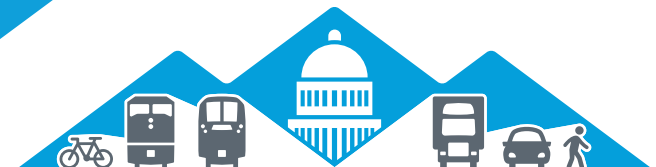


PLACER-SACRAMENTO GATEWAY PLAN UPDATE

DRAFT

SEPTEMBER 2026



PLACER-SACRAMENTO GATEWAY PLAN

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Acknowledgments

STRATEGY TEAM

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Placer County Transportation Planning Agency (PCTPA)
Sacramento Area Council of Governments (SACOG)
Sacramento Transportation Authority (STA)

PROJECT DEVELOPMENT TEAM

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Caltrans District 3
Capitol Corridor Joint Powers Authority
City of Citrus Heights
City of Lincoln
Town of Loomis
PCTPA
Placer County
City of Rocklin
City of Roseville
SACOG
City of Sacramento
Sacramento County
Sacramento Regional Transit District
STA

PLAN DEVELOPMENT TEAM

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AIM Consulting
Elite Transportation Group

The Placer-Sacramento Gateway Plan was made possible through a Caltrans planning grant and was led by the four Strategy Team agencies - Caltrans, PCTPA, SACOG, and STA - as well as the extensive collaboration among the 15 agencies that comprise the Project Development Team. Staff from each of these agencies generously dedicated their time to work with the plan team to explore the transportation possibilities for this important corridor serving Placer and Sacramento Counties.

Additionally, the Gateway Plan was informed by input from a broad range of community members, volunteer groups, stakeholders, and business leaders, including over 2,000 individuals who participated in the Gateway Plan community engagement process.

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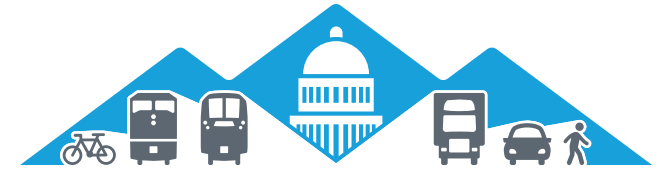
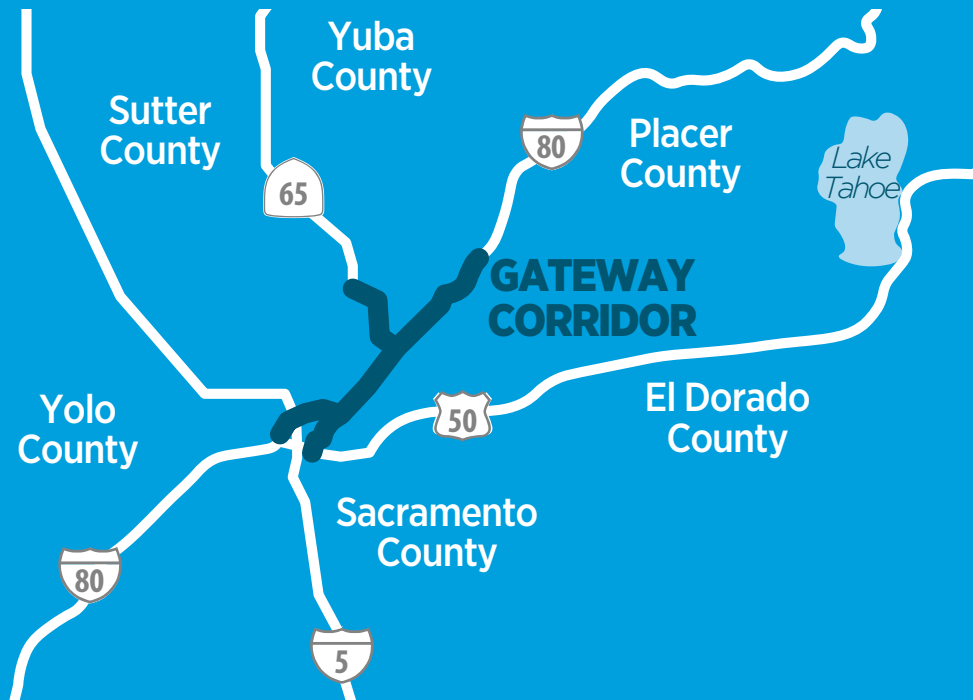
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What is the Placer-Sacramento Gateway Plan?

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

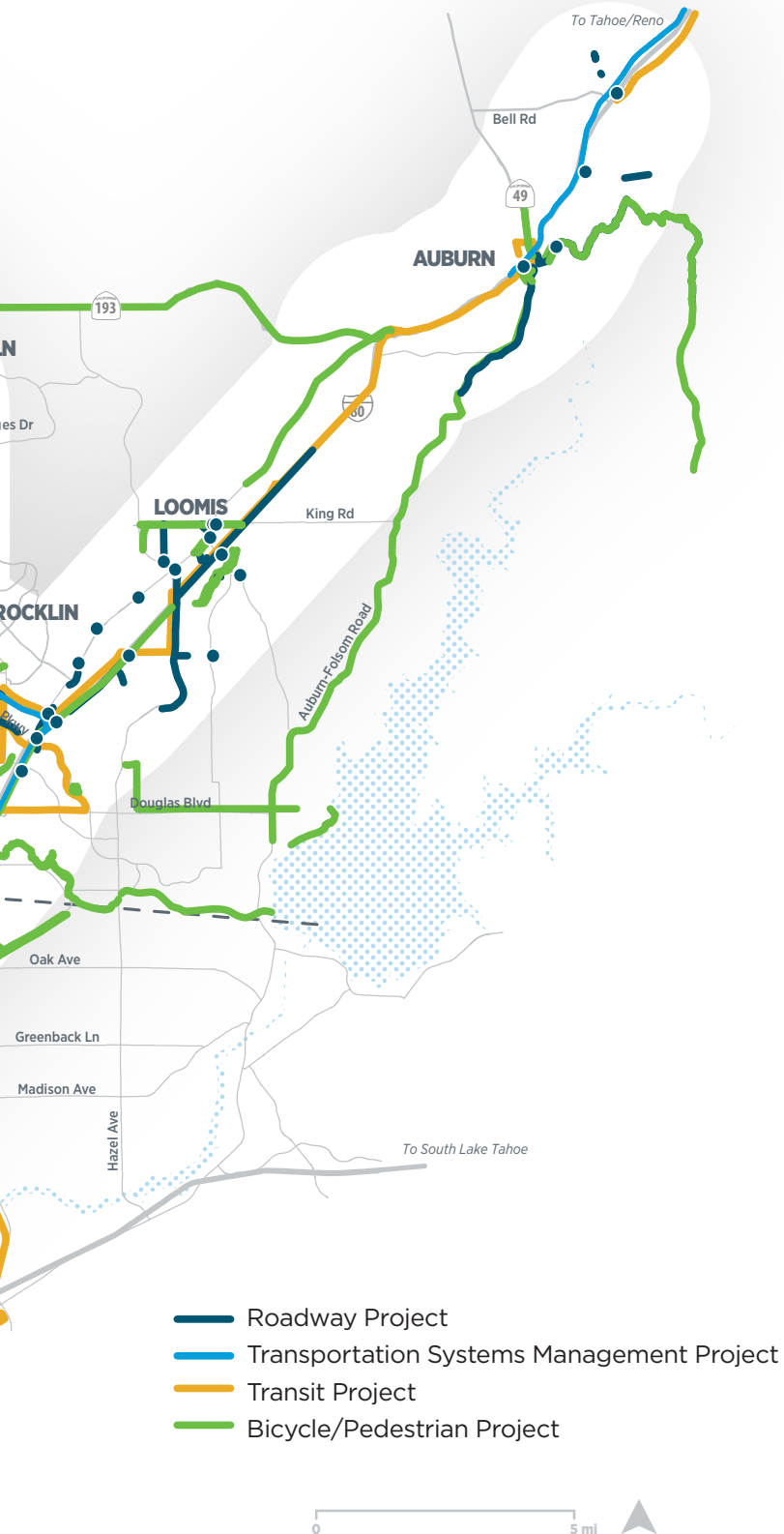
- SacRT Blue Line Modernization reduces light rail travel times, increases reliability, and improves the customer experience.
- SacRT Blue Line Mobility Hubs provide shared mobility options at existing light rail stations in disadvantaged communities.



