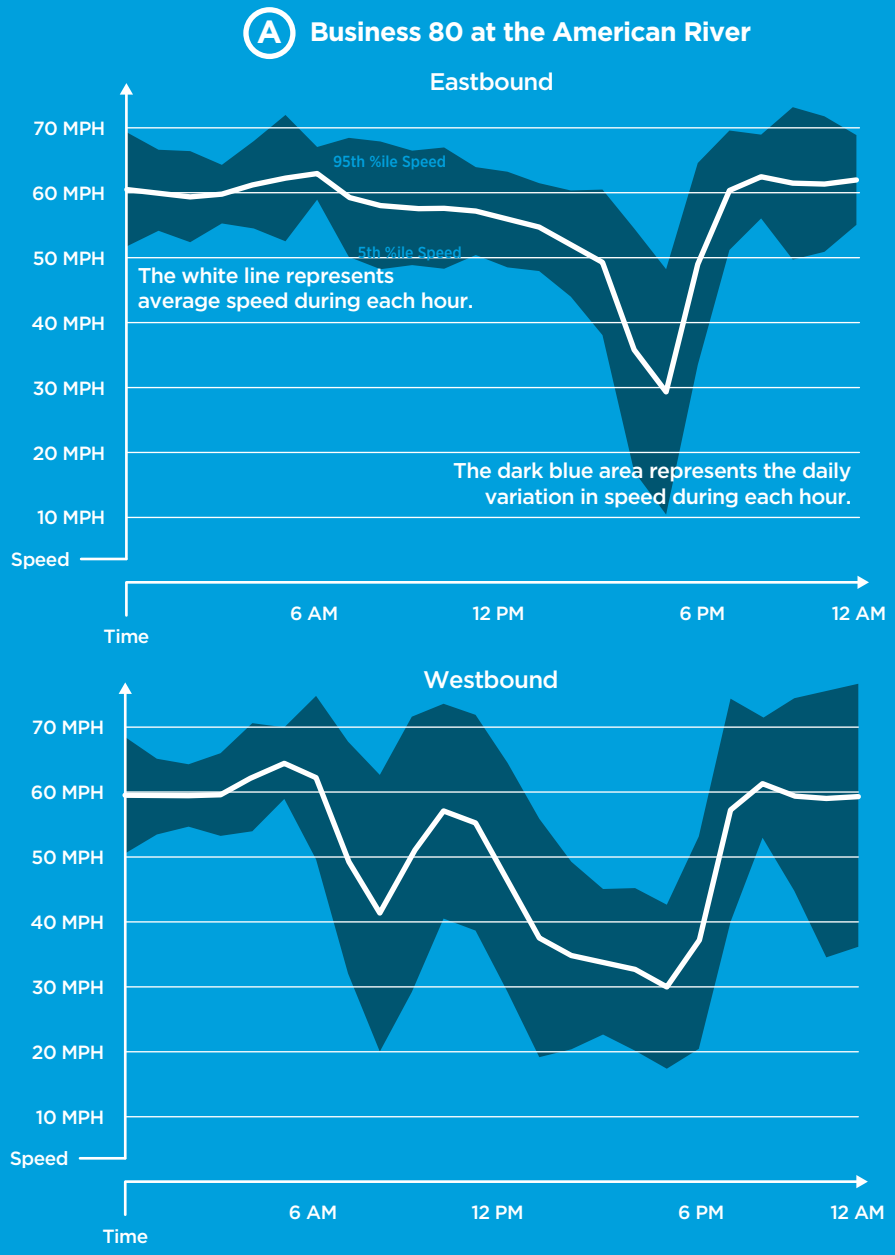
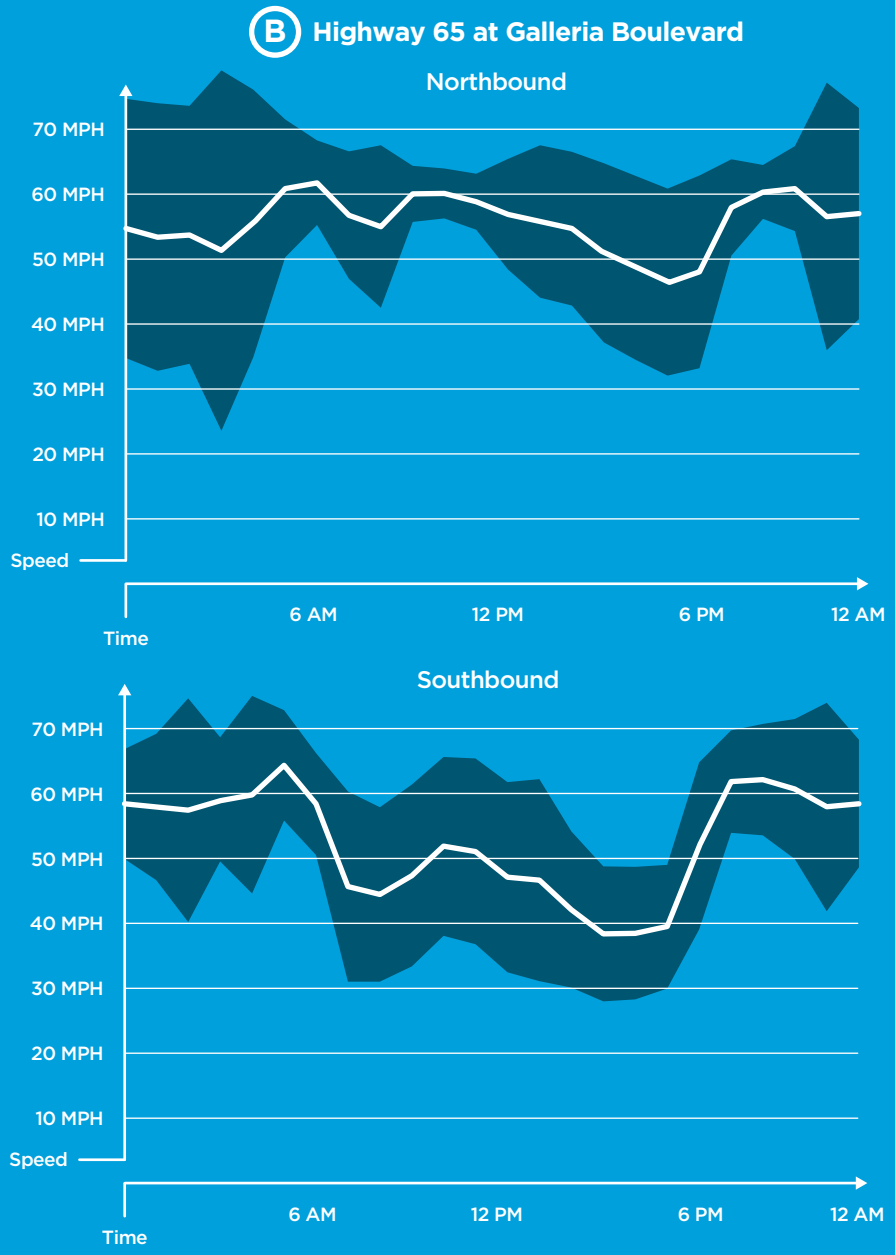


FIGURE 11

Weekday Speed and Reliability

Refer to Figure 6 for the locations of (A) and (B).





Over 40,000 empty seats travel westbound along the corridor during the morning peak hour alone

Existing corridor transit options serve a narrow travel market.

Existing transit serving the study corridor includes Capitol Corridor rail service, Sacramento Regional Transit (SacRT) light rail and bus service, and Roseville Transit and Placer County Transit bus service.

Capitol Corridor rail service is limited to one round-trip per day between Auburn, Rocklin, Roseville, and Sacramento, with one westbound trip in the morning and one eastbound trip in the evening. Capitol Corridor provides off-peak bus connections between South Placer County and rail service at Sacramento Valley Station, with seven westbound and seven eastbound bus trips per weekday and four round-trips per day during weekends. As such, Capitol Corridor service along the study corridor is a viable option only for South Placer County residents traveling to destinations in Sacramento or the Bay Area who are able to accommodate the very rigid train schedule, or for passengers who choose to transfer between Capitol Corridor bus and rail service at Sacramento Valley Station. With current service levels, it is not possible to utilize Capitol Corridor rail for the "reverse commute" into South Placer County employment centers. Approximately 100 passengers board Capitol Corridor rail service at the South Placer County stations (Auburn, Rocklin, and Roseville) during a typical weekday.

The SacRT Blue Line light rail service operates every 15 minutes during the weekday and weekends serves stations along the corridor between Downtown Sacramento and its eastern terminus at the Watt/I-80 Station near the Sacramento city limits. The Blue Line stops short of providing convenient coverage to remaining travel markets east along the corridor in Sacramento County and South Placer County. Passengers accessing the Blue Line from these locations must rely on park-and-ride lots or bus connections at the Watt/I-80 Station. Along the study corridor, the Blue Line generates approximately 8,200 daily passenger boardings, including 2,200 daily passenger boardings at the Watt/I-80 Station.

Roseville Transit and Placer County Transit provide commuter bus services into Downtown Sacramento for residents of Roseville, Rocklin, and Auburn. Altogether, these services provide 14 round-trips per day between South Placer County and Downtown Sacramento, generating approximately 670 daily passenger boardings. Placer County Transit also operates an hourly intercity bus service between Auburn, Rocklin, Roseville, and the Watt/I-80 Station.

Altogether, existing corridor transit 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.

Corridor travel options are limited.

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 in Figure 12, most corridor trips require use of a private automobile, while opportunities to take transit, walk, or bike are limited. Corridor transit options serving 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. Further, not as much thought has been given to how people travel from Sacramento to Placer County. Despite job centers in Placer County, transit service has not been designed to connect residents of Sacramento County to these locations.

Capitol Corridor operates all day to Sacramento Valley Station from the Bay Area. However, just one round-trip per day continues to Roseville, Rocklin, and Auburn stations to the east, significantly limiting the use of Capitol Corridor for potential riders in South Placer County.

FIGURE 12

Existing Corridor Travel Options

Can corridor travelers easily complete these trips using these options?	Distance	Private Vehicle	Capitol Corridor Rail	Capitol Corridor Bus	Light Rail	Bus	Walking	Bicycling
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.

Corridor active transportation networks are discontinuous.

High-quality active transportation facilities, such as pedestrian-scale lighting, multi-use and recreational trails, separated on-street bikeways, safe road crossings, and reduced vehicle traffic speed through improved street design can accommodate short- and medium-length trips (i.e., 1-5 miles) and provide critical first-/last-mile pedestrian and bicycle connections to transit. Active transportation can also foster increased local economic activity by creating dynamic, connected communities with a lifestyle that attracts a talented, highly educated workforce, catalyzes business development, and increases property values and tourism.

Along the Gateway Corridor, bicyclists are accommodated by a combination of on- and off-street bikeways. However, the existing bicycle network is largely discontinuous and lacks a primary parallel bike facility to serve bicyclists desiring to travel along the corridor in a direct manner. Moreover, as shown in Figure 13, the freeways comprising the corridor serves as a barrier to active transportation in and of itself, with long distances between crossing opportunities and often incomplete bicycling and pedestrian facilities at freeway interchanges and other grade-separated crossings that increase the opportunities for conflicts between pedestrians, bicyclists, and vehicles. The resulting active transportation network is not ideally suited for corridor travel by bike or by foot.

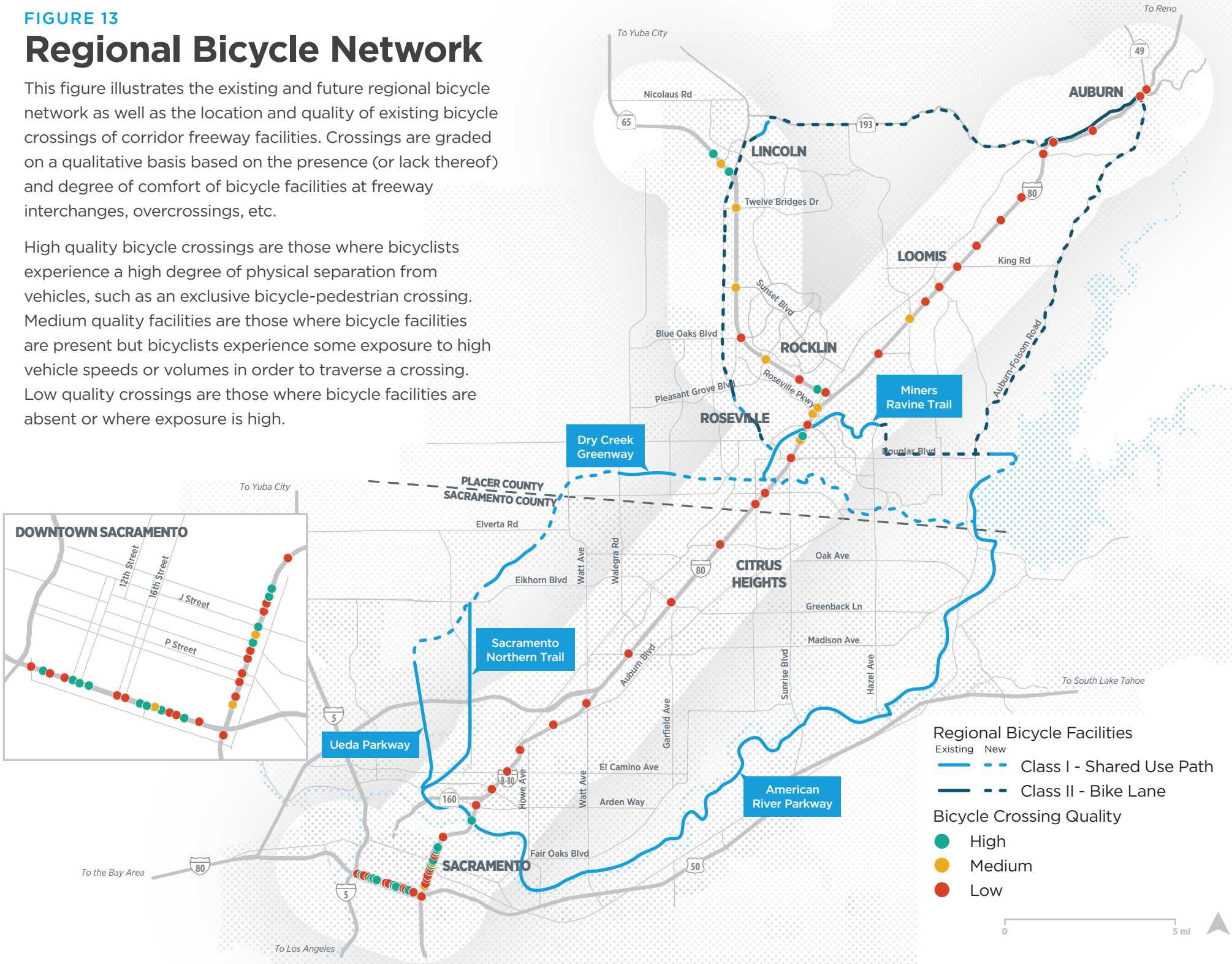
Recent projects have introduced high quality active transportation facilities along portions of the corridor. However, network gaps interrupt seamless walking and bicycling connections within and between corridor communities.

FIGURE 13

Regional Bicycle Network

This figure illustrates the existing and future regional bicycle network as well as the location and quality of existing bicycle crossings of corridor freeway facilities. Crossings are graded on a qualitative basis based on the presence (or lack thereof) and degree of comfort of bicycle facilities at freeway interchanges, overcrossings, etc.

High quality bicycle crossings are those where bicyclists experience a high degree of physical separation from vehicles, such as an exclusive bicycle-pedestrian crossing. Medium quality facilities are those where bicycle facilities are present but bicyclists experience some exposure to high vehicle speeds or volumes in order to traverse a crossing. Low quality crossings are those where bicycle facilities are absent or where exposure is high.



