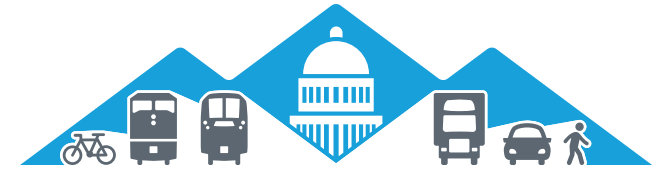
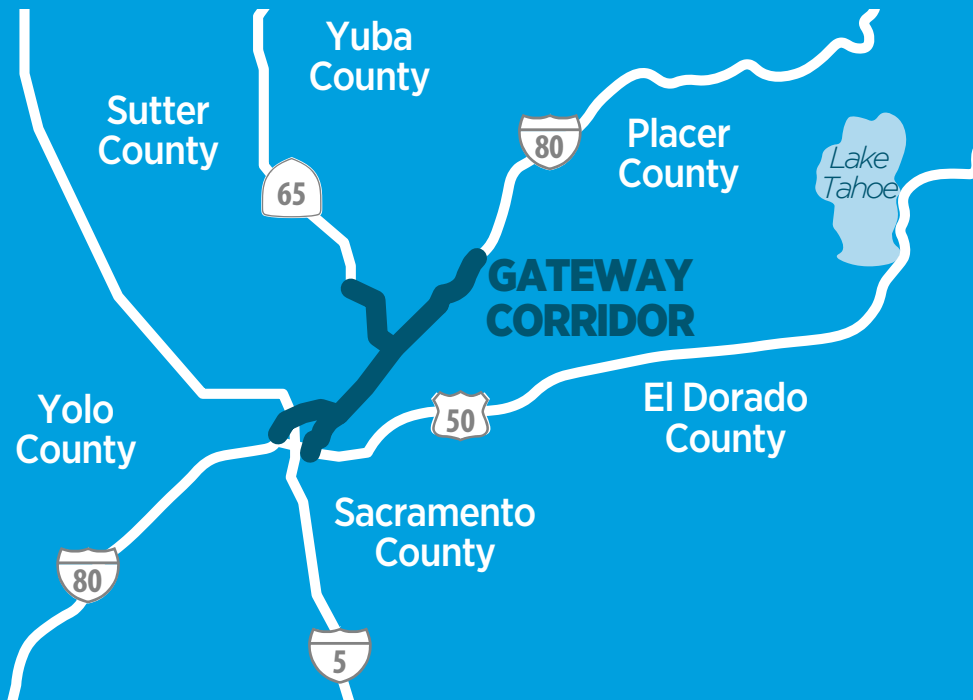


What is the Placer-Sacramento Gateway Plan?

The Placer-Sacramento Gateway Plan is a comprehensive multimodal corridor plan for the Gateway Corridor, which connects Sacramento and Placer Counties via Interstate 80, State Route 65, Business 80, and supporting transit, rail, bicycle, and pedestrian networks.

Developed through a partnership of two counties and 15 local, regional, and state agencies, the Gateway Plan establishes a shared vision and coordinated investment strategy for the corridor.

Building on the 2020 Gateway Plan, the 2026 update identifies new and evolving needs, incorporates updated analyses, and prioritizes projects that enhance accessibility, mobility, safety, quality of life, and environmental sustainability.



PLACER-SACRAMENTO GATEWAY PLAN

Why This Plan Matters

The Gateway Corridor connects Sacramento and Placer Counties and serves as a critical gateway to Lake Tahoe, Northern Nevada, and national freight markets. Every day, thousands of residents, workers, and visitors depend on it. As the Gateway Corridor population grows, improvements are needed to keep people and goods moving.

The previous Gateway Plan helped secure \$180 million in Senate Bill 1 (SB 1) funding. This update strengthens the region's competitiveness for upcoming SB 1 funding. It identifies over 80 priority projects expected to be construction-ready by 2032 and reinforces regional collaboration.



#2 and #8

Placer and Sacramento Counties are the 2nd and 8th fastest-growing counties in California, respectively.



400,000

The combined population of Placer and Sacramento Counties is projected to increase by nearly 400,000 residents by 2050.

