



# PLACER + SACRAMENTO action plan

APPENDIX: EXISTING CONDITIONS



PLACER-SACRAMENTO GATEWAY PLAN

# Existing Conditions

## » Introduction

The Placer-Sacramento Action Plan (Action Plan) prioritizes the list of 150 multi-modal transportation improvement projects identified in the April 2020 Placer-Sacramento Gateway Plan (PSGP) to strategically position them for near-term grant funding opportunities. These projects aim to address the existing corridor challenges to reduce congestion and increase travel choices for the Gateway Corridor.

The Gateway Corridor is one of several major transportation corridors within the Sacramento region that 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. The Gateway Corridor includes segments of I-80, Business 80 (State Route 51), Highway 65, and Highway 50, as well as parallel local roadways, passenger rail, light rail and bus transit lines, and bikeways located within two miles of the corridor between Lincoln and Downtown Sacramento.

Currently, mobility is the top transportation challenge for the Gateway Corridor. The PSGP identified a lack of transportation choices within the corridor which has resulted in increased delays and uncertainty of travel times for motorists, limitations of transit services, and discontinuous active transportation networks.

The Action Plan exemplifies Caltrans priorities of safety, modality, innovation, efficiency, and partnerships while advancing local, regional, and State transportation plans which include the following:

1. [Placer and Sacramento Gateway Plan \(2020\)](#)
2. [Metropolitan Transportation Plan/Sustainable Communities Strategy \(2020\)](#)
3. [Sacramento Region Blueprint \(Expected 2025\)](#)
4. [Caltrans Smart Mobility Framework Guide \(2020\)](#)
5. [California Transportation Plan \(2021\)](#)
6. [Climate Action Plan for Transportation Infrastructure \(2021\)](#)
7. [Caltrans Director's Policy DP-37 \(2021\)](#)
8. [2020-2024 California Strategic Highway Safety Plan \(2022\)](#)

This Existing Conditions Report outlines the plans that have guided the goals and objectives of the Action Plan as well as discusses the opportunities and constraints of the project.

## » Background Review



### Placer and Sacramento Gateway Plan (2020)

The PSGP focuses on transportation solutions that increase accessibility and mobility, improve safety, and enhance the quality of life and environment for the Gateway Corridor. The PSGP was developed as a comprehensive multimodal corridor plan (CMCP) to create an effective and efficient decision-making process focused on developing solutions that increase accessibility and mobility options, improve safety, and enhance the quality of life and environment within the study corridor. The PSGP provided an extensive review of the Gateway Corridors existing conditions in Chapter 2 – Planning Context. This includes descriptions of population, land use, disadvantaged communities, travel patterns, and transportation network.

The PSGP identified almost 150 multimodal transportation improvement projects along the study corridor that the Action Plan prioritizes into three tiers. Tier 1 projects will be ready for funding pursuits in 2022, Tier 2 projects will be ready for funding pursuits after 2022, and Tier 3 projects need more work to refine and address grant funding criteria. The Action Plan effort proactively advances PSGP identified projects by strategizing their grant funding, ultimately expediting their implementation, and improving the quality of life for those who travel and reside near the Gateway Corridor.



### Metropolitan Transportation Plan/Sustainable Communities Strategy (2020)

The 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is a long-range regional planning document that is federally required to be updated every four years by Sacramento's metropolitan planning organization, the Sacramento Area Council of Governments (SACOG). The most recently adopted MTP/SCS update strategizes air quality, land use, and transportation needs for the Sacramento region by providing policies and implementation actions to achieve four priority policies which includes building vibrant places for today's and tomorrow's residents, fostering

the next generation of mobility solutions, modernizing the way we pay for transportation infrastructure, and building and maintaining a safe, reliable, and multimodal transportation system.

The 2020 MTP/SCS provides best practices to work towards these four priority policies which served as guidance for the identification of PSGP projects. The Action Plan aligns with the 2020 MTP/SCS as it will not only advance PSGP projects but also considers if projects align with local agency priorities.



## Sacramento Region Blueprint (2025)

The 2025 Sacramento Region Blueprint is the latest undertaking of the Sacramento region's MTP/SCS and an update to the 2020 MTP/SCS. This effort will strategize policies and establish recommendations for projects that will increase transportation options, affordable housing opportunities, and equitable investments for communities throughout the region.