Interstate 80 Transit Reliability

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



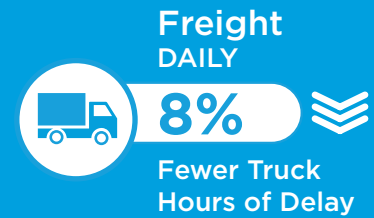
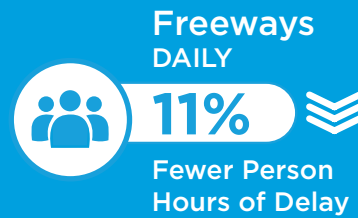


What This Plan Can Do



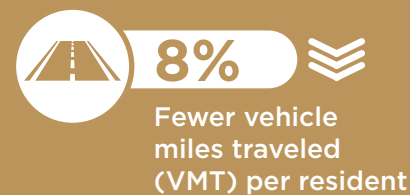
Congestion/Delay

Fewer hours of delay for people and goods on the corridor



Efficient Land Use and Housing

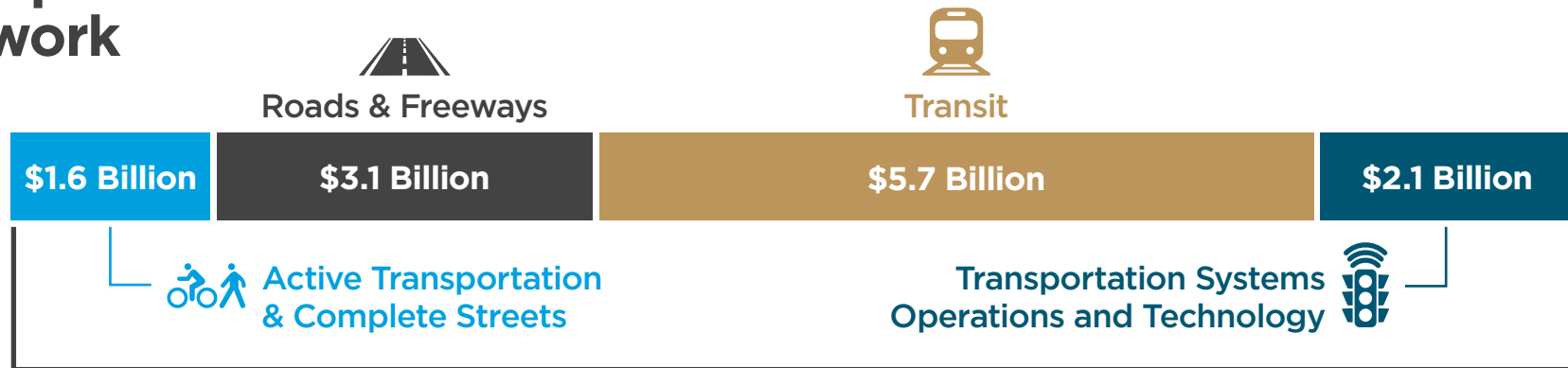
Reduced dependence on driving



Expanded access to high-quality transit service



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



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CHAPTER 1 **INTRODUCTION**



State Route 65 connects Placer County from Interstate 80 to Yuba and Sutter Counties in the Sacramento region. Traffic on southbound State Route 65 backs up more than 3 miles from Interstate 80 to past Pleasant Grove Boulevard from 7 am to 7 pm.

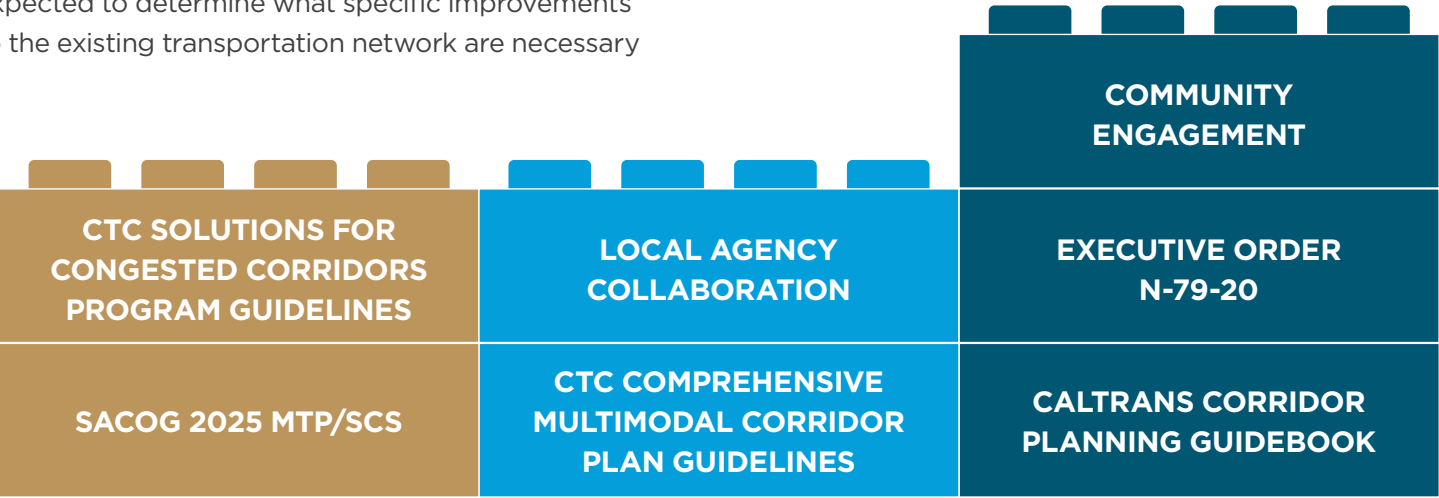
Plan Purpose

The SACOG 2025 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 previous Gateway Plan, adopted by PCTPA in April 2020, was developed as a comprehensive multimodal corridor plan (CMCP) to nominate transportation projects for funding from programs created by the California Road Repair and Accountability Act of 2017 (SB 1): Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP). The previous Gateway Plan was used to nominate transportation projects for SB 1 Cycles 2 through 4 (2020-2024), successfully securing funding in Cycles 2 and 3.