64 percent of adults in Placer County are overweight or obese, compared to 60 percent of adults in California.

62 percent of corridor users are either dissatisfied or strongly dissatisfied with the perceived potential for being involved in a collision on the Gateway Corridor.

The corridor transportation system influences public health and community well-being outcomes.

As described above, travel on the Gateway Corridor is primarily oriented towards driving while active transportation and transit travel opportunities are limited. The current composition of the corridor transportation system has a variety of implications for public health, ranging from chronic disease to collision-related injury/death to access to medical services.

The Centers for Disease Control and Prevention (CDC) acknowledges that the existing transportation infrastructure in the U.S. focuses primarily on vehicle travel, while walking and bicycling activity have declined compared to previous generations. The CDC notes that these trends have contributed to an increase in obesity, diabetes, heart disease, and other chronic health conditions. Moreover, higher levels of vehicle travel correspond with higher levels of total collisions as well as the number of people who are killed or severely injured in vehicle collisions. Conversely, active transportation such as walking and bicycling combined with transit use provide environmental and public health benefits, enabling individuals to be more physically active in their daily routines.

The high rates of driving on the Gateway Corridor provide substantial potential for collisions involving vehicles. As shown in Figure 14, over 5,900 total collisions occurred on the Gateway Corridor freeway facilities between 2016 and 2018. Additionally, 26 fatal collisions occurred during this same timeframe. 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.

In instances where corridor travelers do choose to walk or bike, the existing design and operations of the corridor can lead to unsafe travel conditions. Figure 15 illustrates collisions involving bicyclists and pedestrians along the Gateway Corridor between 2016 and 2018. As shown in the figure, collisions involving active modes are concentrated around freeway interchange areas, particularly near Downtown Sacramento where bicycle and pedestrian activity is higher. Factors that could 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.

“Having access to transportation services to support individual mobility is a necessity of daily life. Without transportation, individuals struggle to meet their basic needs, including those needs that promote and support a healthy life. The number of people with disabilities also is an important indicator for community health and must be examined to ensure that all community members have access to necessities for a high quality of life.”

UC Davis Health 2019 Community Health Needs Assessment

The Gateway Corridor also influences public health in that it facilitates travel to and from appointments at the numerous medical facilities located along the corridor, including the UC Davis Medical Center, Sutter Sacramento Medical Center, Kaiser Permanente Roseville Medical Center, and Sutter Roseville Medical Center. According to the Gateway Plan user survey, 34 percent of corridor travelers utilize the Gateway Corridor for trips to and from medical appointments. For individuals with mobility impairments or other disabilities, corridor transit options are particularly important for access to medical services. Recent Community Health Needs Assessments completed by healthcare providers along the Gateway Corridor indicated that a lack of safe, affordable, and accessible transportation is a primary barrier to accessing medical care, particularly for residents living in more remote locales.

Finally, the prevalence of driving on the Gateway Corridor affects public health by resulting in elevated levels of tailpipe emissions that correspond with adverse health effects. On-road emissions (emissions from cars, trucks, buses, motorcycles) account for a significant portion of harmful emissions in the greater Sacramento region. They also make up more than 40 percent of greenhouse gas emissions associated with climate change Statewide. Today, air quality in the greater Sacramento region violates federal health standards under the Clean Air Act for several pollutants for which the federal government has found direct links to health problems. Increasing travel options and accommodating more travel via low and zero emission modes will reduce regional and Statewide greenhouse gas emissions and related adverse health effects.

High-quality transit connections are essential for a seamless transit network and enable travelers to access a greater variety of destinations

FIGURE 14

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 time 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.

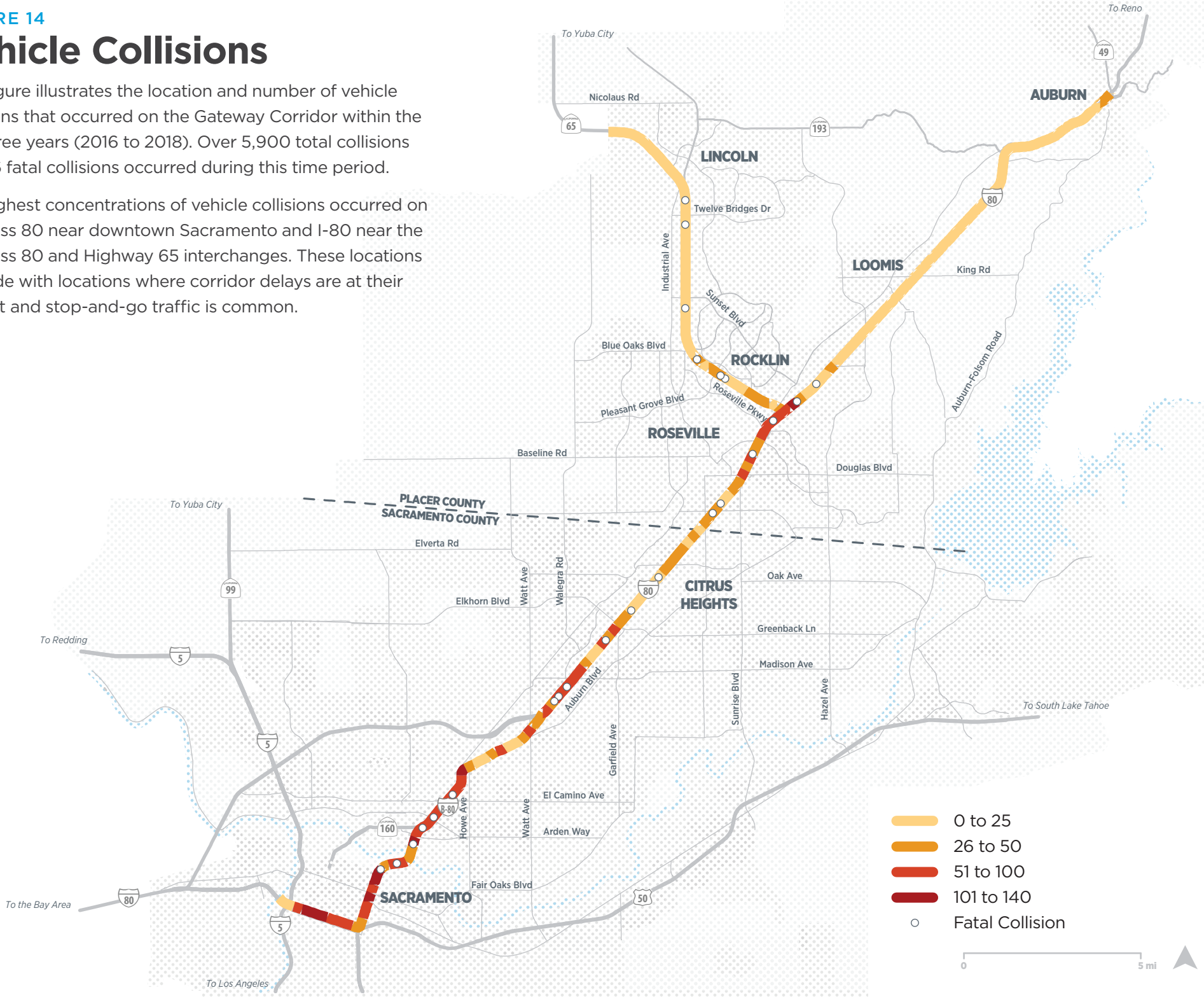


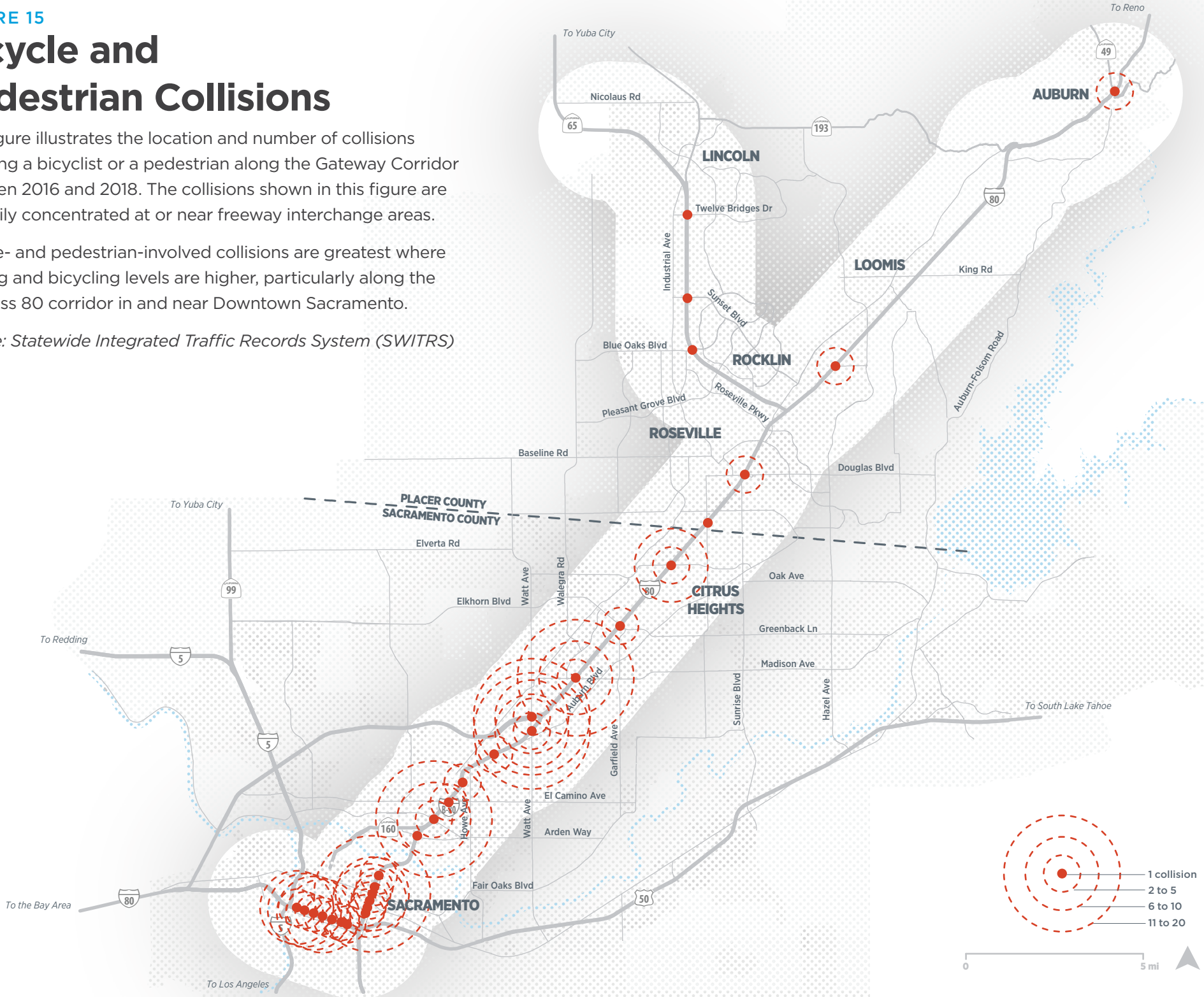
FIGURE 15

Bicycle and Pedestrian Collisions

This figure illustrates the location and number of collisions involving a bicyclist or a pedestrian along the Gateway Corridor between 2016 and 2018. The collisions shown in this figure are primarily concentrated at or near freeway interchange areas.

Bicycle- and pedestrian-involved collisions are greatest where walking and bicycling levels are higher, particularly along the Business 80 corridor in and near Downtown Sacramento.

Source: Statewide Integrated Traffic Records System (SWITRS)



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CHAPTER 3

PLANNING APPROACH

The Gateway Plan planning process focused on identifying corridor transportation improvements that aligned with local agency and community values while also addressing related Statewide transportation goals and statutory requirements. Accordingly, the Gateway Plan planning process strove to supplement prior Statewide and regional transportation planning efforts with additional technical analysis and community engagement specific to the Gateway Corridor.

Corridor Goals

The framework for developing corridor goals balances the CTC criteria for SCCP project selection with previous decisions by the agencies in the corridor (as expressed through the goals and policies contained in their adopted plans such as local general plans and previous corridor plans) and with community values expressed by the public, stakeholders, and corridor users. This combination produces clear direction for corridor planning with regards to what should protected, avoided, and created when deciding to modify or improve the corridor transportation system.

The Gateway Plan utilized a three-step process to establish corridor goals.

CTC Criteria

The CTC is required to score and select submitted SCCP applications based on the following criteria:

1. Safety;
2. Congestion;
3. Accessibility;
4. Economic development, job creation and retention;
5. Air pollution and greenhouse gas emission reductions;
6. Efficient land use;
7. Level of matching funds; and
8. The ability to complete the project in a timely manner.

A working group representing local, regional, and State agencies collaborated with CTC staff throughout 2019 to establish specific performance metrics associated with each of the criteria listed above. The resulting performance metrics for the SCCP include 28 qualitative and quantitative measurements (15 of which are required) that applicants must consider when pursuing SCCP funding. Furthermore, the CTC established screening criteria that will be used to identify eligible projects for SCCP Cycle 2 applications, including construction-readiness and inclusion in a relevant regional transportation plan (RTP).

Agency Values

Agency values established in previously adopted plans and studies identify corridor priorities for local, regional, and State entities that own and operate corridor transportation systems. Several adopted plans are relevant to the Gateway Plan.

- California Transportation Plan
- Interregional Transportation Strategic Plan
- Caltrans Strategic Management Plan
- Caltrans Strategic Highway Safety Plan
- Caltrans Smart Mobility Framework
- California State Rail Plan
- California Freight Mobility Plan
- California Sustainable Freight Action Plan
- California's Climate Change Scoping Plan
- SACOG 2016 Metropolitan Transportation Plan/ Sustainable Communities Strategy (2016 MTP/ SCS)
- SACOG 2020 Draft MTP/SCS
- CCJPA Vision Implementation Plan
- Interstate 80 and Capital City Freeway Corridor System Management Plan (and related State of the Corridor Reports)
- District System Management and Development Plan
- District 3 Caltrans Transportation Concept Reports for I-80, Business 80, and SR 65
- Placer County 2036 Regional Transportation Plan
- Local agency general plans, transit plans, active transportation plans, and corridor plans

Common themes emerge from these plans about the need to balance mobility and accessibility needs against multiple constraints and objectives when considering modifications of the transportation network.

- Respect financial constraints
- Preserve the quality of existing infrastructure
- Improve the operational effectiveness of existing facilities and services
- Improve public health through reducing collisions and increasing active transportation
- Reduce travel delays and improve travel time reliability
- Support planned population and employment growth that achieves sustainability and affordable housing goals
- Reduce vehicle travel growth and related air

Existing planning documents served as the foundation of identifying agency values related to the corridor.

quality and greenhouse gas (GHG) emissions
- Avoid or minimize environmental impacts
- Consider equity impacts and benefits and prioritize actions that improve travel choices and outcomes for low income and disadvantaged communities

The agency values were reviewed and affirmed by the Gateway Plan project development team (PDT) comprised of the 14 cities, counties, transit agencies, and transportation planning authorities located along the study corridor.

Community Values

The development of the Gateway Plan was informed by a robust community engagement process to understand the values of the public, stakeholders, and corridor users, including those of disadvantaged communities located along the Gateway Corridor. Key themes from the engagement process as they relate to corridor goals are described below.

- Reduce travel delays and improve travel time reliability
- Expand travel options, particularly public transportation
- Improve bus and rail transit service levels, reliability, convenience, and access
- Construct additional freeway travel lanes
- Reduce vehicle and truck traffic
- Improve safety

Community feedback gathered in-person and online guided the development of community values.