Although the Blueprint will be finalized after the Action Plan in early 2024, the Action Plan advances the Blueprint's goals of planning for a

more connected, safe, and healthy region. The Policy Framework for the 2024 Blueprint will guide the plan and dictate how it supports local jurisdictions and partner agencies as the region competes for transportation funding by aligning it with federal and state policy requirements. This approach serves to benefit the coordination and efficient implementation of the projects identified in the Action Plan.



## Caltrans Smart Mobility Framework Guide (2020)

The Caltrans Smart Mobility Framework Guide seeks to further State transportation efforts through addressing five themes: network management, multimodal choices, speed suitability, accessibility and connectivity, and equity. As defined in the first Caltrans Smart Mobility Framework (2010) document:

*"Smart Mobility moves people and freight while enhancing California's economic, environmental, and human resources by emphasizing convenient and safe multimodal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land."*

The Action Plan aligns with the priorities set forth in the Caltrans Smart Mobility Framework Guide. The Action Plan will advance projects for grant pursuits that meet local agency priorities, like those established in the 2020 MTP/SCS, and are in alignment with State goals. The Action Plan also identifies desired project criteria which follow Smart Mobility principles which include offering operational benefits for vehicles, freight, and transit operations, modal benefits, access to jobs and key destinations, and supportive of State housing goals.

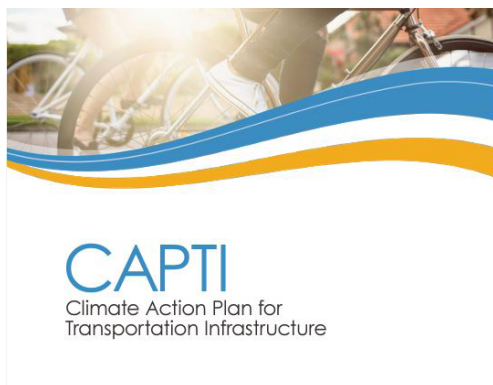


## California Transportation Plan (2021)

California's Transportation Plan (CTP) for 2050 provides a roadmap for transportation policy within the State that supports the vision of a "safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health." The CTP acknowledges the diversity of California's population and geography and seeks to address the varying needs of urban, suburban, rural, and Tribal communities by offering policies, strategies, and implementation timelines, roles, and responsibilities. Goals for CTP 2050 are to support the environment, climate, economy, and infrastructure while promoting safety, equity, accessibility, and quality of life and public health. While the CTP 2050 does not recommend specific projects, it supports gaps in policies and

strategies between what regional transportation plans like the 2020 MTP/SCS aim to achieve and what is needed to achieve State transportation related goals for the topics previously mentioned.

The Action Plan project prioritization strategies align with State goals identified in the CTP 2050 as well as regional goals established in the 2020 MTP/SCS. Required Action Plan criteria for projects include that the project offers reductions in vehicle miles traveled, benefits to disadvantaged communities, and safety benefits, which support CTP 2050 goals for the environment, climate, equity, and safety respectively. The Project Development Team has and continues to look to the CTP 2050 for guidance on how best to support the goals and objectives of State transportation planning.



## Climate Action Plan for Transportation Infrastructure (2021)

The Climate Action Plan for Transportation Infrastructure (CAPTI) tackles the urgent need to address the climate crisis through transportation policy, with the transportation sector being the largest contributor to greenhouse gas emissions in the State. The CAPTI seeks to align State transportation infrastructure investment with the goals identified in the CTP 2050 while maintaining Senate Bill 1 commitment to a "fix-it-first" approach for transportation infrastructure maintenance and repair. The CAPTI will have influence over State transportation planning, project scoping, programming, and mitigation activities.

The Action Plan is committed to reducing vehicle miles traveled which not only support Assembly Bill 32 and Senate Bill 375 but also the goals and objectives of CTP 2050 and CAPTI. As CAPTI is further implemented in State programming, the Action Plan and its associated projects will maintain alignment with climate, environmental, and disadvantaged communities goals and be competitive for grant funding.