The Gateway Plan has been updated to support project nominations to the California Transportation Commission (CTC) for SB 1 Cycles 5 through 8 (2026-2032). It has been developed in compliance with the updated 2025 Comprehensive Multimodal Corridor Plan Guidelines (CMCPG).



The Gateway Plan employs 8 steps to the corridor planning process, per the Caltrans Corridor Planning Guidebook (April 2022):

- 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

Caltrans expanded on the Corridor Planning Guidebook with specific emphasis areas of Active Transportation (February 2022), Climate Change (March 2022), and Freight (July 2024). 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 following
Caltrans goals from the
2024-2028 Strategic Plan:**

- 1. Safety**
- 2. Equity**
- 3. Climate Action**
- 4. Prosperity**

Specific expectations for making funding decisions related to the SCCP are contained in California Streets and Highways Code Section 2391 which focus on projects that do all of the following:

- Make specific performance improvements.
- Support the implementation of a regional transportation plan.
- Reduce congestion in highly traveled corridors.
- Provide more transportation choices.

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 Caltrans Corridor Planning Guidebook published in April 2022. 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 has also been updated to respond to changes in state transportation policy, including the California State Transportation Agency's adoption of the Climate Action Plan for Transportation Infrastructure 2.0 (CAPTI), published in February 2025, and the Caltrans System Investment Strategy (CSIS), published in July 2024. Together, CAPTI and CSIS are intended to better align California's transportation investments with state climate goals by guiding more than \$5 billion in annual state transportation spending toward projects that reduce fuel consumption and greenhouse gas emissions from the transportation sector.

The Gateway Plan responds to EO N-79-20, signed in September 2020, which directs transportation agencies to take actions "to improve clean transportation, sustainable freight and transit options..." including supporting zero-emission vehicles and infrastructure. The Gateway Plan proposes deployment of innovative transportation solutions to meet the State's climate goals.

**Executive Order N-79-20 requires the
deployment of innovative transportation
solutions to meet the State's climate goals.**



The Sacramento Region

The greater Sacramento region includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties, exclusive of the Lake Tahoe Basin. The adopted 2025 SACOG MTP/SCS anticipates approximately 580,000 new residents, 278,000 new housing units, and 263,000 new employees within the region. The 2025 SACOG MTP/SCS is aligned with the 2004 Sacramento Region Blueprint, a vision to integrate land use and transportation planning to curb sprawl and cut down on vehicle emissions and congestion 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; 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; and private shared micromobility providers. The MTP/SCS includes a set of capital and operational improvements to the regional transportation system including road, airport, shipping port, rail, transit, bicycle, and pedestrian projects. The MTP/SCS also includes maintenance and rehabilitation activities to preserve the existing and expanded transportation system.

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



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

components, collectively referred to in this plan as the Gateway Corridor:

- Capitol Corridor intercity passenger rail service
- Sacramento Regional Transit (SacRT) light rail passenger service, fixed route bus service and on-demand services
- Placer County Transit fixed route local and commuter bus and on-demand services
- City of Roseville fixed route local and commuter bus and on demand services
- City of Auburn on-demand services
- Private micromobility services
- 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

- Interstate 80 (I-80)
- State Route 65 (SR 65/Highway 65)
- State Route 51 (SR 51/Business 80)
- State Route 160 (SR 160)

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. The Gateway Corridor's name comes from its role as the gateway to Placer County and the Lake Tahoe Basin from Sacramento and the San Francisco Bay Area.

Plan Sponsors

The Gateway Plan Update is led by Caltrans District 3, STA, PCTPA, and 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 in the corridor because no single entity alone can address the varied corridor transportation issues. Therefore, the update of the Gateway Plan is crucial to 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 improving lives and communities through transportation. Caltrans District 3 is responsible for maintaining and operating 1,491 center-line miles and 4,385 lane miles in the counties of Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo and Yuba.



**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 and town located within the political boundary of Placer County.



STA is the local transportation authority for Sacramento County responsible for administering Measure A and SB 1 funding to provide transportation improvements. Its mission is to provide Sacramento County's 1.6 million residents with a broad array of transportation programs and services which benefit the community where they live, work, and play.



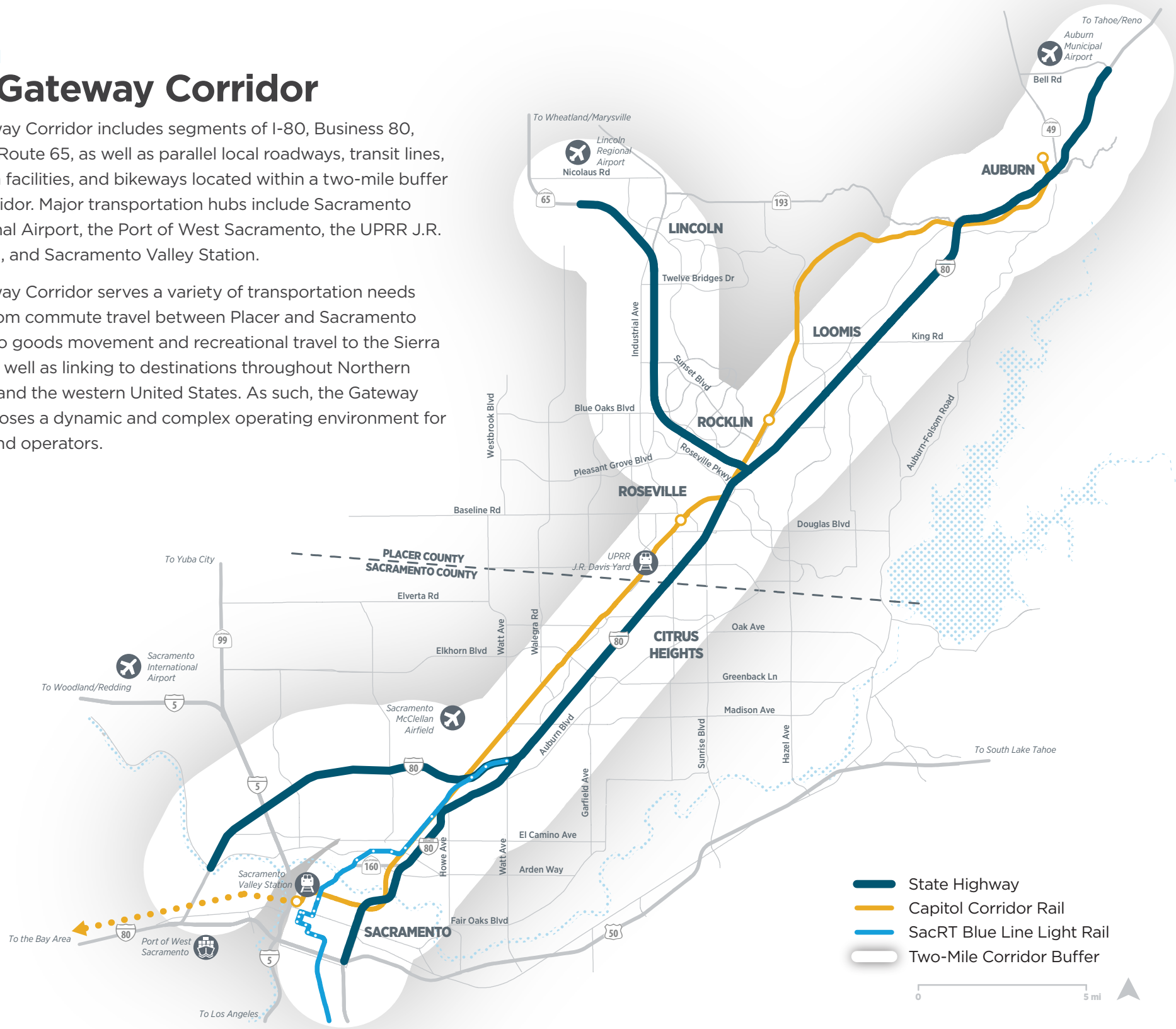
SACOG is an association of local governments in the six-county Sacramento region. SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues.