A description of community engagement activities is provided in the following chapter.

Performance Criteria

Figure 16 presents the top performance measures for the Gateway Plan based on the review of agency and community values and additional input provided by stakeholders and the PDT. The performance measures are intended to help prioritize projects for inclusion in the plan. Moreover, the performance measures demonstrate the plan's ability to meet the SCCP statutory requirements and achieve the primary program objectives to reduce congestion, expand travel options, preserve community character, and create opportunities for neighborhood enhancement.

Candidate Projects

An important element of the Gateway Plan is that it recognizes the substantial work that has already been done as part of past plans prepared by corridor transportation system owners and operators. Accordingly, candidate projects for potential inclusion in the Gateway Plan were derived by reviewing the SACOG MTP/SCS and identifying multimodal transportation projects located along the study corridor. The Gateway Plan also leverages the flexibility built into the MTP/SCS to identify transit,

active transportation, and transportation systems management projects that were not expressly identified in the MTP/SCS.

Given the number and variety of resulting candidate projects, the Gateway Plan places a significant emphasis on prioritizing the projects most closely aligned with the objectives of the SCCP while also providing insights as to the problems in the corridor and what types of projects are likely to be most effective at addressing corridor needs.

Analysis Methodology

Candidate projects were analyzed using a variety of data sources and analytical methods. Information utilized in the development of the Gateway Plan was compiled from a several data sources.

The data collection for the Gateway Plan included conventional data sources such as relevant plans and studies (e.g., city general plans, corridor plans, etc.), traffic volume data, and demographic data. In addition, innovative new "big data" based on mobile device movement was also acquired from two vendors – StreetLight data for trip origin-destination information and INRIX for traffic speed, delay, and reliability information. Big data is gathered from actual observed travel activity on the corridor, supplementing corridor performance indicators typically forecasted using traditional travel demand models. Additionally, the use of big data reveals variations in travel patterns based on time of day, day of the week, and seasonality, which is particularly important for this corridor given the varied nature of travel throughout the week and year.

DATA TYPES

- Relevant plans and studies
- Population, employment, and demographic data
- Traffic volume, speed, and reliability data
- Vehicle occupancy and capacity
- Transit service, ridership, and reliability data
- Bicycle and pedestrian network and collision data
- "Big data" pertaining to traffic speed, congestion, and travel patterns

DATA SOURCES

- Corridor transportation system owner/operators
- US Census, American Community Survey, and SACOG
- Corridor transportation owner/operators, PeMS
- Peak period observations
- Corridor transit system owner/operators, SWITRS
- Corridor transportation system owner/operators
- StreetLight Data, INRIX

FIGURE 16

Gateway Plan Goals and Performance Measures

Congestion/Delay

GOALS

Reduce total delay compared to no project conditions
Increase travel time reliability
Increase use of transit modes
Increase efficiency of the transportation network
Minimize regional cut-through traffic on local roadways
Increase transit travel choices for commute and long-distance trips

PERFORMANCE MEASURES

- How does the plan change person hours of delay (PHD) in the corridor during peak periods?
- How does the plan change travel time index (i.e., reliability) in the corridor during peak periods?
- How does the plan change person throughput by mode at study screenlines during peak periods?
- How does the plan change vehicle speeds at screenline analysis locations?
- How does the plan change seat utilization at screenline analysis locations?
- How does the plan change traffic in local neighborhoods?
- How does the plan reduce vehicle travel demand?
- How does the plan improve the capacity and quality of transit service?

Accessibility

GOALS

Increase accessibility to employment, educational, medical, and shopping destinations

Increase accessibility to reliable transit service

PERFORMANCE MEASURE

- How does the plan change the number of people who live and work within a half-mile of reliable transit service along the study corridor (reliable means not subject to roadway congestion and available during both peak and off-peak hours)?

Economic Development

GOALS

Provide for the efficient movement of goods

Improve recreational travel experience

PERFORMANCE MEASURES

- How does the plan change truck travel time reliability between select origin-destination pairs?
- How does the plan influence travel choices to tourist and recreational destinations?
- How does the plan influence rail freight movement?
- How does the plan influence peak weekend travel times?

Efficient Land Use

GOAL

Increase transit options to major destinations

PERFORMANCE MEASURES

- How does the plan change total VMT (total and per capita)?
- How does the plan change transit options to downtown Sacramento?

Air Quality

GOAL

Reduce travel-related energy and emissions

PERFORMANCE MEASURE

- How does the plan change total VMT (total and per capita)?

Safety

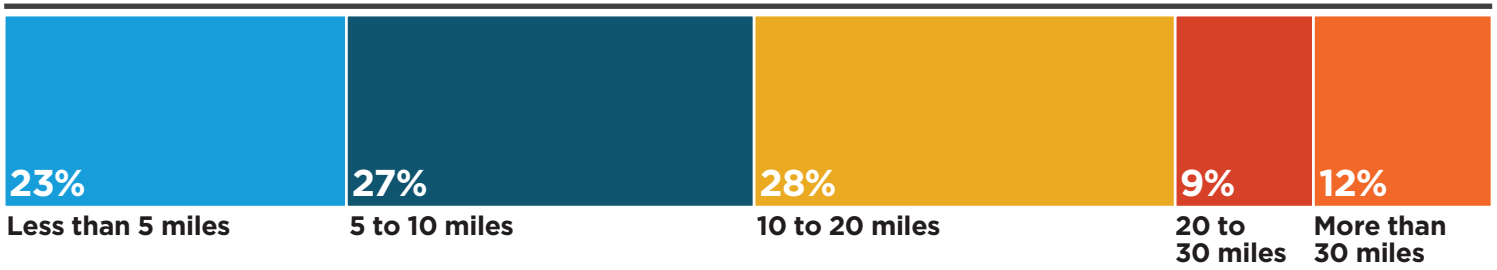
GOAL

Reduce the number and severity of collisions involving users of all modes

PERFORMANCE MEASURE

- How does the plan influence the risk for collisions?

Corridor trip length distribution information derived from StreetLight Data.



Performance metrics that measure congestion on the Gateway Corridor include average speed and travel time index. The travel time index is the ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds.

The SACOG SACSIM travel demand model is the primary analysis tool used to evaluate potential corridor improvements in the Gateway Plan. SACSIM is an activity-based travel demand model that produces key transportation system performance indicators including vehicles miles traveled, vehicle hours of delay, and vehicle hours traveled. SACOG 2020 MTP/SCS land use scenario and transportation projects were updated, representing a 2016 base year and a 2040 future year. For the purposes of the Gateway Plan, the plan improvements were evaluated against the 2016 base year land uses and transportation conditions.

The Gateway Plan analyzes the performance of the study corridor, as well as at select locations along the corridor referred to as screenlines. Screenlines are imaginary lines drawn across the corridor that represent the primary corridor transportation facilities at a given location, including freeways, bus routes, rail lines, and major parallel arterial roads. The use of screenline analysis enables the Gateway Plan to express transportation system performance in a manner that reflects the variation in transportation facilities/services and travel markets along the extent of the study corridor.

Figure 17 illustrates the Gateway Plan screenline locations. Figures 18 and 19 present key transportation system performance indicators for the region, the study corridor, and at the screenline analysis locations.

FIGURE 17

Screenline Locations

This figure illustrates the ten screenline analysis locations for the Gateway Plan.

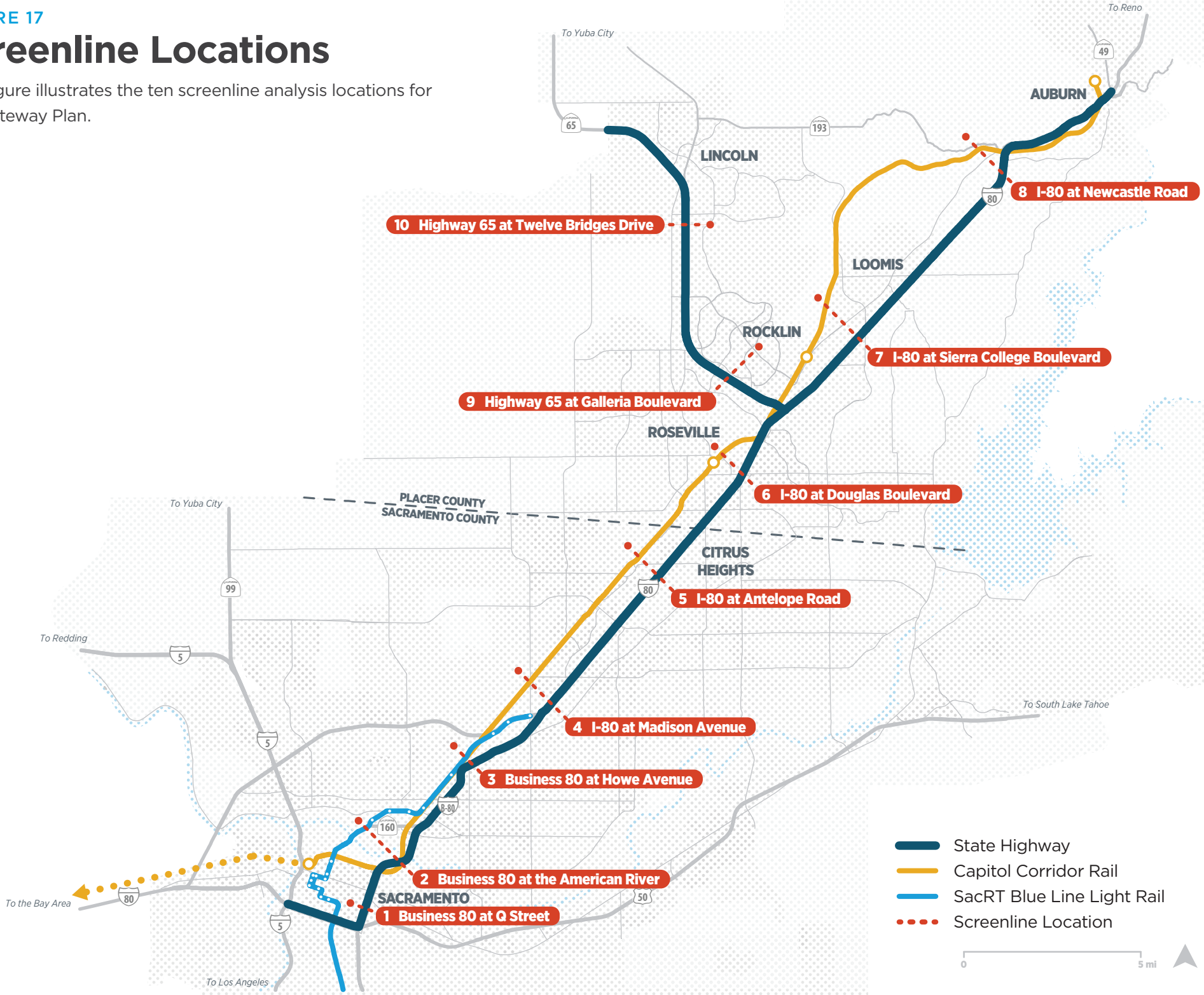
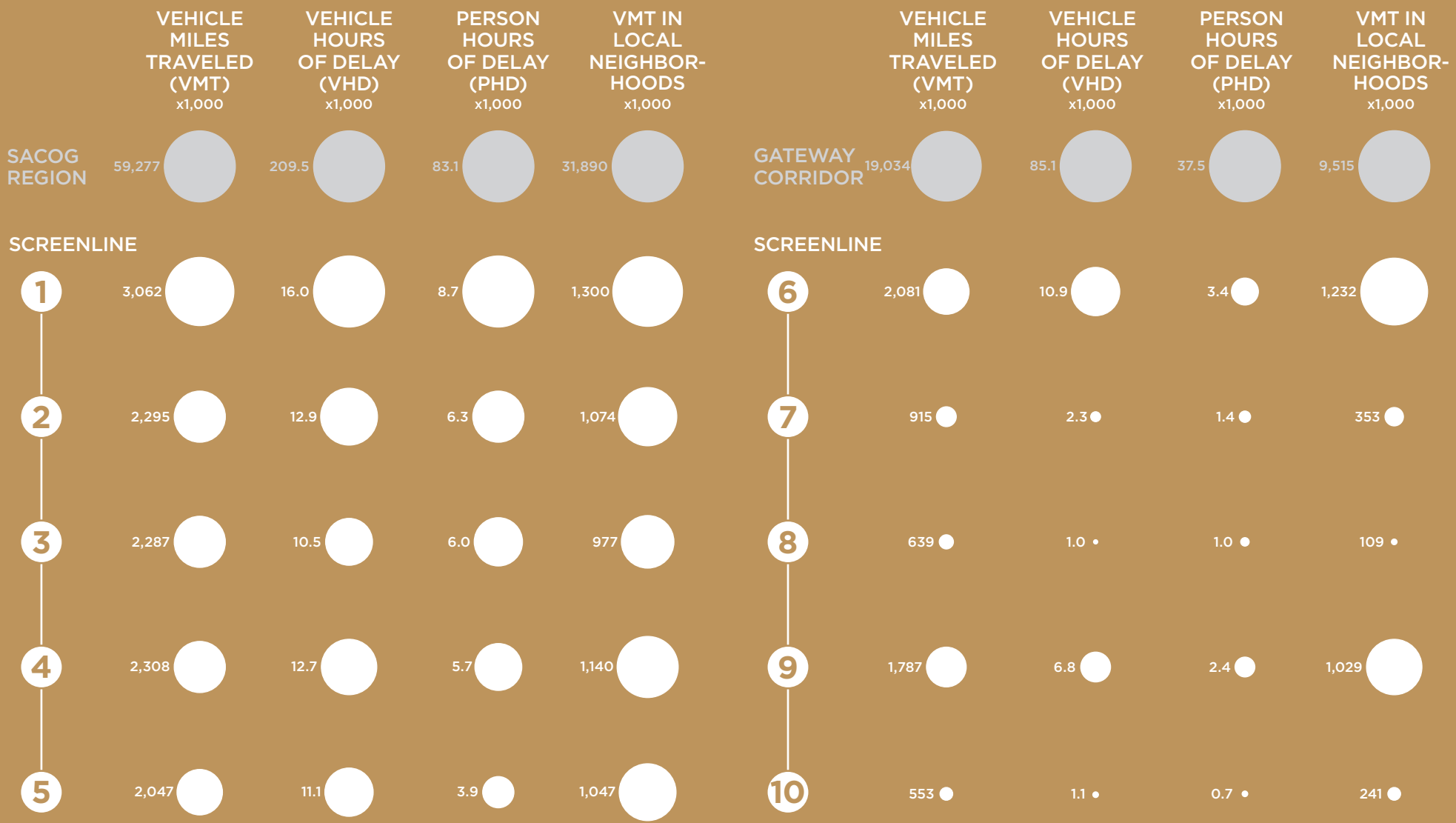