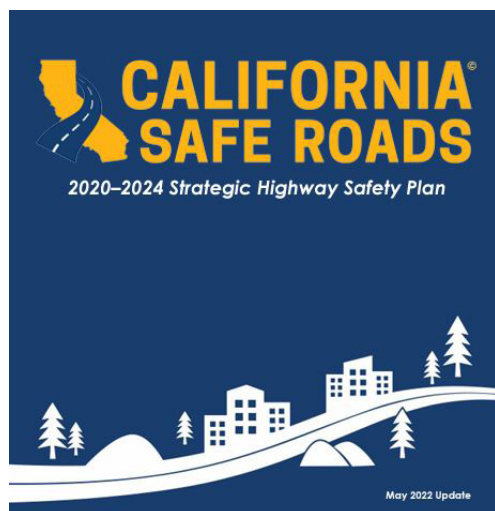
California Department of Transportation	
<b>Director's Policy</b>	Number: DP-37
Effective Date:	December 7, 2021
Supersedes:	DD-64-R2 (10/16/2014)
Responsible Programs:	Finance Maintenance & Operations Planning and Modal Programs Project Delivery Safety Programs Sustainability

## Caltrans Director's Policy DP-37 Complete Streets (2021)

In December 2021, Caltrans released the DP-37 Director's Policy, making a strong commitment to complete streets by requiring all Caltrans funded transportation projects to provide "comfortable, convenient, and connected complete street facilities for people walking, biking, and taking transit or passenger rail" with any exceptions needing documentation and approval.

Since making their first adopted complete streets policy in 2001, Caltrans has developed multiple complete streets planning documents which provide policy and design guidance for the Action

Plan and its associated projects. The Action Plan considers desired criteria in its prioritization of projects which includes if the project provides a multimodal benefit. Action Plan projects offering multimodal benefits align with State policies to reduce greenhouse gas emissions and increase transportation choices which support environmental justice goals and transportation equity.



## 2020-2024 California Strategic Highway Safety Plan

The 2020-2024 California Strategic Highway Safety Plan (SHSP) is the third update to the initial State Highway Safety Plan and continues to provide a comprehensive framework that supports the State goal of zero fatalities and serious injuries on public roads in California. The SHSP discusses current trends and challenge areas regarding safety and data monitoring as well as offers measurable objectives and an implementation plan.

The SHSP Executive Summary states that the plan "provides guidance that will influence the development of goals, strategies, and performance measures for stakeholders working

to improve traffic safety throughout California" which is true for the Action Plan as one of the five required criteria for project prioritization is based on project alignment with the SHSP in terms of safety benefits. Projects offering significant safety benefits will be placed as a higher priority for near-term grant pursuits and therefore will accelerate safety outcomes in the Placer and Sacramento regions and further objectives established within the SHSP.



## » Opportunities

The Action Plan builds upon prior regional planning efforts like the PSGP where 150 multi-modal transportation improvement projects were identified for the corridor. The Gateway Corridor facilities together serve as a vital link between Sacramento and Placer County activity centers, the backbone of the Northern California freight industry, and a gateway to Sierra Nevada and Lake Tahoe recreational and tourism activities. The successful delivery of the Action Plan serves to benefit all of these communities and can leverage a number of opportunities as identified below.

### Plan Phasing

The Action Plan identifies 11 of the PSGP projects as a near term priority demonstrating grant funding readiness in 2022. The 11 projects were categorized as Tier 1, with the combined project costs totaling to nearly \$1 billion, and consisting of two roadway projects, 3 bicycle/pedestrian projects, 3 transportation systems management projects, and 3 transit projects. If funded, these Tier 1 projects will offer benefits for disadvantaged communities, advance climate emission targets at the regional and State level, mitigate vehicle miles traveled, and support public health through improved air quality and reductions in traffic collisions.

Other regional benefits that may be realized through Tier 1 project funding are the advancement of local and State priorities, improvement of vehicle, freight, and transit operations, and

increased multi-modal transportation options, and access to employment destinations. The Action Plan will not only prioritize projects ready for funding in 2022 but will also categorize the remaining PSGP projects by placing them in Tier 2 or Tier 3 which will determine if a project is deemed likely to seek funding soon after 2022 or will need further refinement, respectively. The Action Plan prioritization criteria ensures that highly ranked projects in terms of environmental readiness and promoting safety, equity, and vehicle miles traveled reductions are best prepared to receive grant funding. The strategic planning efforts in the Action Plan will guide near-term grant funding in the Gateway Corridor to reach local, regional, and State goals of cultivating a safer, healthier, and more connected transportation system not only in the Placer and Sacramento regions, but also Statewide.