FIGURE 1

The Gateway Corridor

The Gateway Corridor includes segments of I-80, Business 80, and State Route 65, as well as parallel local roadways, transit lines, pedestrian facilities, and bikeways located within a two-mile buffer 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 commute travel between Placer and Sacramento Counties to goods movement and recreational travel to the Sierra Nevada as well as linking to destinations 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.





Prior Corridor Planning

Caltrans previously prepared a Transportation Concept Corridor Report (TCCR) that served as the long-range planning document for I-80, Business 80, and State Route 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 State Route 65 corridors in 2009. These CSMPs focused on system management strategies and coordinated capital improvements.

Comprehensive Multimodal Corridor Plans (CMCPs) are the next iteration of these planning frameworks and are developed collaboratively by Caltrans, regional transportation agencies, and local jurisdictions to create alignment with the goals laid out by SB 1.

Caltrans District 3 and SACOG have also completed long-range planning for a managed lane network in Sacramento and Placer counties, including planned managed lanes on the I-80, Business 80, and State Route 65 corridors. Caltrans Districts 3 and 4 also completed the I-80 CMCP in 2023, the study area for which overlaps with the Gateway Plan limits along I-80 between the Sacramento River and the I-80/Business 80 interchange. Caltrans District 3 completed its Managed Lane System Plan in 2025, and SACOG incorporated its vision for the managed lane network into the adopted 2025 Blueprint. The SCCP competitive grant program limits eligibility for highway lane projects to high-occupancy vehicle lanes and managed lanes in order to mitigate increases in vehicle miles traveled, greenhouse gas emissions, and air pollution.

Downtown Sacramento anchors the western end of the Gateway Corridor

Plan Content

In the CMCPG, the California Transportation Commission (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 SCCP.

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
 - g. Matching Funds
 - h. Project Deliverability
5. Be consistent with the goals and objectives of the Regional Transportation Plan [SHC 2393].

Projects funded through the SCCP 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:





- Establish geographic boundaries
 - Identify and describe a transportation corridor and its geographic extent.
- Establish a time horizon
 - Provide short, medium, and long-term planning horizons.
- Establish purpose
 - Identify specific corridor objectives.
- Demonstrate a multimodal approach
 - Incorporate all transportation modes that have the potential to move people and goods within the designated corridor.
 - Consider multimodal approaches to address transportation system deficiencies.
 - Recommend and prioritize multimodal improvements for funding including potential funding programs, timeline for implementation, with particular emphasis on projects that improve mobility while also achieving a balanced set of transportation, environmental and community access improvements.
- Consider stakeholders and broader planning goals
 - Demonstrate consistency with state and regional goals and objectives.
 - Align 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 for growth.
 - Align with other regional or local planning frameworks such as regional, countywide, and local jurisdiction plans, including land use, transit, safety, emergency management, and transportation plans.
- Demonstrate federal, state, regional, and local collaboration.
- Identify strategies to preserve the character of local community and creating opportunities for neighborhood enhancement projects.
- Consistency with the principles of the federal Congestion Management Process and the intent of the state Congestion Management Program for designated congestion management agencies.
- Align with the principles of California's Climate Change Scoping Plan, the California Transportation Plan, and the Caltrans statewide modal plans, including the Interregional Transportation Strategic Plan.
- Support the Climate Action Plan for Transportation Infrastructure 2.0 Solutions for Congested Corridors Program key action S2.4.
- Review regional and local climate adaptation plans and consider applicable climate hazards as demonstrated in vulnerability assessments.
- Incorporate broadband, autonomous vehicle, and zero-emission vehicles infrastructure planning, in addition to Intelligent Transportation Systems strategies.
- Analyze potential impacts
 - Identify and evaluate performance impacts of recommended projects and strategies including induced demand analysis.
 - Consider and apply a range of performance metrics (such as those outlined in SCCP Guidelines and project specific performance measures as outlined in the RTP Statewide Transportation Improvement Program Guidelines as applicable for the set of recommended projects and strategies).

The Gateway Plan content was developed with respect to 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.

- Facilitate delivery of the residents, travelers, goods or services within the boundaries of the Gateway Plan with the fewest 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.
 - Connect pedestrian and bicycle travel across city and county lines to create a connected regional system of off-street trails.
 - Improve safety for all corridor users by reducing fatal and serious injury collisions and addressing conflicts between motorized and non-motorized travel.
 - Implement vehicle trip pricing strategies identified in the PCTPA RTP and SACOG MTP/SCS updates.
 - Prioritize multimodal projects in the PCTPA RTP and SACOG MTP/SCS updates to maximize the greatest potential of competitiveness for funding programs.
- Increase regional accessibility to jobs and education, particularly for economically disadvantaged populations.
 - Advance equitable corridor outcomes by identifying disadvantaged and historically impacted communities, engaging those communities during project development, and incorporating community feedback.
 - Improve air quality and increase resident physical activity.
 - Incorporate innovative strategies to broaden transportation options, increase mobility and access, improve the experience of moving through the corridor, and meet the State's climate goals.
 - Support transportation-efficient land use, infill development, housing access, and mixed use-growth patterns that maximize the benefits of multimodal corridor investments.





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

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CHAPTER 2 **PLANNING CONTEXT**