FIGURE 18

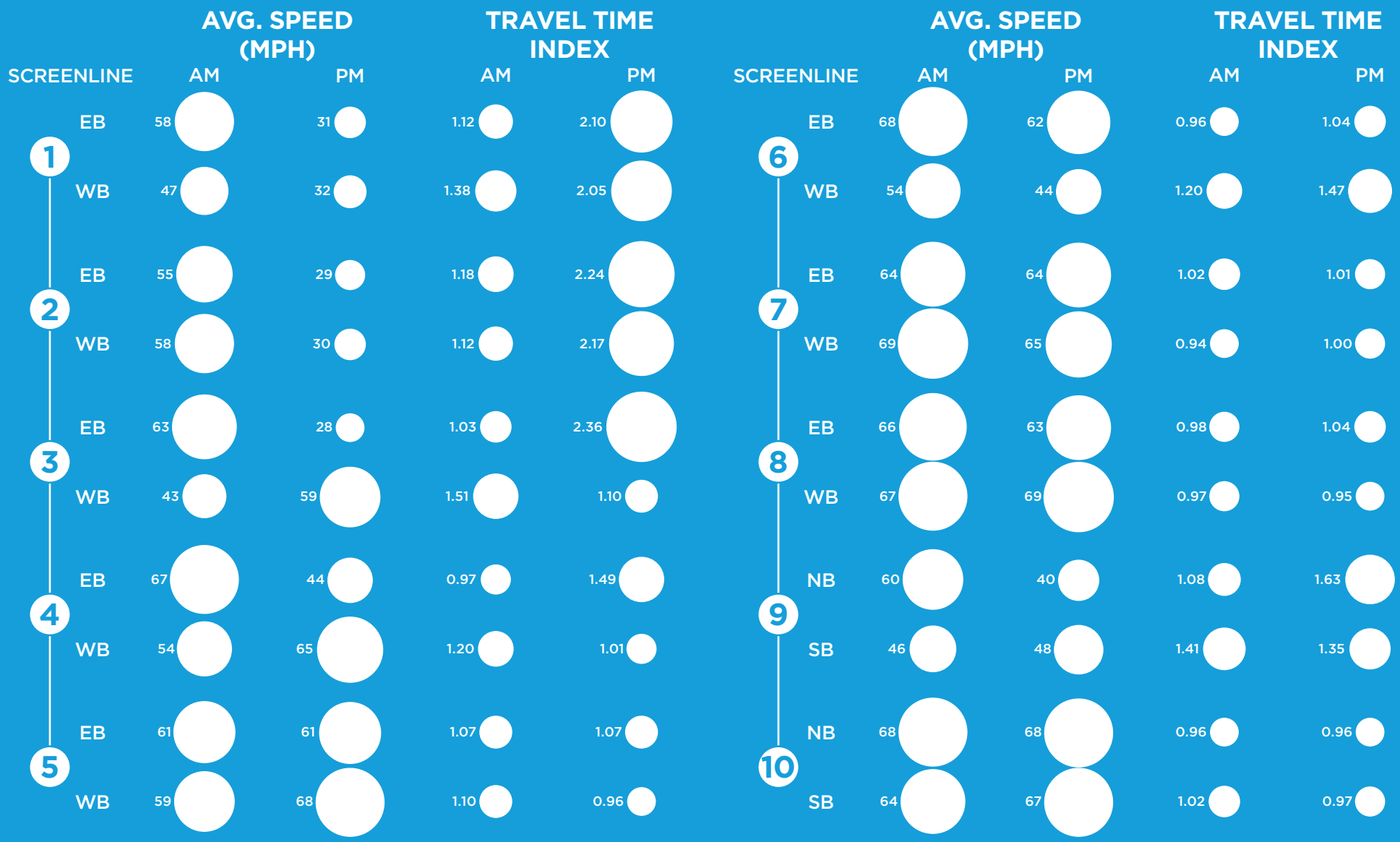
Daily Vehicle Travel and Delay - Existing Conditions



SCREENLINE LOCATIONS

FIGURE 19

Peak Period Speed and Reliability - Existing Conditions



SCREENLINE LOCATIONS

A workshop in Roseville allowed the community to learn about the Gateway Plan and share their ideas for corridor improvements

CHAPTER 4

COMMUNITY ENGAGEMENT

The Gateway Plan engaged over 5,000 community members, including over 4,200 survey respondents and over 800 in-person outreach participants.

The Gateway Plan solicited input from a variety of corridor representatives. Three primary groups contributed to the development of the Gateway Plan:

- The strategy team (ST), which is comprised of PCTPA, Caltrans District 3, SACOG, and CCJPA. 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 over the course of the Gateway Plan development process to clarify community values and desired transportation improvements.
- 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.

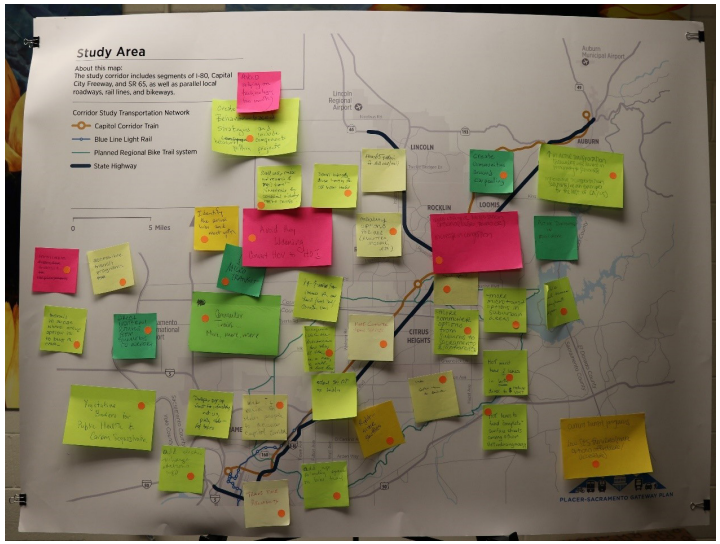
Stakeholders provide input during the first stakeholder meeting in Citrus Heights.

Stakeholder Meetings

Stakeholders representing corridor organizations were invited to participate in two in-person meetings. The first 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 Gateway Plan. Stakeholders participated in an interactive map exercise to express their preferences 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 first stakeholder meeting also included a presentation to educate stakeholders on emerging transportation trends and technology and how they might affect corridor travel in the future, followed by a live polling exercise where stakeholders expressed their perspectives on future trends that could affect travel behavior and, in turn, vehicle miles traveled. The results of the live polling exercise indicated that stakeholders expect future transportation trends to change such that VMT per capita will increase by approximately five percent by 2040. This expectation differs from recent regional travel demand forecasting, which indicates a decrease in VMT per capita within a similar timeframe.



The interactive map exercise allowed stakeholders to indicate what they wanted to protect, avoid, and create along the corridor.

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 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.

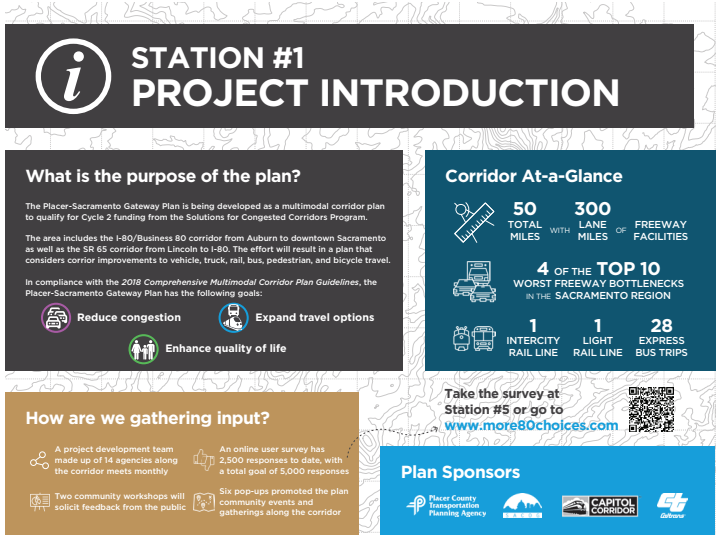
Community Workshops

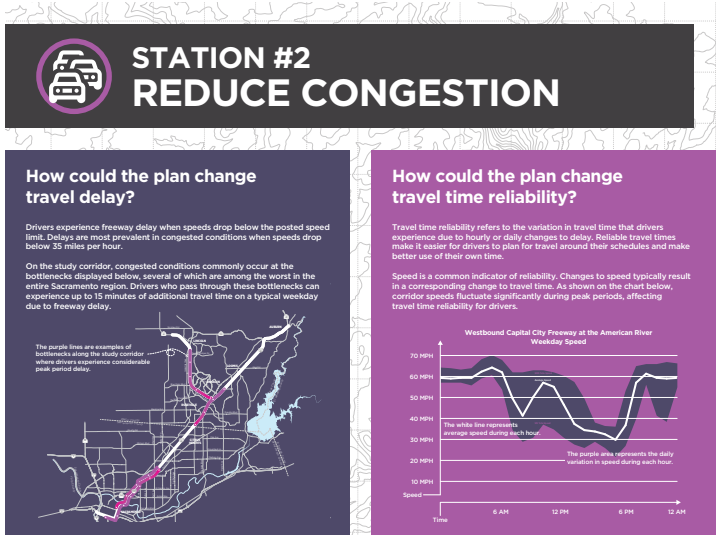
The public was invited to two community workshops. The first community workshop was held on August 8, 2019 in the City of Roseville and attracted more than 50 participants. The workshop was organized in an open house format where participants were invited to learn about the Gateway Plan, review existing corridor travel conditions, and provide input regarding their preferred corridor improvements to achieve the Gateway Plan goals. 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 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 travel times for corridor users.

Boards presented at the community workshops provided participants with an overview of the Gateway Plan and existing conditions on the Gateway Corridor.

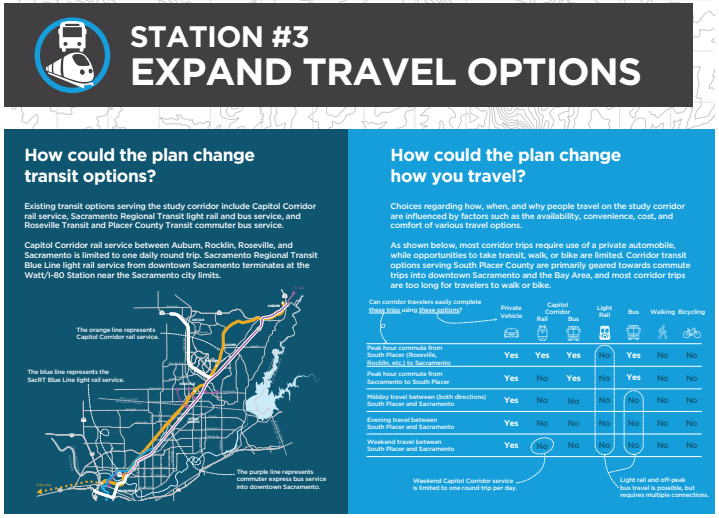


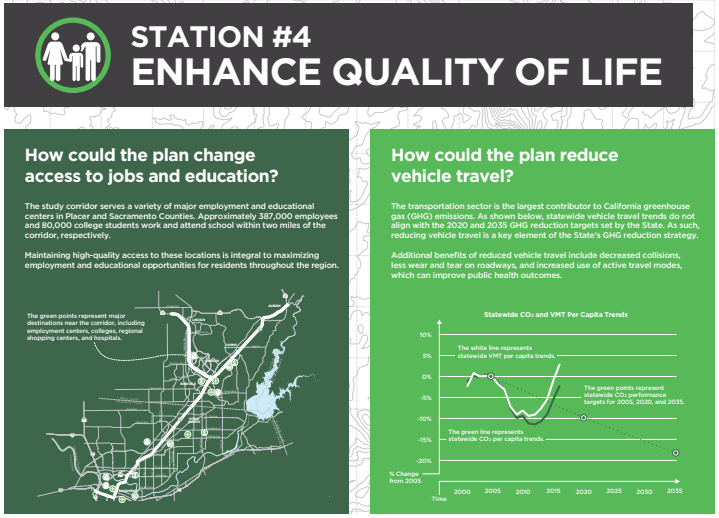


Pop-up Events

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.

Pop-up events were held throughout the corridor to broaden community engagement efforts and generate interest in the Gateway Plan.





User Survey

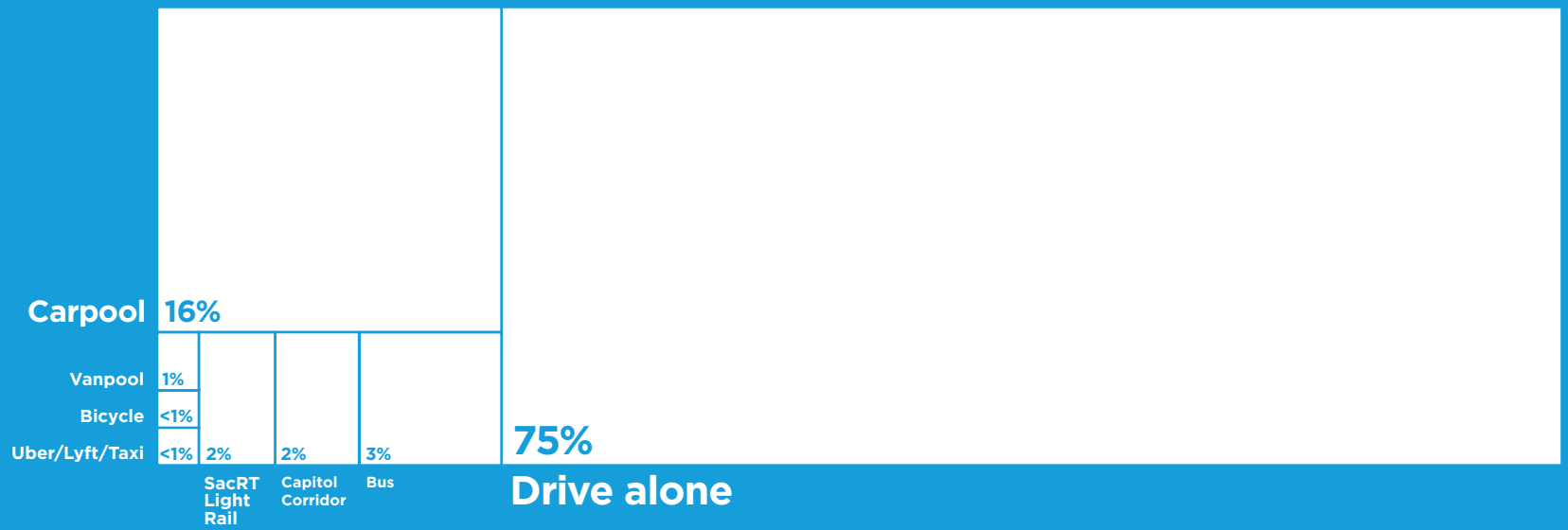
The development of the Gateway Plan included a user survey to gain insights regarding travel choices, perceptions of the corridor travel experience, and desired future corridor improvements. Over 4,200 respondents completed the survey. Key takeaways from the user survey responses are summarized below.

- **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.

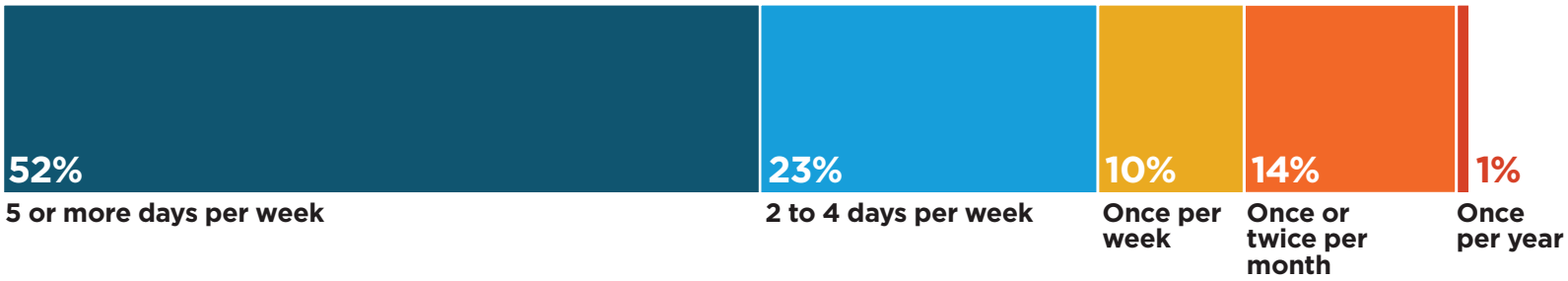
Corridor users prefer improvements that create additional highway lanes, reduce travel times, improve transit and improve safety. Figure 20 illustrates the preferred corridor improvements as reported by survey respondents. About 27 percent of respondents report that creating additional highway lanes would be their top priority for improving corridor travel. Altogether, transit-related improvements were reported as a top priority for 17 percent of respondents.