The Gateway Plan

The Gateway Plan includes nearly 350 multimodal transportation projects to reduce vehicle miles traveled, reduce congestion, increase travel choices, and close gaps in the existing transportation network.

COUNTYWIDE PROGRAMS



Express/Toll Lanes

- Express/Toll Lanes on I-80 and State Route 65 improve traffic management and reliability.



Green Means Go

- Green Means Go will accelerate infill development to reduce vehicle trips and increase the supply of housing.

KEY PROJECTS



Citrus Heights ITS

- Citrus Heights ITS Phase 1 reduces bus travel times and improves access to SacRT Blue Line light rail.



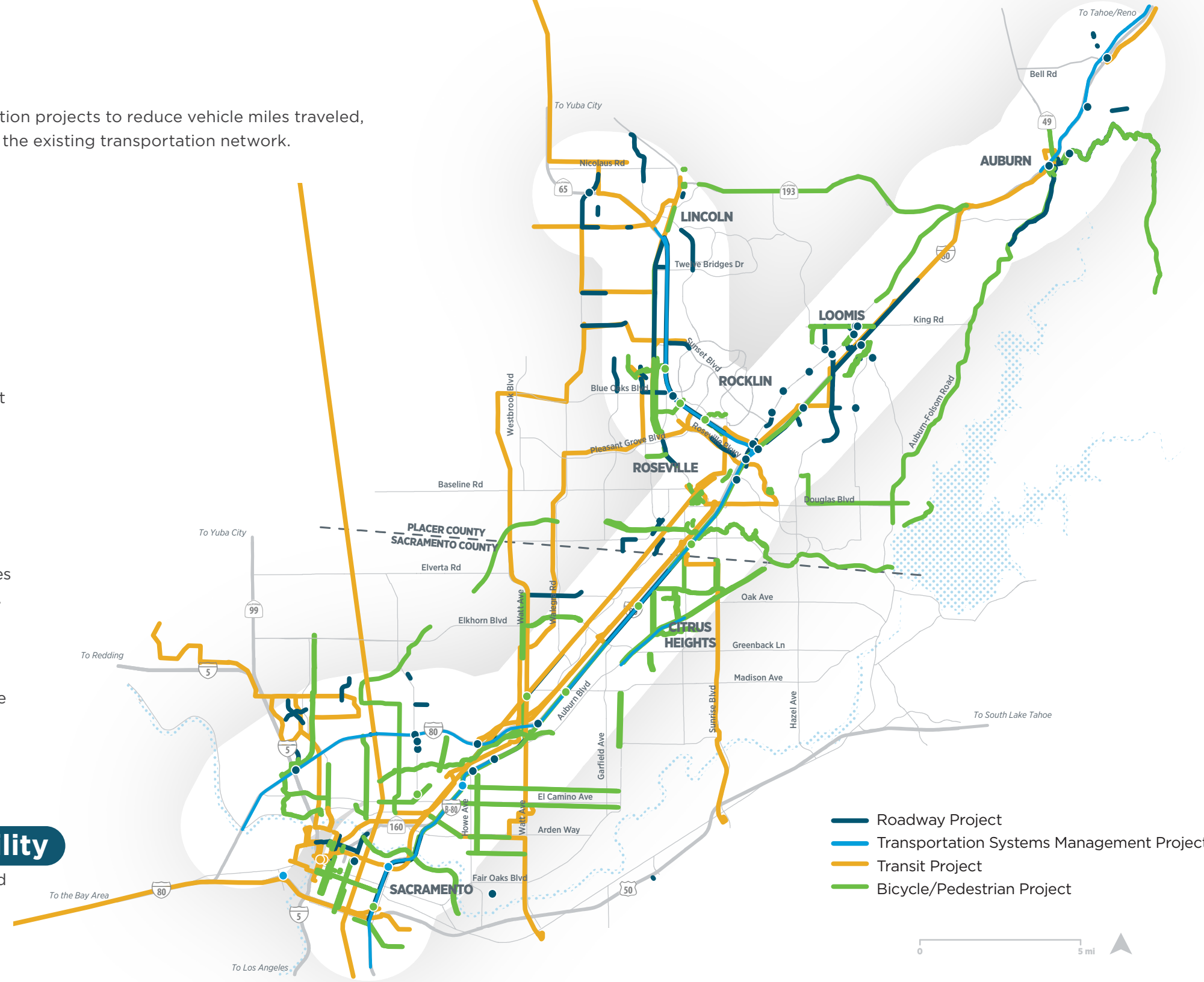
SacRT Blue Line

- SacRT Blue Line Modernization reduces light rail travel times, increases reliability, and improves the customer experience.
- SacRT Blue Line Mobility Hubs provide shared mobility options at existing light rail stations in disadvantaged communities.



Interstate 80 Transit Reliability

- PCTPA Transit Reliability improves travel time and efficiency for bus service with an auxiliary lane.



What This Plan Can Do



Congestion/Delay

Fewer hours of delay for people and goods on the corridor



Freeways DAILY

11%



Fewer Person
Hours of Delay

Freight
DAILY

8%