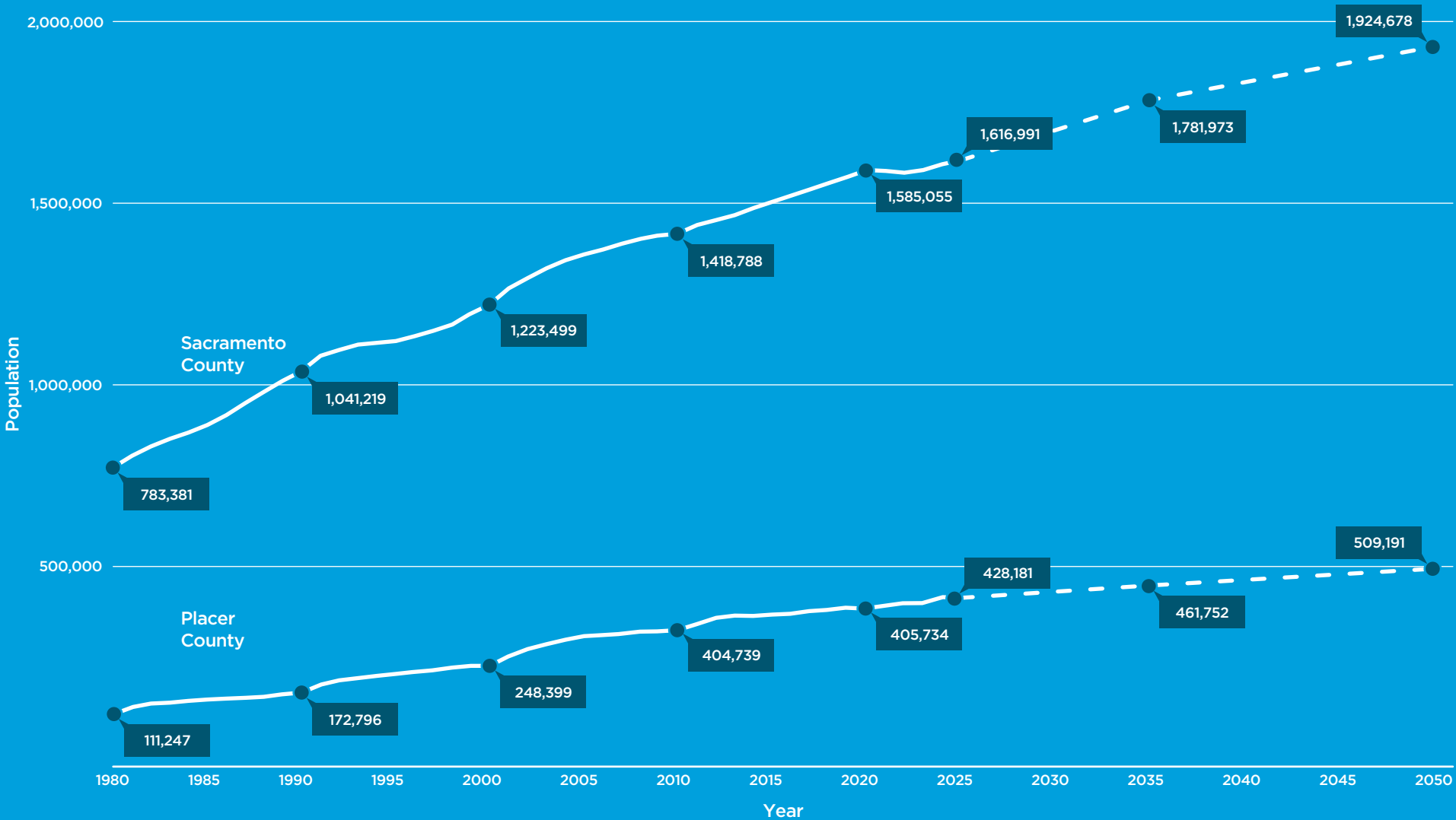
FIGURE 2

Population Growth

This figure illustrates population growth trends in Placer and Sacramento Counties since 1980. It also shows growth projections out to 2050 based on anticipated development identified in the SACOG 2025 MTP/SCS.

Between 1980 and 2025, the Placer County population nearly quadrupled and the Sacramento County population doubled, resulting in a net increase of over one million residents. Looking ahead to 2050, the total combined population of the two counties is expected to increase by nearly 400,000 residents.

Source: SACOG



The Gateway Corridor covers approximately 70 miles between South Placer County and Downtown Sacramento. Following Business 80 and I-80 from Sacramento to Auburn and State Route 65 from Lincoln to I-80, the Gateway Corridor is comprised of 370 lane miles of freeway, 1 intercity rail line, 1 light rail line, 23 regional and local bus routes, and an almost complete regional active transportation network of trails, bikeways, and sidewalks.

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 over one million residents between 1980 and 2025. Placer County grew by about 285 percent and Sacramento County by about 106 percent, both outpacing California's roughly 66 percent growth over the same period. During the beginning of this period, 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 Blueprint aims to integrate land use and transportation planning to curb sprawl and cut down on vehicle emissions and congestion 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, roll, bike, or take public transportation to work and play.

Since the mid-2000s, 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 2025 MTP/SCS builds upon and reaffirms the Blueprint principles by emphasizing the interconnectedness of land use and transportation and prioritizing continued sustainable development practices and non-motorized transportation system improvements through its horizon year of 2050. Consistent with this framework, a substantial portion of the nearly 400,000 new Placer and Sacramento County residents expected by 2050 are anticipated to be accommodated within existing cities and communities, including infill development in established communities and designated centers and corridors shown in Figure 3.

COVID-19 Impacts

The COVID-19 pandemic significantly disrupted regional growth and travel patterns, with effects that continue to influence the Sacramento region. At the start of the pandemic in 2020, overall travel demand declined with stay-at-home orders and expanded remote work. Although travel activity has since increased, longer-term shifts in work patterns, such as increased telecommuting, more flexible work schedules, and reduced peak-period commuting, have continued to influence travel behavior.

The pandemic also saw accelerated migration trends from the San Francisco Bay Area to Sacramento and

Since 1980, the Placer County population nearly quadrupled 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 and the Economic Mobility Poll, including investing in infrastructure that supports regional mobility and accessibility, such as affordable transportation options for low-income residents and supporting healthy, safe and complete communities with place-making assets and ‘next-generation’ transportation options.

Placer Counties. Comparing 2018 and 2020, Internal Revenue Service county-to-county migration data indicate a 40 percent increase in move-ins from San Francisco County to Sacramento County. Additional analyses based on U.S. Postal Service address-change data similarly identified a sharp increase in relocation activity during 2020, suggesting heightened residential mobility during the initial pandemic period. While migration trends have stabilized in subsequent years, the redistribution of population during this period may have lasting implications for housing demand, travel behavior, and transportation needs in the region.

In addition to population growth and land use trends, the regional economy is increasingly shaped by emerging advanced manufacturing and digital infrastructure industries along the corridor. The Greater Sacramento region is positioning itself as a growing hub for semiconductor manufacturing and data center development, supported by proximity to the Bay Area, a skilled workforce, and competitive operating costs. Significant investments are underway, including Bosch’s expansion of its Roseville facility into a semiconductor manufacturing plant and new data center developments in the Sacramento area, such as Prime Data Centers’ second campus expansion. These investments reflect the region’s growing role as a technology and innovation hub and are expected to generate new employment opportunities while influencing travel demand and infrastructure needs along the corridor.

Several regional initiatives have identified strategies to improve socioeconomic circumstances for residents and businesses throughout the greater Sacramento region. One such initiative is the Prosperity Partnership,

a collaboration between Valley Vision, Greater Sacramento Economic Council, Sacramento Metro Chamber, and SACOG, which 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, 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. PCTPA affirmed its commitment to equity in 2024 through the adoption of its Equity Policies.

In 2026, Valley Vision released the Economic Mobility Poll, a public opinion research poll administered to residents in the Sacramento Region capturing residents’ experiences related to reliable transportation, attainable and affordable housing, access to quality childcare, and career opportunities. These regional initiatives reinforce shared priorities and provide a framework and data to guide focused regional action that strengthens opportunity and prosperity for all.

Recent Corridor Investments

The Interregional Transportation Strategic Plan Addendum (2022) identifies the San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Corridor as a priority interregional corridor for state investment, supporting long-distance travel, east-west goods movement, and interregional connectivity across urban, suburban, and rural communities. Interstate 80 and the Union Pacific Railroad (UPRR) serve as the corridor’s primary multimodal transportation spine, supporting both freight and passenger movement.

FIGURE 3

Land Use

The SACOG 2025 MTP/SCS uses a framework called “community types” to categorize various community character and development contexts based on local land use plans.