This user input indicates a need for better education about the corridor performance especially in regard to seat utilization. Users are likely unaware of the poor seat utilization performance and how it contributes to the corridor travel time delays and unreliability.

How do you travel on the corridor?



How often do you travel on the corridor?



Why do you travel on the corridor?

How satisfied are you with corridor travel times?

How satisfied are you with corridor travel options?

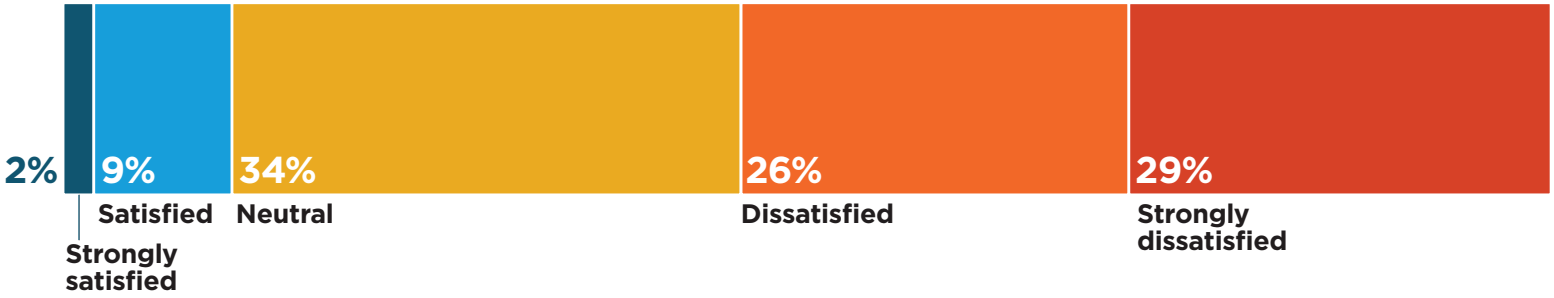
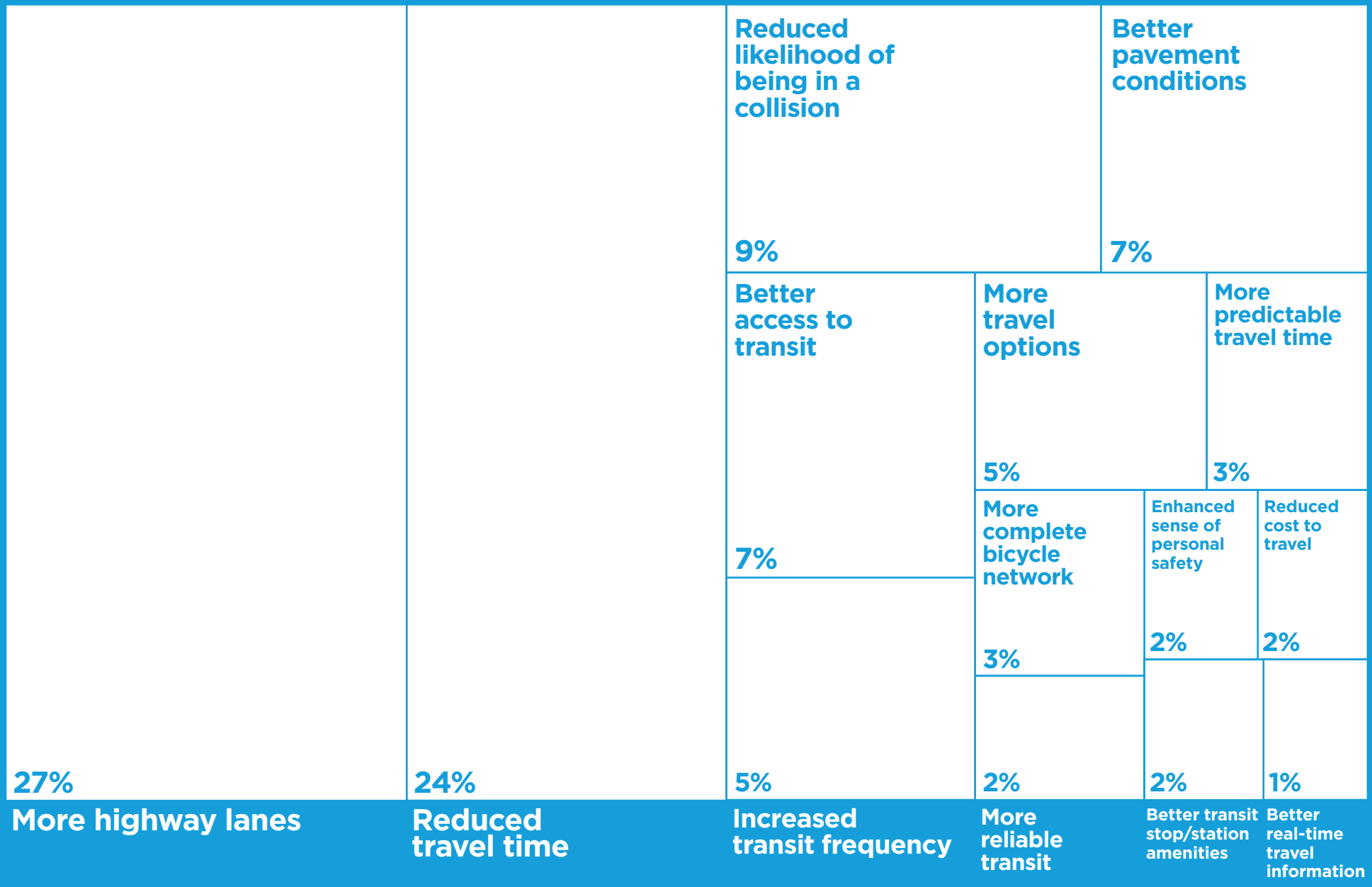


FIGURE 20

Corridor User Improvement Preferences

What would improve your corridor travel experience?



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 Gateway Plan 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

Figure 4 illustrates the location of disadvantaged communities along the Gateway Corridor.

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 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.

The online survey was made available in six languages.

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CHAPTER 5

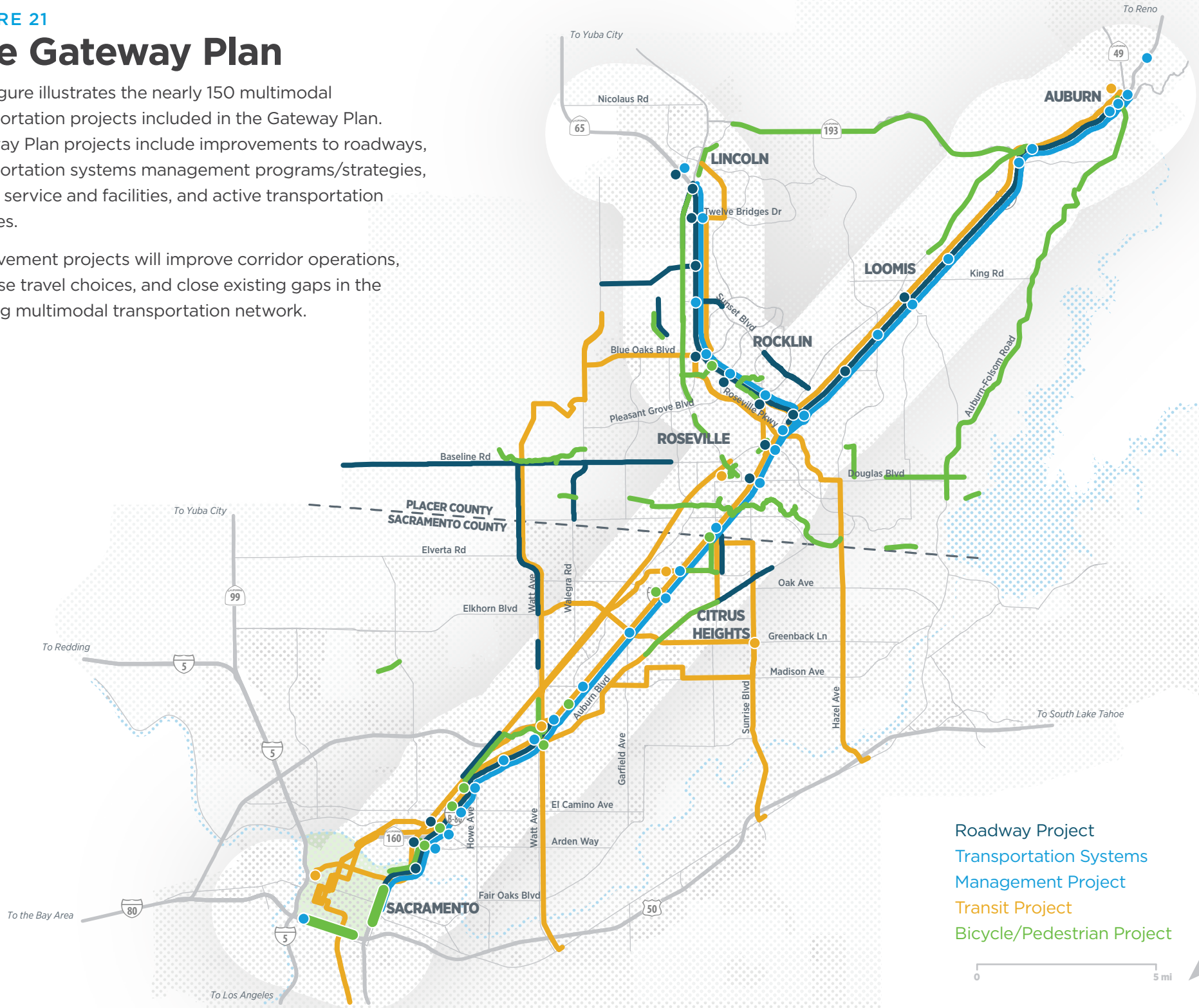
CORRIDOR PROJECTS

FIGURE 21

The Gateway Plan

This figure illustrates the nearly 150 multimodal transportation projects included in the Gateway Plan. Gateway Plan projects include improvements to roadways, transportation systems management programs/strategies, transit service and facilities, and active transportation facilities.

Improvement projects will improve corridor operations, increase travel choices, and close existing gaps in the existing multimodal transportation network.



The Gateway Plan builds off the transportation project list included in the SACOG 2020 MTP/SCS. Additional project details are added in the Gateway Plan for select SACOG 2020 MTP/SCS projects, particularly transit and active transportation projects for which the SACOG 2020 MTP/SCS provides a lump sum cost allocation and general project description. The resulting Gateway Plan project list articulates a more detailed vision for future Gateway Corridor transportation improvements, including closing gaps in the existing regional transit and active transportation networks.

Altogether, the Gateway Plan includes nearly 150 multimodal transportation improvement projects along the study corridor. Improvements are categorized based on the following project types:

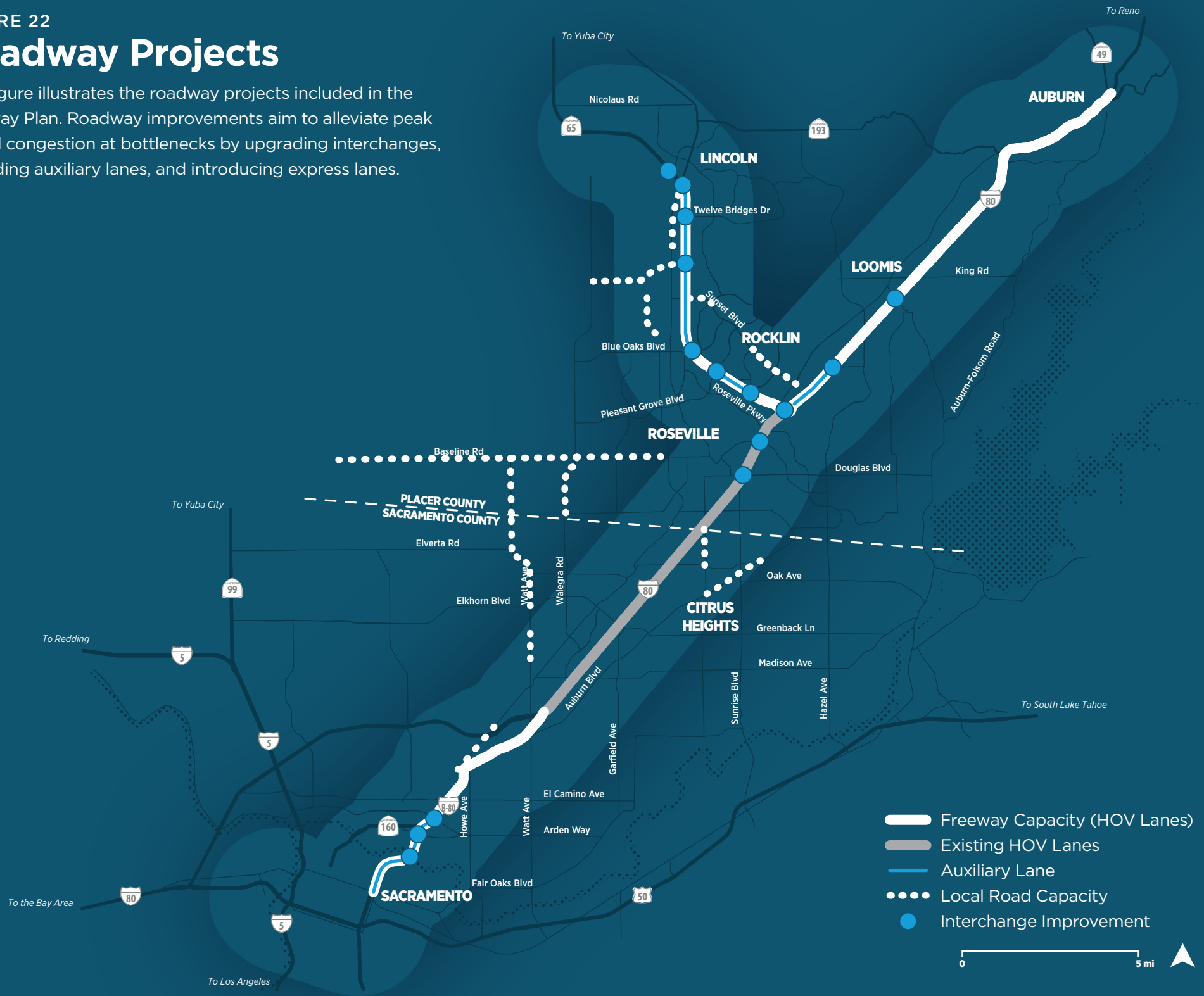
- Roadway
- Transportation Systems Management
- Transit
- Bicycle and Pedestrian

Figure 21 illustrates the location of Gateway Plan improvement projects. The following chapter summarizes improvement projects for each project type. Refer to the technical appendix for additional project details.

FIGURE 22

Roadway Projects

This figure illustrates the roadway projects included in the Gateway Plan. Roadway improvements aim to alleviate peak period congestion at bottlenecks by upgrading interchanges, extending auxiliary lanes, and introducing express lanes.



Roadway Projects

Roadway improvements will alleviate key Gateway Corridor bottlenecks by improving peak period operations through the construction of managed lanes, auxiliary lanes, and interchange improvements. In addition to increasing vehicle speeds and reducing delay, these projects will address safety and reliability issues by reducing the duration and severity of time periods during which corridor operations breakdown.