### Multimodal Connectivity

The Gateway Corridor today has a number of multimodal services and facilities that serve to improve transportation choices, equity, mobility, and sustainability within the Placer and Sacramento County region. Light rail and intercity passenger rail services, numerous bus routes, and regional multi-use trails and bikeways all support the local roadways paralleling state highways and synergize the Corridor's multimodal potential. The Corridor also provides access to major transportation hubs that connect people, goods, and services to the rest of California and destinations beyond. These major transportation hubs include Sacramento International Airport, McClellan Airport, the Port of West Sacramento, the Union Pacific Railroad J.R. Davis Yard, and Sacramento Valley Station.

By building on this existing multimodal foundation, the Action Plan has the opportunity to improve travel time reliability, increase transit ridership, interconnect regional multi-use trails and bikeways, enhance local and regional accessibility to jobs and education, and improve air quality and public health by connecting these existing multimodal services and facilities. Connecting existing services and facilities will leverage the investments already made into the Gateway Corridor and support the development of a multimodal transportation system. These benefits can be further capitalized on by emphasizing the interconnectedness between land use and transportation and prioritizing continued sustainable development practices and non-motorized transportation system improvements.

## Disadvantaged Communities

Nearly 600,000 residents, 390,000 employees, and 80,000 college students live, work, and attend school near the Gateway Corridor. A large portion of this population identify as disadvantaged communities, 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 and pollution burden within the vicinity of the Gateway Corridor.

Generally, residents living in disadvantaged communities walk, bike, and take transit at a higher rate than the rest of the population. This provides the Action Plan a key opportunity to

serve these populations with enhanced transportation choices and improve overall transportation equity. The Action Plan will reduce automobile dependency, injuries and fatalities from collisions, and stimulate jobs growth and new housing opportunities. Multimodal improvements to the Gateway Corridor would improve access for the area's non-motorized residents, and provide vital connections to health services, housing, and employment opportunities. In delivering the Action Plan it is critical to maintain dialogue with these communities so that their needs continue to be met and reflected in the delivery of transportation investments that serve them best.

## » Challenges

The Gateway Corridor poses a dynamic and complex operating environment for its users and operators. Although there are a number of opportunities in place that can benefit the delivery of the Action Plan, there are also challenges that can complicate or delay its implementation. Understanding these challenges is vital to capitalize on successful funding and financing opportunities and implement the projects identified in the Action Plan as originally intended.

## Collaboration & Communication

The Gateway Corridor involves a number of agencies in the efficient coordination, financing, and successful delivery of the Action Plan. This includes seven cities, two counties, four regional operators or planning agencies, and the California Department of Transportation (Caltrans). This unprecedented partnership between local, regional, and State planning and implementation entities signifies the commitment and common vision that these agencies share in improving the Gateway Corridor.

The continued collaboration and communication that these fourteen agencies have embraced to-date is critical to maintain the path forward and delivery the Action Plan. The Action Plan will continue to coordinate, collaborate, and identify opportunities to prepare projects for subsequent grant application cycles. A collaborative multi-agency approach to position publicly identified projects for grant funding builds upon promises made to the community and leverages cooperative opportunities to improve funding and schedule efficiencies.



## Promoting Modal Shift

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. Most trips in the Gateway Corridor today require the use of a private automobile, while opportunities to take transit, walk, or bike are limited. Transit options serving Placer County are currently geared toward a narrow demographic of users, most corridor trips are too long for travelers to walk or bike, and there has been limited design in transit service to connect job centers in Placer County.

According to the PSGP user survey, approximately 94 percent of people traveling on the corridor utilize an automobile. Moreover, 77 percent of corridor travelers drive alone. The Action Plan must identify the optimal package of multimodal investments and their appropriate phasing to support the shift in travel toward transit, bicycle, and pedestrian options. To see this modal shift, investments must be made in a manner that improves existing travel options, particularly for those populations that may lack access to a motor vehicle or identify as disadvantaged communities.