Center and Corridor Communities are higher-density, mixed-use areas. Established Communities usually consist of mature suburban neighborhoods, office and industrial parks, or commercial strip centers. Developing Communities are generally located at the edge of existing development and may include employment, residential, or mixed uses. Rural Residential Communities are predominantly residential, with some small-scale farming.

SACOG Green Means Go Zones identify priority infill areas targeted for coordinated investments in infrastructure, housing, and transportation. Along the corridor, these zones are concentrated in Sacramento County and primarily overlap with Centers and Corridors and Communities.

Source: SACOG

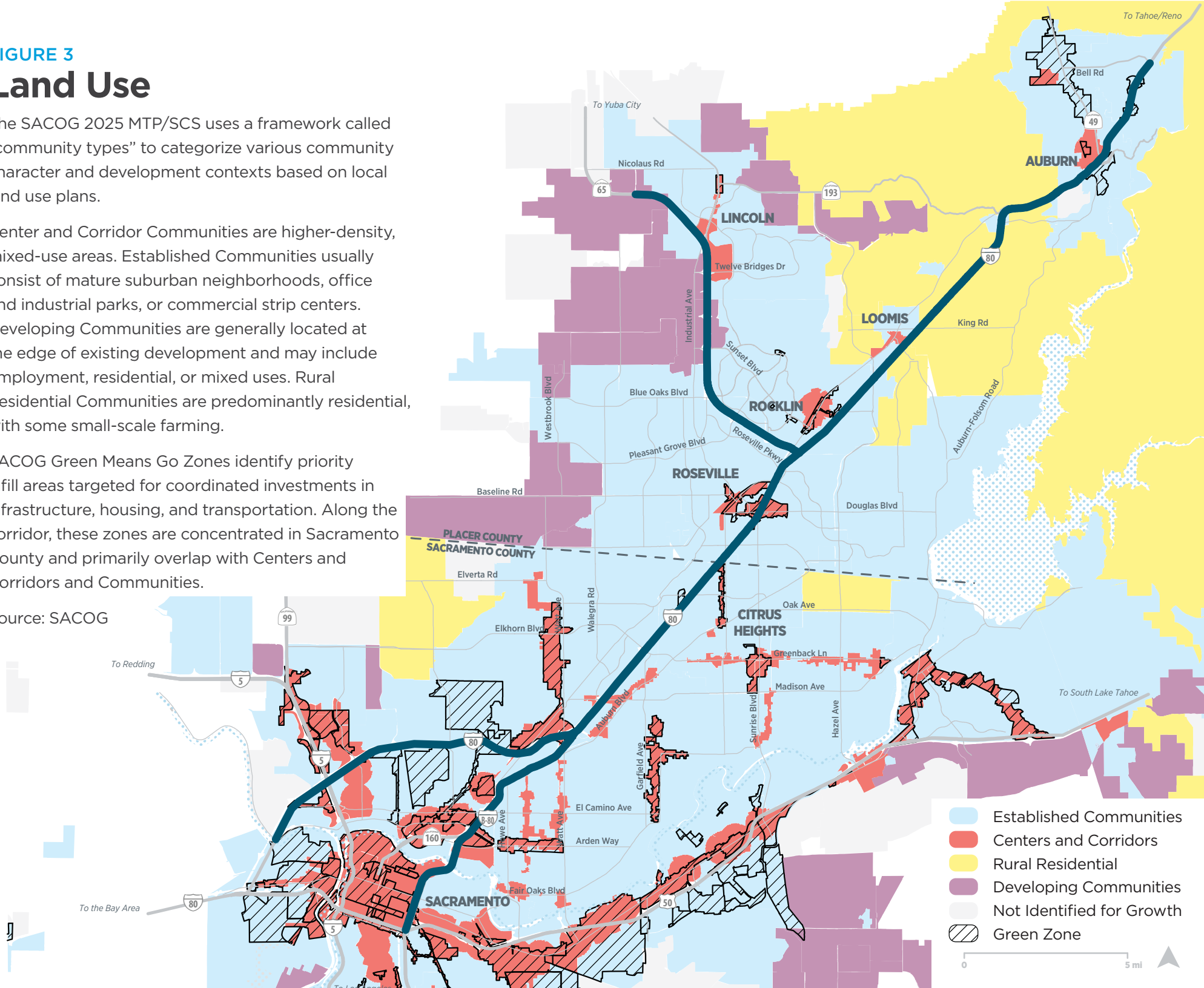


FIGURE 4

Disadvantaged Communities

This figure illustrates the disadvantaged communities identified for the SACOG 2025 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.

Along the Gateway Corridor, most disadvantaged communities are in Sacramento County, with a large concentration located in North Sacramento and Natomas. In Placer County, disadvantaged communities are more dispersed, with concentrations in Roseville, Rocklin, Lincoln, and Auburn.