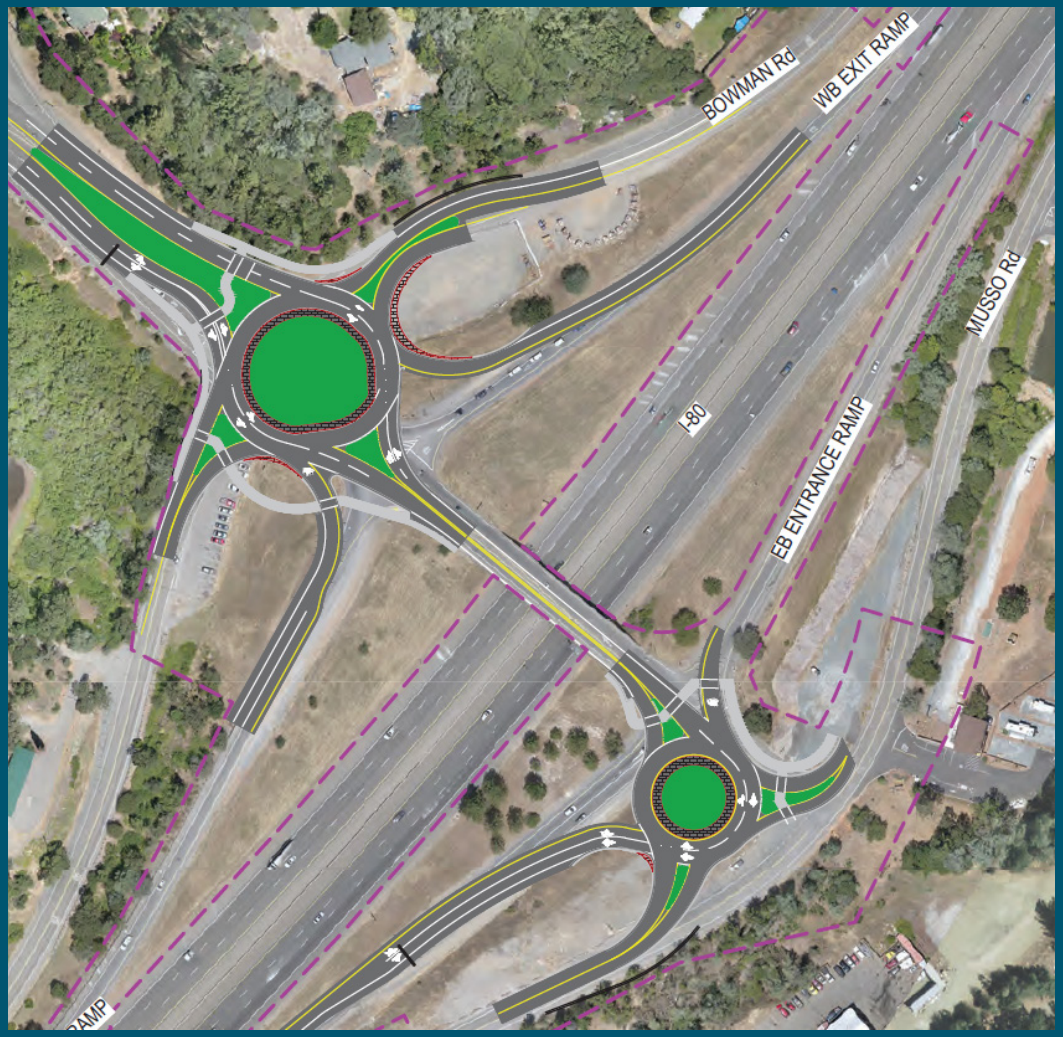
Freeway Projects

The Gateway Plan includes the following modifications to the State highway system:

- **Business 80** - In Sacramento County, construct the following capacity and operational improvements:
  - » Construct express lanes between J Street in downtown Sacramento and Arden Way.
  - » Construct express lanes between Arden Way and the I-80 interchange.
  - » Construct auxiliary lanes in both directions between Exposition Boulevard and E Street and southbound between Arden Way on-ramp and Exposition Boulevard off-ramp.
  - » Construct structure improvements at Arden Way, El Camino Avenue, the American River, and the State Route 160/Business 80 separation structure.
- **I-80** - In Placer County, construct the following capacity and operational improvements:
  - » Construct express lanes in Placer County between Highway 65 and SR 49 in Auburn.
  - » Construct eastbound I-80 auxiliary lane between Highway 65 and Rocklin Road, including two-lane off-ramp to Rocklin Road.
  - » Improve the Rocklin Road interchange in the City of Rocklin, the Atlantic Street interchange in the City of Roseville, and the Bell Road interchange in Placer County.
- **Highway 65** - In Placer County, construct the following capacity and operational improvements:
  - » Phase 1 – In the southbound direction, construct auxiliary lane from Galleria Boulevard to Pleasant Grove Boulevard. Widen the Galleria Boulevard off-ramp.
  - » Phase 2 – Construct southbound express lane between Galleria Boulevard and Blue Oaks Boulevard. Construct auxiliary lanes from Galleria Boulevard to Pleasant Grove Boulevard on northbound and southbound Highway 65, including widening Galleria Boulevard southbound off-ramp, Pleasant Grove Boulevard southbound on-ramp, and Blue Oaks Boulevard southbound on-ramps and northbound on-ramp.
  - » Phase 3 – From Blue Oaks Boulevard to Lincoln Boulevard, construct auxiliary lanes both northbound and southbound, including widening Lincoln Boulevard southbound on-ramp.
  - » Phase 4 – From Lincoln Boulevard to Blue Oaks Boulevard, widen southbound in median to add express lane; and from north of Galleria Boulevard to Lincoln Boulevard, widen northbound in median to add express lane.
  - » Also, on Highway 65, improve the Twelve Bridges Drive and Ferrari Ranch Road interchanges in the City of Lincoln.

Featured Project: Bell Road Interchange Improvements

Placer County is proposing improvements to the existing I-80 and Bell Road interchange by combining four stop controlled and signalized intersections into two modern, yield controlled, 5- to 6-legged, single and multi-lane roundabouts designed to accommodate forecasted future traffic volumes and provide an alternative access route to the SR 49/I-80 interchange. The roundabouts will also include improved accommodations for bicyclists and pedestrians.



- **I-80/Highway 65 Interchange** - In Placer County, construct the following improvements:
  - » Phase 2 – Between Douglas Boulevard and Rocklin Road, reconfigure I-80/Highway 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp, construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and Highway 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.
  - » Phase 3 – Between Douglas Boulevard and Rocklin Road, reconfigure I-80/Highway 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.
  - » Phase 4 – Between Douglas Boulevard and Rocklin Road, reconfigure I-80/Highway 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound.

Local Roadway Projects

The Gateway Plan includes the following modifications to roadways within local jurisdictions that provide parallel capacity or alternative routes to using corridor freeways. These improvements will also help to close local roadway network gaps:

- **Roseville Road** - In the City of Sacramento, widen to 4 lanes between Connie Drive and the Sacramento city limits.

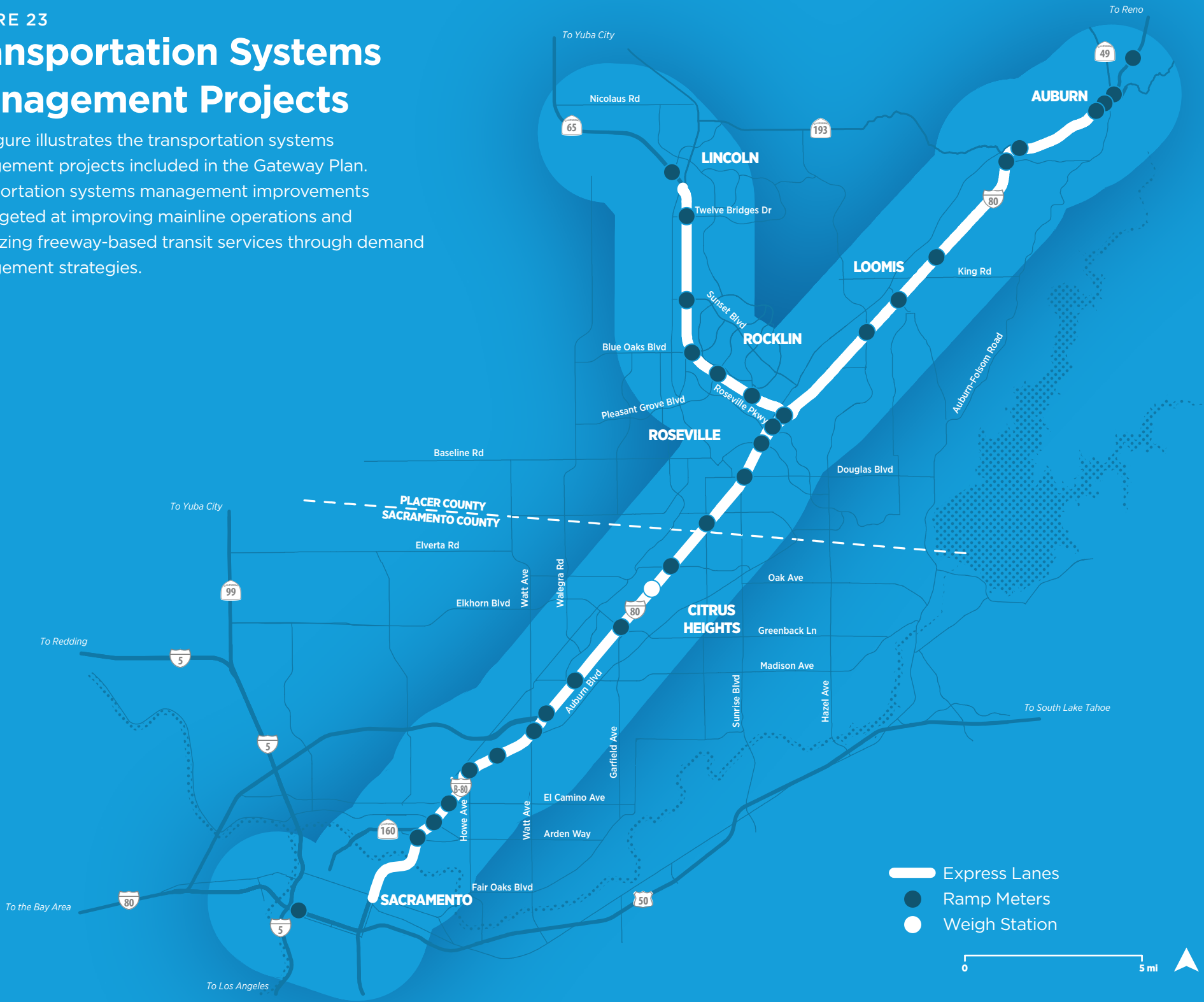
- **Watt Avenue** - In Sacramento County, widen Watt Avenue to 6 lanes between Elkhorn Boulevard and the Placer County line and between I-80 and Palm Avenue. Widen Watt Avenue in Placer County to 4 lanes from Baseline Road to the Sacramento County line. Construct the Watt Avenue/34th Street couplet between Antelope Road and Palm Avenue, with 3 lanes plus an adjacent high capacity transit lane in each direction.
- **Foothills Boulevard** - In Placer County, construct as a 2-lane road from the City of Roseville to Sunset Boulevard.
- **Walerga Road** - In Placer County, widen and realign to 4 lanes from Baseline Road to the Sacramento County line.
- **Placer Parkway Phases 1 and 2** - In Placer County, construct as a 4-lane road between Highway 65 and Fiddyment Road, including upgrades to the Highway 65/Whitney Ranch Parkway interchange.
- **Baseline Road** - In Placer County, widen to 6 lanes (interim widening to 4 lanes) between Watt Avenue and the Sutter County line. Widen Baseline Road in the City of Roseville to 4 lanes from Brady Lane to Fiddyment Road and to 6 lanes from Fiddyment Road to Watt Avenue.
- **Lincoln Boulevard** - In the City of Lincoln, widen to 4 lanes from Highway 65 to Athens Boulevard.
- **Horseshoe Bar Road** - In the Town of Loomis, widen to 4 lanes at the I-80 overcrossing.
- **Sunset Boulevard** - In the City of Rocklin, widen to 6 lanes from Highway 65 to Pacific Street.

The Gateway Plan includes improvements to the I-80/Highway 65 interchange in Placer County

FIGURE 23

Transportation Systems Management Projects

This figure illustrates the transportation systems management projects included in the Gateway Plan. Transportation systems management improvements are targeted at improving mainline operations and prioritizing freeway-based transit services through demand management strategies.



Transportation Systems Management Projects

The Gateway Corridor is currently managed using a variety of innovative traffic operations systems (TOS) strategies that improve the efficiency and effectiveness of corridor operations.

TOS strategies currently in use in the I-80 corridor include the Sacramento Transportation Area Network (STARNET) web application, connectivity to the 511 system, traffic monitoring detection systems,ramp meters, highway advisory radio, changeable message signs (CMS), closed-circuit television (CCTV), interagency messaging and coordination with the Caltrans District 3 Traffic Operation Centers (TOC), and weigh-in-motion detection. In addition, incident management strategies, such as STA's & PCTPA's Freeway Service Patrol, assist motorists in the corridor.

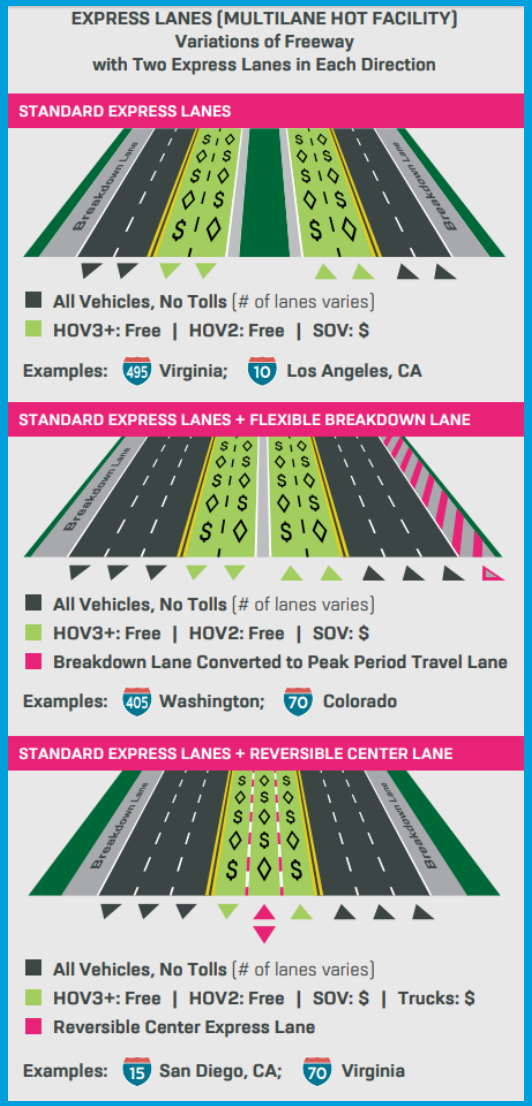
In addition to roadway projects, the Gateway Plan includes the following transportation systems management (TSM) and safety improvements:

- **Ramp Meters** - Install ramp meters at 57 on-ramps on Business 80, I-80, and Highway 65 (refer to appendix for details).
- **Express Lanes** - Implement a regional network of express lanes, with potential corridors including Business 80, I-80, and Highway 65. Express lanes may be free to carpools and buses but allow single-occupant vehicle drivers the choice to pay for the use of the lanes. The purpose of these lanes is to improve traffic management, reliability, and even throughout on the region's major freeways. Express lane concepts may include single, high-

Featured Project: Express Lanes

Express lanes provide a smart traffic management system that allow users to pay a toll to enter a managed lane. Express lanes use similar strategies to High Occupancy Vehicle (HOV) lanes, but also allow single occupancy and commercial vehicles to access the lanes to improve congestion and overall system reliability. This type of express lanes is frequently referred to as High-Occupancy Toll (HOT) lanes. Tolls can change based on real-time demand for a road and offer a reward system for carpooling or taking transit by allowing discounted or free entry. Single occupancy drivers are able to buy their way into the facility in exchange for a faster and more reliable trip.