Fewer Truck Hours of Delay



Efficient Land Use and Housing

Reduced dependence on driving



8%



Fewer vehicle miles traveled (VMT) per resident

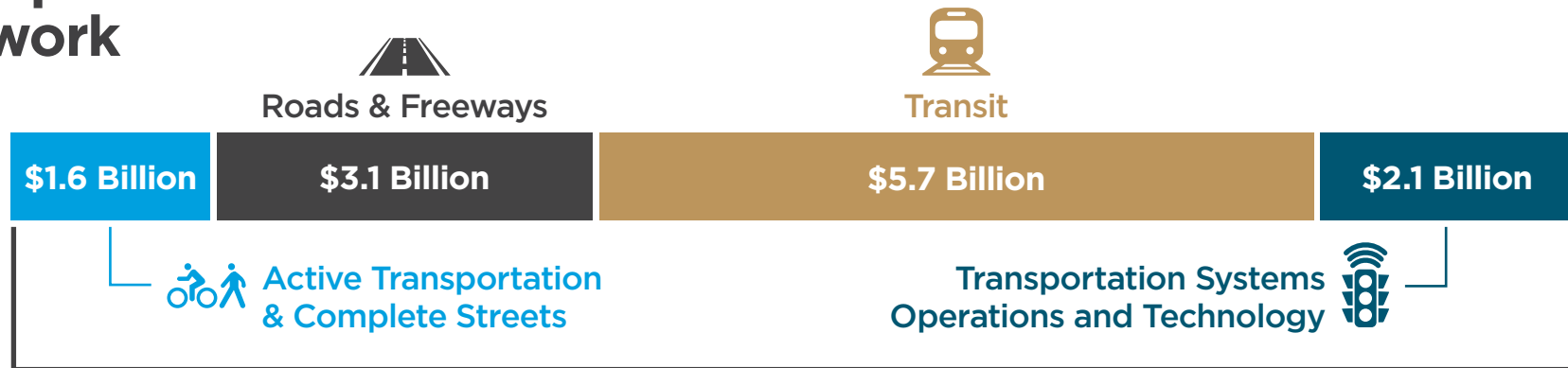


195%



More people and jobs near major transit stops

Funding a Complete Transportation Network



Total Expenditures in 2026 Dollars
\$12.5 Billion

What Comes Next?

- Prioritize near-term investments for projects that address corridor bottlenecks, improve travel time reliability, and strengthen multimodal connections.
- Refine project scopes, complete environmental and design activities, and advance project development to ready projects for SB 1 Cycles 6, 7, and 8 (2028-2032).
- Identify local matching funds to meet or exceed requirements for SB 1 funding programs.
- Coordinate investment decisions across local, regional, and state partners to maximize corridor-wide benefits.
- Ensure corridor investments continue to reflect community priorities and evolving transportation needs.

Community Priorities

2,000 Survey Responses

- 1 **Want more transit and shared travel options.**
- 2 **Want strategic roadway improvements to reduce congestion.**
- 3 **Say the entire length of the corridor needs improvements.**



Placer County
Transportation
Planning Agency