Source: SACOG

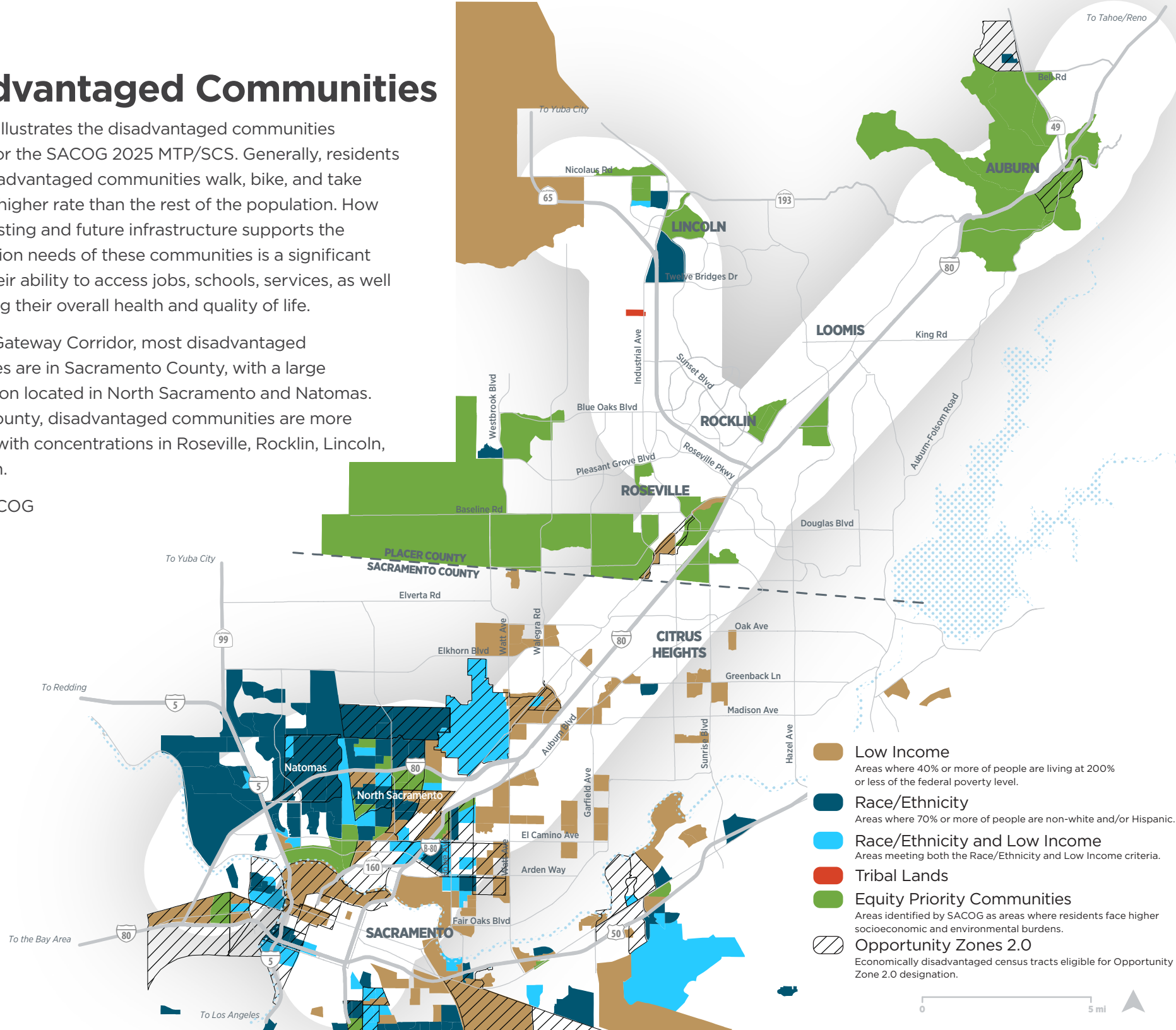


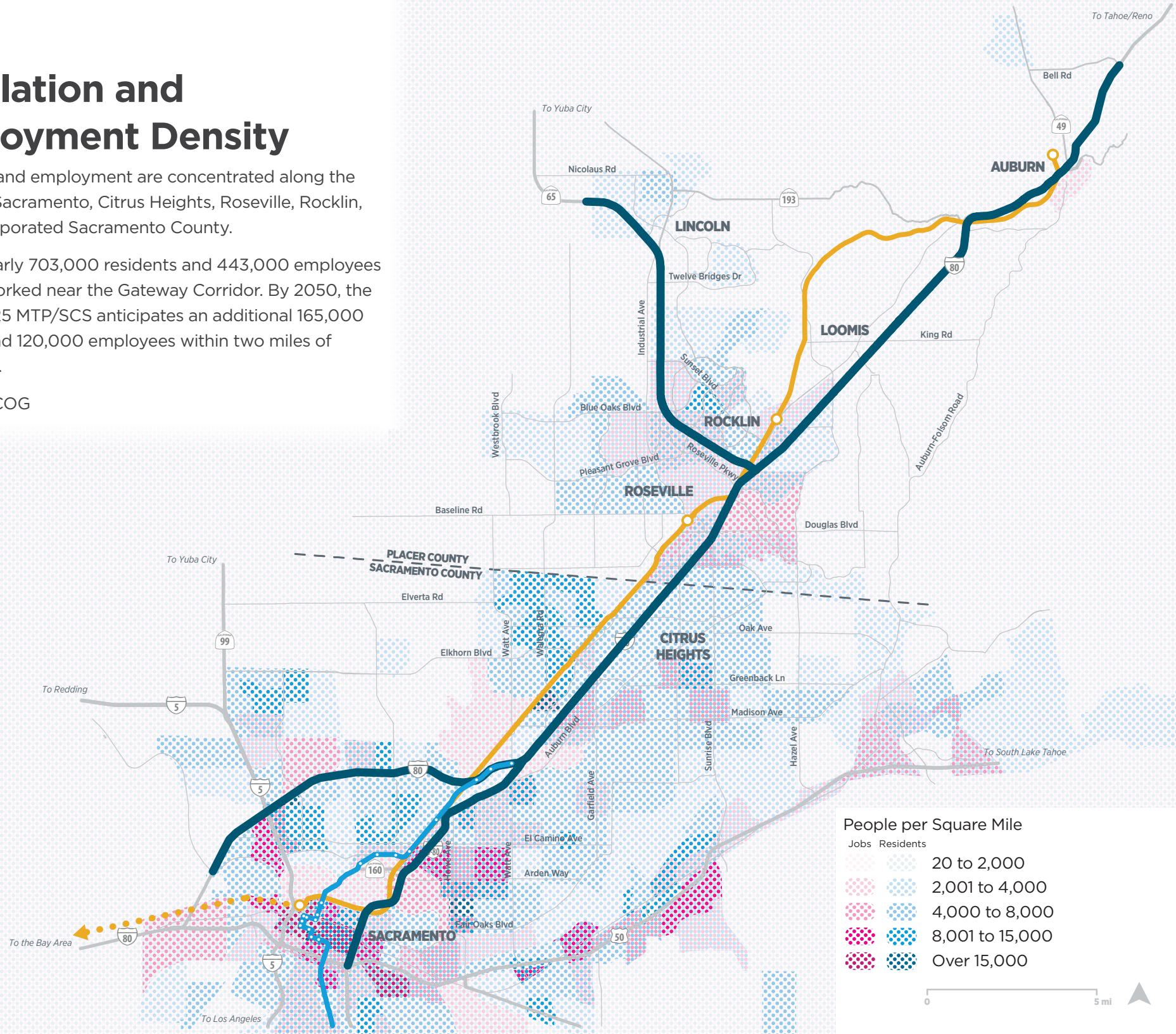
FIGURE 5

Population and Employment Density

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

In 2020, nearly 703,000 residents and 443,000 employees lived and worked near the Gateway Corridor. By 2050, the SACOG 2025 MTP/SCS anticipates an additional 165,000 residents and 120,000 employees within two miles of the corridor.

Source: SACOG



Corridor improvements have been funded through a combination of federal, state, regional, and local sources. A significant share of investments has been delivered through the State Highway Operation and Protection Program (SHOPP), reflecting California's "fix-it-first" policy that prioritizes maintenance, rehabilitation, and operational improvements to existing infrastructure over large-scale capacity expansion.

Targeted capacity improvements have been implemented where needed to support freight mobility and expand the capacity and frequency of Capitol Corridor rail service. Commute-related improvements have largely relied on local and regional funding sources, while the State Transportation Improvement Program (STIP) and SB 1 have supported broader transportation infrastructure, mobility, and safety improvements throughout the corridor.

Transit investments have primarily relied on Federal Transit Administration (FTA), State Transit Assistance (STA), Transit and Intercity Rail Capital Program (TIRCP), and local funding sources. Passenger rail improvements have largely been supported through Federal Railroad Administration (FRA) and TIRCP funding. Local and regional bicycle and pedestrian improvements have been advanced through Active Transportation Program (ATP) funding.

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 the only all-weather crossing of the Sierra Nevada mountain range for 1,000 miles.

Figure 5 illustrates the existing population and employment density along the corridor. The region has seen significant recent growth, a trend which is forecast to continue. In 2020, 703,000 residents and 443,000 employees lived and worked within two miles of the Gateway Corridor, representing 28 percent of total residents and nearly 40 percent of employees in the Sacramento region, respectively. By 2050, the SACOG 2025 MTP/SCS anticipates an additional 165,000 residents and 120,000 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.

Priority Improvements and Strategies

According to the Caltrans Strategic Interregional Corridor Summary and Analysis (2021), future priorities focus on maintaining transportation infrastructure in a state of good repair while improving freight reliability, safety, multimodal connectivity, and increasing system climate resilience. Strategies include expanding zero-emission vehicle charging infrastructure, truck parking, express bus and intercity rail service between Roseville and San Jose, and implementing managed lanes and bicycle and pedestrian facilities, while supporting projects that minimize increases in vehicle miles traveled and enhance community and environmental outcomes.