Express Lanes can manage congestion more effectively than a standard "freeway" facility by adjusting pricing, vehicle occupancy requirements, and number of express lanes and free lanes based on time of day congestion. The express lanes can also generate a direct revenue source to finance construction costs, fund roadway maintenance, enforcement, and potentially, improved transit service along a corridor. The figure to the right provides a simple illustration of how these types of facilities look in other parts of the country.



occupancy toll lanes or multilane configurations that add lanes or re-purpose existing lanes or shoulders. Tolls for the lanes can vary based on traffic levels and time of day. Express lanes may be included in the HOV lane and managed lane projects described above.

- **Integrated Corridor Management (ICM)** - Implement integrated corridor management (ICM) strategies on I-80 and Highway 65, including signal optimization, transit priority, roadway cameras and traveler information messaging, and freeway service patrol to enhance corridor performance.
- **Antelope Truck Scales** - Improve the Antelope Truck Scales, including upgraded weigh-in-motion (WIM) station and widening of the westbound auxiliary lane to the truck scales.
- **Commute Trip Reduction Programs** - Support the implementation and expansion of commute trip reduction programs and fair value commute programs, including vanpooling, carpooling, ridesharing, and transit pass subsidies.
- **Broadband** - Support the expansion of broadband infrastructure spearheaded by the Connected Capital Area Broadband Consortium (CCABC) and the Gold Country Broadband Consortium (GCBC).
- **Green Means Go** - Implement the Green Means Go program, a multi-year pilot program to lower greenhouse gas emissions in the six-county SACOG region by accelerating infill development, reducing vehicle trips, and electrifying remaining trips.
- **Fiber Optic** - On Highway 65, add fiber optic connectivity and provide drops and traffic signal upgrades for Caltrans-operated signals.

Featured Project: Green Means Go

The SACOG Green Means Go program is a multi-year pilot program to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle trips, and electrifying remaining trips. Local jurisdictions will designate Green Zones, in which they must take specific actions to promote infill development and reduce existing barriers and provide new transportation options. State funding is needed to help implement these actions and further incentivize local development and housing production. Green Zones, in a partnership of state funding and local government action, create areas targeted for infill and compact development, increasing housing and transportation options and promoting shorter, fewer, and cleaner vehicle trips. Green Zones will be established by local jurisdictions, must have infill capacity, be in an area planned for intensification, and be in a SACOG identified center/corridor or established community. Transit providers may work with a city or county to establish a Transit Green Zone within the city/county's Green Zone. Jurisdictions must make targeted actions in Green Zones in at least one of the three program areas to qualify for funding.

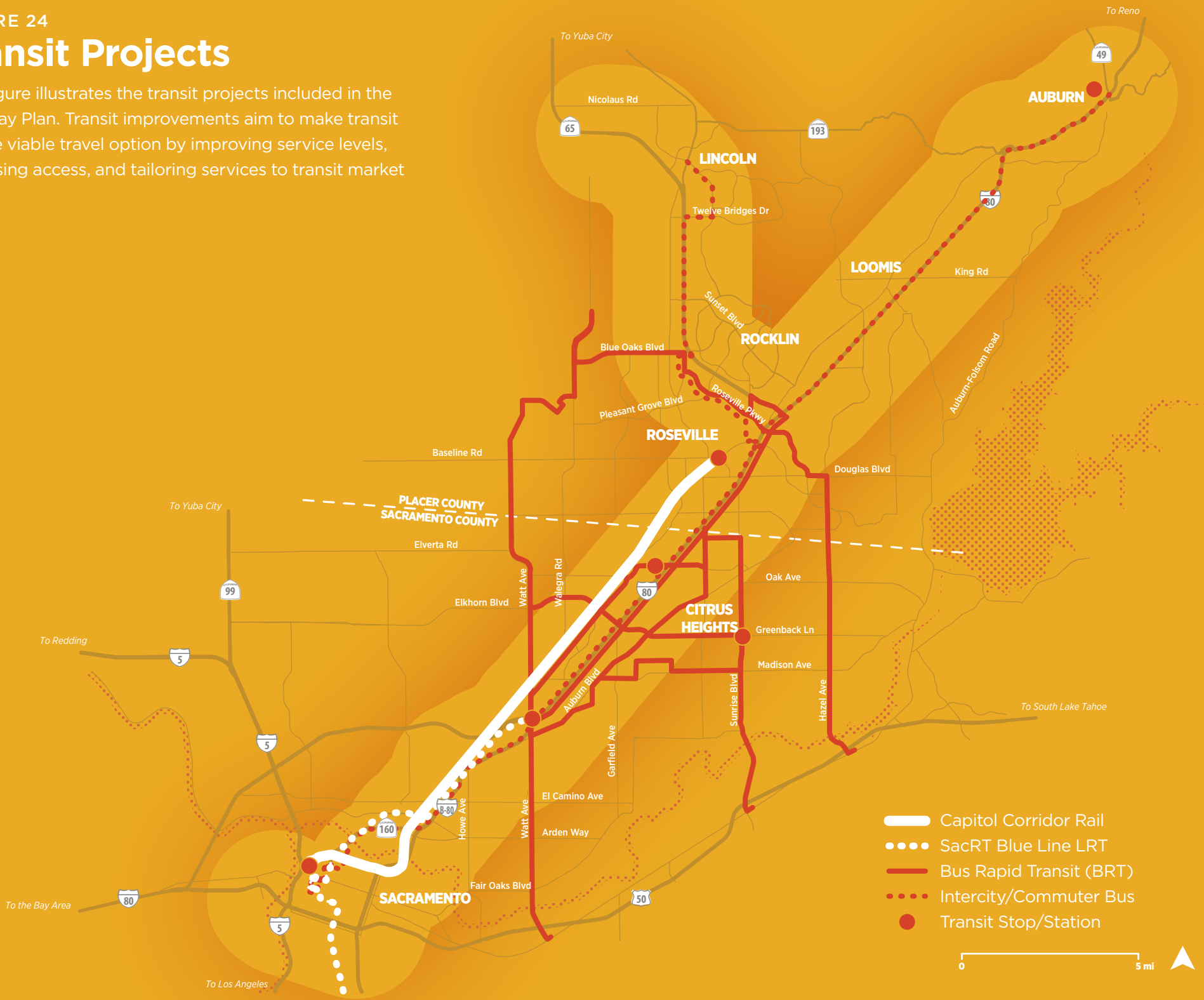
Green Means Go Program Areas

Accelerate Infill	Accelerate Travel Options	Accelerate EV Deployment
Accelerate development within existing communities by prioritizing incentives and removing barriers.	Increase transit, bicycle, and walking trips through programs, infrastructure improvements, and new mobility options.	Expand options for zero emissions transportation options by increasing access to EV charging, and shared EV programs and fleets.

FIGURE 24

Transit Projects

This figure illustrates the transit projects included in the Gateway Plan. Transit improvements aim to make transit a more viable travel option by improving service levels, increasing access, and tailoring services to transit market needs.



Transit Projects

The Gateway Plan includes transit projects that will enhance the viability of transit as a primary corridor travel mode for a greater variety of trip purposes. This will be accomplished by increasing the capacity, frequency, and accessibility of corridor transit services while also introducing measures to reduce delay experienced by transit services.

Intercity Rail Projects

The Gateway Plan includes the following improvements to Capitol Corridor intercity rail service:

- **Capitol Corridor** - Construct the Capitol Corridor Sacramento to Roseville Third Track Project Phase 1 and Phase 2. Phase 1 and Phase 2 would enable Capitol Corridor to expand rail service to Roseville Station from one round-trip per day to three and ten round-trips per day, respectively.

Light Rail Projects

The Gateway Plan includes the following improvements to SacRT Blue Line light rail service:

- **SacRT Blue Line LRT** - Replace SacRT light rail vehicle fleet and upgrade stations to accommodate low-floor operations.

Bus Projects

The Gateway Plan includes the following improvements to bus service:

- **Bus Rapid Transit** - Implement bus rapid transit (BRT) on Watt Avenue/Fiddyment Road, Sunrise Boulevard, Elkhorn Boulevard, Hazel Avenue/ Sierra College Boulevard, Madison Avenue, Auburn Boulevard, Roseville Road, and I-80 (between Placer Ranch and Watt/I-80 Station) in Placer County and Sacramento County, including related corridor and fleet capital improvements.
- **Commuter Bus** - Implement Lincoln-to-Sacramento Commuter Bus and Lincoln-to-Watt/I-80 Station Express Bus services.
- **Local Bus** - Expand circulator bus, microtransit, and neighborhood ride services to provide transit coverage in underserved communities, first-/last-mile connections to nearby rail

Featured Project: Capitol Corridor Third Track Project

In 2012, the CCJPA , in partnership with Union Pacific Railroad, the cities of Roseville and Sacramento and PCTPA began working collaboratively to design and environmentally clear a third main track. The additional third track will allow Capitol Corridor to offer riders 10 round trips per day versus the one round trip currently offered. It will also preserve current Union Pacific Railroad freight operations and reliability for the benefit of goods movement through the region.

service, and improve transit service productivity. Additionally, implement recommendations from the Sacramento Regional Transit, Roseville Transit, Placer County Transit, and City of Citrus Heights Short Range Transit Plans (SRTPs).

- **Fleet Replacement** - Replace Roseville Transit, Placer County Transit, and Sacramento Regional Transit bus fleets with zero-emission vehicles (e.g., battery electric buses), in compliance with the California Air Resources Board (CARB) Innovative Clean Transit Regulation.

Transit Stop and Station Projects

The Gateway Plan includes the following improvements to transit stops and stations:

- **Sacramento Intermodal Transportation Facility** - In the City of Sacramento, Construct Phase 3 of the intermodal facility improvements, including the creation of a larger multi-modal transportation center that can meet the region's expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses.
- **Watt/I-80 Station** - Construct improvements to enhance multimodal access and operations at the Watt/I-80 light rail station in Sacramento County, the eastern terminus of the SacRT Blue Line.
- **Roseville Intermodal Transportation Facility** - Improve the Roseville Intermodal Transportation Facility in the City of Roseville. The intermodal facility improvements are required to meet the station needs resulting from implementation of the Capitol Corridor Third Track Project and include enhanced and expanded passenger amenities, transportation operations areas, connecting transit areas, and site and circulation improvements.
- **Potential New Capitol Corridor Stations** - Evaluate potential new stations between Sacramento and Roseville within the vicinity of McClellan Air Park and in the City of Rocklin. Also, evaluate the extension of Capitol Corridor rail service to Auburn, with new stations at Rocklin and Auburn.
- **Auburn Multi Modal Station** - Extend the existing rail platform.
- **Citrus Heights Transit Centers** - Construct new transit centers at the Sunrise MarketPlace and Antelope Crossing.

Transit Programs

The Gateway Plan includes the following transit programs:

- **Transit Pass Programs** - Implement and expand employee and student transit pass programs, including the Sierra College Transit Pass Program.

Featured Project: SacRT Light Rail Modernization

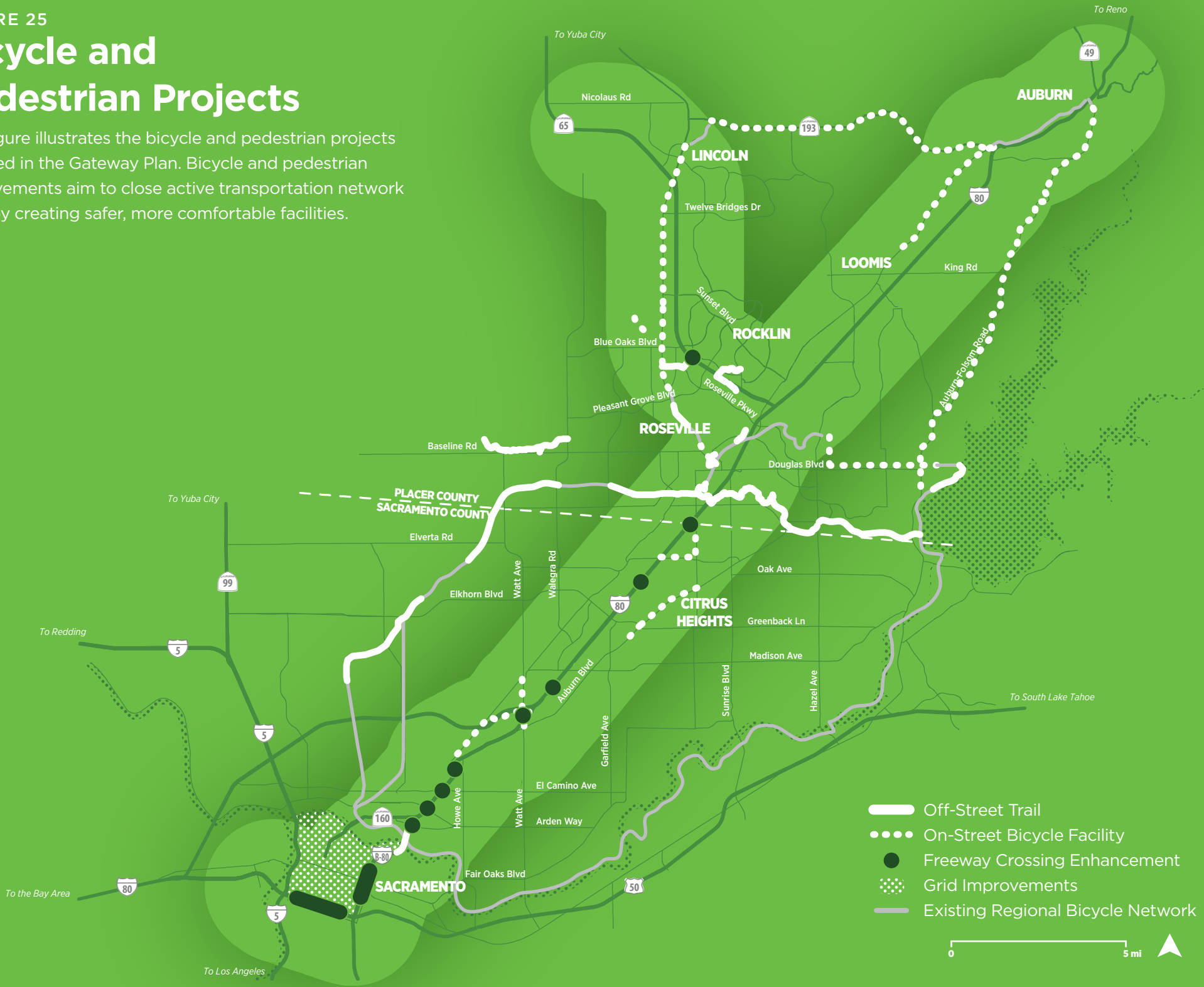
The SacRT light rail system is over 30 years old and needs substantial modernization, especially of vehicles and stations, to continue to compete as an effective alternative to single occupant vehicle travel and support transit-oriented development. In the 2018 TIRCP round, SacRT received grant funding to support the purchase of 20 light rail transit vehicles and partial light rail station modifications on the Gold LIne. Additional funding is needed to acquire more low floor light rail vehicles and continue station modifications.

This project will continue the modernization of the SacRT light rail fleet and stations by purchasing new low floor light rail vehicles and modifying light rail stations for low floor boarding. Improvements would enhance the ability to retain existing and attract new light rail riders on the Blue Line. Operational benefits include faster running times, increased passenger capacity, lowered operating costs, and increased boarding convenience and safety, especially for persons with disabilities, seniors, parents with strollers, and bicyclists.

FIGURE 25

Bicycle and Pedestrian Projects

This figure illustrates the bicycle and pedestrian projects included in the Gateway Plan. Bicycle and pedestrian improvements aim to close active transportation network gaps by creating safer, more comfortable facilities.



Bicycle and Pedestrian Projects

The Gateway Plan includes the following bicycle and pedestrian network improvements:

- **Complete Streets** - Construct complete streets improvements on Antelope Road and Auburn Boulevard in the City of Citrus Heights, on Taylor Road, Auburn-Folsom Road, and Industrial Avenue in Placer County, on Roseville Road and Longview Drive in the City of Sacramento, on Watt Avenue in Sacramento County, and within the City of Sacramento River District and downtown grid.
- **Regional Trail Network** - Construct trail gap closure projects including the Dry Creek Greenway Trail and other planned trail facilities in the City of Roseville and Placer County. These major trail facilities connect residential areas to the major employment, civic, transportation, and education centers along the corridor.
- **Freeway Crossings** - Construct the following high-quality bicycle and pedestrian crossings:
  - » Bicycle and pedestrian overcrossings on I-80 near Saybrook/Misty Creek in the City of Citrus Heights and west of Madison Avenue in Sacramento County.
  - » Dedicated bicycle facilities through existing grade-separated crossings and interchange areas along Business 80 in the City of Sacramento at Marconi Avenue, Arden Way, Exposition Way, and on the east and south edges of the downtown grid (i.e., connector projects identified in Grid 3.0).
  - » Highway 65 crossing improvements per the City of Roseville Bicycle Master Plan, including bicycle overcrossing(s) of Highway 65 in the vicinity of the Blue Oaks Boulevard and Pleasant Grove Boulevard interchanges.
- **American River Crossing** - As part of the Business 80 widening projects, provide a new bicycle facility along the Business 80 alignment over the American River, including a connection with the planned Del Rio Trail in the City of Sacramento.

Featured Project: Downtown Sacramento Grid Improvements

Sacramento "Grid 3.0" is the City's plan to enhance the downtown grid. The overarching goal of Grid 3.0 is to define an integrated package of transportation improvements that will enable the Central City to retain and reinforce its role as the Region's primary hub as it experiences significant growth in housing, employment, entertainment, sports, and cultural uses over the next two decades. Establishing high-quality bicycle corridors is a key component of Grid 3.0.

The plan would include enhancements to the existing and planned off-street trail network.

CHAPTER 6

TRANSPORTATION ANALYSIS

This section summarizes the performance of the Gateway Plan projects with regards to the corridor goals and performance measures described in Figure 16. Performance measures related to delay and throughput were estimated by coding the Gateway Plan projects into the SACSIM base year travel demand model. This approach allows the analysis to isolate the effects of the Gateway Plan while controlling for land use and other regional transportation system changes.

Figure 26 summarizes the findings of the analysis with respect to the Gateway Plan performance measures.

Overall, the Gateway Plan largely adheres to the desired outcomes. The inclusion of roadway capacity and transportation systems management projects such as ramp meters, auxiliary lanes, and express lanes, would help to reduce peak period delays and improve travel times. However, on their own, needed roadway capacity projects at critical bottlenecks and their related induced travel demand effects would increase VMT. One potential countermeasure to consider during the implementation of the Gateway Plan is a more robust roadway pricing scheme that emphasizes implementing demand management first before constructing extensive roadway widening projects. This could be accomplished in tandem with the planned managed lanes projects on Business 80, I-80, and Highway 65. Another countermeasure includes the implementation of specific strategies in the SACOG Green Means Go program to offset VMT increases that would otherwise result from travel-inducing components of the plan.

One of the strengths of the Gateway Plan is its robust plan for transit network expansion between and within Sacramento and Placer Counties. The Capitol Corridor Third Track Project, which will allow for an increase in service between Sacramento and Placer Counties from one to ten round-trips per day, will increase intercity transit options for South Placer residents while also providing valuable reverse-commute service into South Placer employment centers. Planned BRT routes together with enhancements to the existing SacRT Blue Line LRT will supplement the Capitol Corridor and greatly increase high capacity transit serving the Gateway Corridor. Additionally, a range of first-/last-mile transit services will help to extend the reach of high capacity transit services into corridor neighborhoods and employment centers.

While the Gateway Plan incorporates several previously planned high capacity transit projects, this plan also acknowledges that the corridor poses a challenging transit market due to its dispersed development patterns and long travel distances. As such, traditional fixed guideway services may not prove to be the most cost effective or productive strategy to serve the corridor transit market. This plan recommends that during its implementation, responsible agencies consider the feasibility of a vastly expanded freeway-based bus network providing high frequency intra- and inter-county service to Placer and Sacramento Counties. Such a network would provide flexibility to transit operators by allowing them to target off-corridor markets while concentrating frequency on the corridor itself where demand potential is greatest. Such a network would be most effective if implemented in combination with transit-supportive freeway infrastructure such as HOT lanes and direct access ramps to minimize delays to transit services.

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FIGURE 26

Gateway Plan Performance Summary

Congestion/Delay

- **The Gateway Plan would reduce daily and peak hour person hours of delay (PHD) per capita on the corridor.**

CORRIDOR PHD

DAILY	AM	PM
17%	18%	17%

8 of the 10
screenlines would experience decreased PHD during peak hours

- **The Gateway Plan would improve travel time reliability.**

SCREENLINE RELIABILITY

AM	PM
5%	24%

33% increase
in reliability on Highway 65 at Galleria Boulevard

- **The Gateway Plan would increase person throughput.**

TOTAL PERSON TRIPS

AM	PM
15%	17%

- **The Gateway Plan would increase vehicle speeds.**

SCREENLINE SPEEDS

AM	PM
4%	19%

10 of the 10
screenlines would experience increased speeds during peak hours

- **The Gateway Plan would increase transit seat utilization.**

TRANSIT SEAT UTILIZATION

AM	PM
9%	4%

- **The Gateway Plan would decrease traffic in local neighborhoods, including several disadvantaged communities.**

10 of the 10
screenlines would experience decreased VMT per capita related to neighborhood traffic

→ 6 of the 10 screenline areas are disadvantaged communities

- **The Gateway Plan would decrease vehicle miles traveled (VMT) per capita on the Gateway Corridor by 17 percent.**

VMT PER CAPITA

	EXISTING	GATEWAY PLAN
GATEWAY CORRIDOR	31.8	26.5
SACOG REGION	25.0	21.4

- **The Gateway Plan would improve the capacity and quality of transit service.**

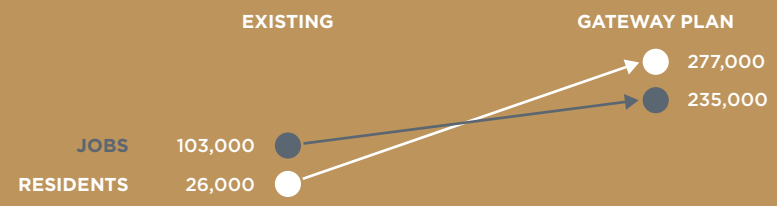
Improvements to:
- Capitol Corridor rail
- SacRT Blue Line LRT
- Regional intercity bus routes
- New BRT corridors

38% increase
in peak hour transit capacity serving the Gateway Corridor

Accessibility

- The Gateway Plan would increase accessibility to reliable transit service.

PEOPLE WITHIN 1/2 MILE OF RELIABLE TRANSIT



Economic Development

- The Gateway Plan would reduce truck travel times between South Placer County and Downtown Sacramento by 5 percent.
- The Gateway Plan would increase travel choices to tourist and recreational destinations by increasing transit options (e.g., Capitol Corridor) and by reducing peak period corridor delay, which allows for more trip-making flexibility.
- The Gateway Plan includes the Capitol Corridor Third Track Project, which will preserve current Union Pacific Railroad freight operations and reliability for the benefit of regional goods movement.
- Similar to the weekday benefits to corridor delays and speeds, the Gateway Plan would improve peak weekend travel times.

Efficient Land Use

- **The Gateway Plan would reduce VMT per capita on the Gateway Corridor and througout the SACOG region.**
- The Gateway Plan would increase bus and rail service to Downtown Sacramento, particularly from South Placer County communities.

Air Quality

- The Gateway Plan would decrease emissions in the SACOG region, including CO, NO_x, CH_4, PM_{10}, $PM_{2.5}$, and N_2O.

Safety

- The Gateway Plan would further the "Towards Zero Deaths" goal by reducing the risk for collisions by reducing congestion and, in turn, the potential for congestion- related collisions. The Gateway Plan would also reduce the risk for bicycle- and pedestrian-involved collisions by improving active transportation facilities, especially near freeways. Finally, the Gateway Plan would increase passenger rail and bus service, two of the modes with the lowest collision rates.

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CHAPTER 7

IMPLEMENTATION PLAN

Cost Estimates

The multimodal transportation improvements included in the Gateway Plan would cost approximately $4.1 billion. Refer to the technical appendix for planning-level cost estimates for each Gateway Plan project.

Funding

The vast majority of Gateway Plan projects are included in the financially constrained SACOG 2020 MTP/SCS and the PCTPA RTP, and many near-term projects are in the SACOG Metropolitan Transportation Improvements Program (MTIP). For these projects, funding has been determined at at least a programmatic level. Gateway Plan projects not currently in the SACOG 2020 MTP/SCS or PCTPA RTP are long-term corridor investments. Therefore, the Gateway Plan recommends their incorporation in subsequent updates of these regional planning documents.

Phasing

The Gateway Plan was prepared in response to the CTC requirement that a multimodal corridor plan be developed to qualify projects for Cycle 2 and future cycle funding. The focus on the plan was to first determine the types of projects that agencies, stakeholders, the community, and users felt would improve existing travel experiences. That input, combined with CTC and plan criteria, was used to filter the long list of potential corridor projects contained in the SACOG 2020 MTP/SCS to create the plan's proposed corridor improvement projects. Further evaluation was conducted to assess which projects could comply with the specific requirements of the Cycle 2 grant application with respect to environmental review completeness, project construction status, committed other funding, and CTC benefit form performance. After submitting the Cycle 2 grant application, the planning work will not be complete.

The strategy team and PDT will continue with ongoing implementation to prepare projects for subsequent grant application cycles. This effort is anticipated to involve establishing phasing priorities related to each grant cycle and performing project development work to advance projects to a sufficient level of readiness that they can effectively compete for discretionary state grant funding. PCTPA has already secured funding to prepare a Mobility Action Plan that will complement the Gateway Plan with a focus on needed project development steps for key projects. Similar to the Gateway Plan, robust public engagement will be an important aspect of future project selection and prioritization.

Responsible Agencies

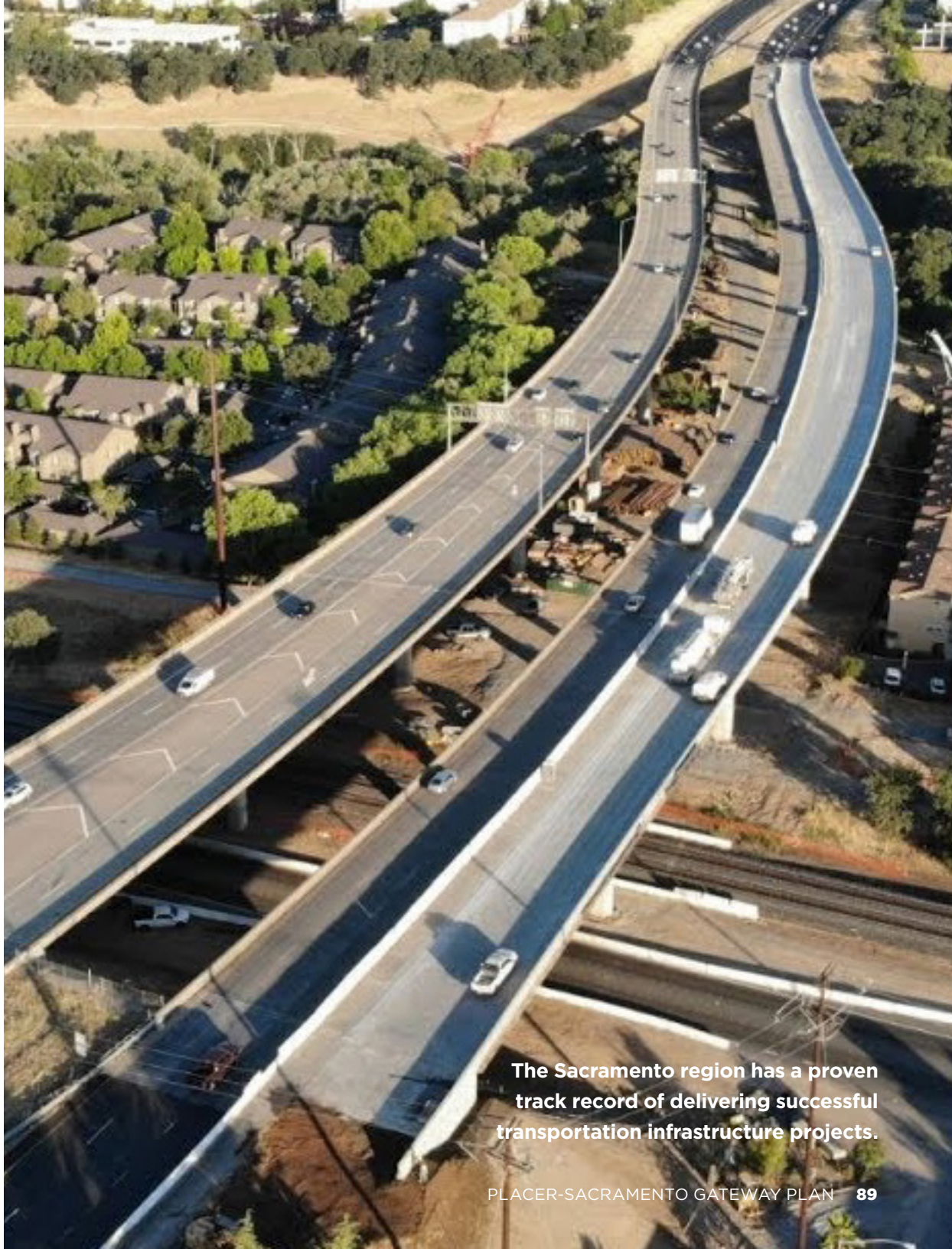
Agencies responsible for implementing the Gateway Plan are listed below. These agencies are currently represented on the Gateway Plan ST and PDT and provided extensive input on the development of this plan:

- Caltrans District 3
- Capitol Corridor Joint Powers Authority
- Placer County Transportation Planning Agency
- Sacramento Area Council of Governments
- City of Auburn
- City of Citrus Heights
- City of Lincoln
- Town of Loomis
- Placer County
- City of Rocklin
- City of Roseville
- City of Sacramento
- Sacramento County
- Sacramento Regional Transit District

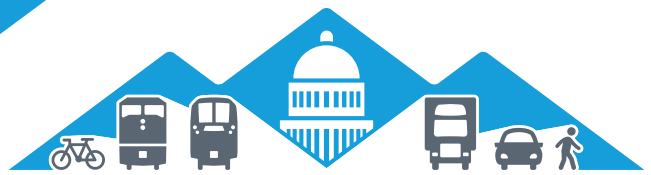
Next Steps

The four ST agencies - Caltrans, CCJPA, PCTPA, and SACOG - will continue to coordinate, collaborate, and identify opportunities to implement elements of the Gateway Plan.

Similarly, the ST will establish a plan for on-going monitoring and progress evaluation for the Gateway Plan.



The Sacramento region has a proven track record of delivering successful transportation infrastructure projects.



PLACER-SACRAMENTO GATEWAY PLAN