Evolving Transportation Technologies

Transportation options and technologies are continuing to evolve across the Sacramento region, reshaping how people travel and access mobility options. These innovations are expanding the range of available transportation choices, improving flexibility, accessibility, and enhancing connections between communities, activity centers, and regional destinations.

Autonomous vehicle and ride-hailing technologies are advancing. For instance, Waymo has received approval to test driverless vehicles across portions of Sacramento, Yolo, and Solano Counties as part of a phased deployment strategy, with potential to expand on-demand mobility options and reshape ride-hailing services. Advancing these technologies could enhance safety, reduce transportation costs, and improve system efficiency and accessibility. Additionally, shared micromobility options, including e-scooters and bike-share systems operated by providers such as Lime and Bird, are widely available across the region. Survey results from the City of Sacramento indicate that micromobility is most often used for short, flexible trips rather than daily commuting, highlighting its role as a complementary mobility option rather than a replacement for traditional travel modes.

Public agencies are also incorporating new technologies to enhance transit service and improve system accessibility. Programs such as SacRT Flex, operated by SacRT in partnership with Via, provide on-demand, curb-to-curb shared rides for users with the greatest transit needs. In Placer County, Auburn Transit, Placer County Transit and Roseville Transit have incorporated

app-based technology through the Go South Placer platform, allowing the general public to request on-demand trips within defined service zones in Auburn, Rocklin, Loomis, Lincoln, and Roseville. These microtransit services offer a flexible alternative to traditional fixed-route transit that can improve access in lower-density areas and enhance first- and last-mile connections to existing transit services.

These evolving technologies are expanding mobility choices and are expected to influence travel behavior, access, and connectivity along the corridor.

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

As shown in Figure 6, the Gateway Corridor serves a variety of activity centers, including downtown areas, employment, educational, medical, and shopping destinations. Downtown Sacramento – the heart of California State government, an emerging

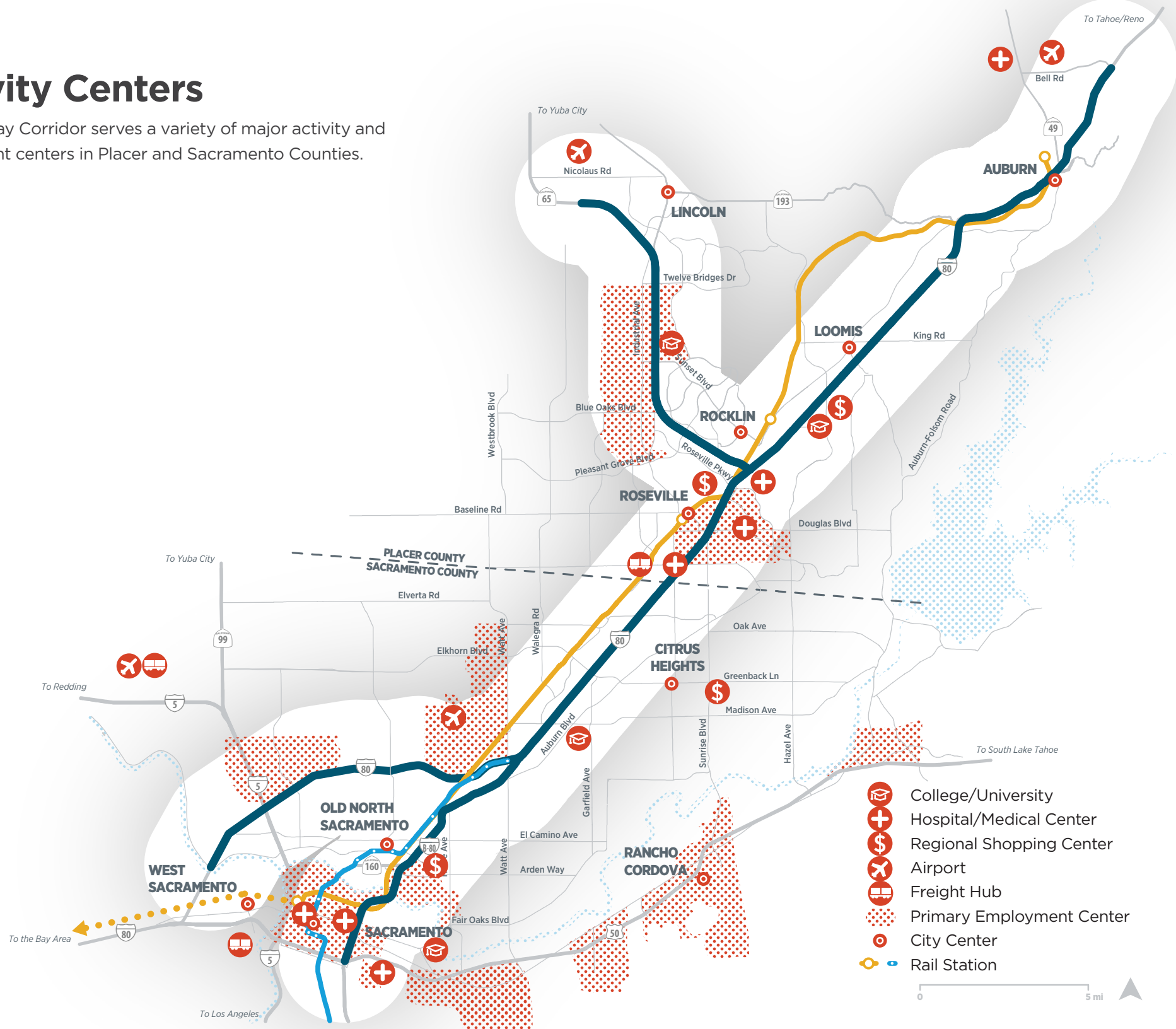
Ongoing programs and projects led by the Capitol Corridor Joint Powers Authority (CCJPA) along the corridor include:

- Renewable Diesel Program
- Rail Safety Incentive Program
- Safety and Security Improvements
- Signal Replacement and System Upgrades
- Passenger Information System Replacement and Upgrades
- Statewide Integrated Travel Program

Together, these investments reflect a coordinated strategy to modernize aging infrastructure, improve safety and system reliability, expand multimodal travel options, and address critical bottlenecks along the corridor.

Activity Centers

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



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 Sutter Medical Center in Sacramento, 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, Sierra College, and Sutter Auburn Faith Hospital. Several municipal airfields in Lincoln, Auburn, and at Sacramento McClellan Airport are located along the corridor. The Sacramento International Airport is located off I-5 northwest of the corridor.

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 Gateway 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 Gateway 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 2023 also recognizes I-80 as a priority freight corridor and Strategic Interregional Corridor connecting the San Francisco Bay Area, Sacramento, and Northern Nevada regions.

The CTC's Clean Freight Corridor Efficiency Assessment outlines a path forward for California to plan and implement zero-emission freight infrastructure by identifying the initial infrastructure needed to support zero-emission goods movement. To identify the initial infrastructure needed, the Commission first identified the top six freight corridors in California. The "Top 6" freight corridors were defined as corridors greater than 50 miles in length, with the highest concentration of goods movement and highest average daily truck vehicle miles traveled.

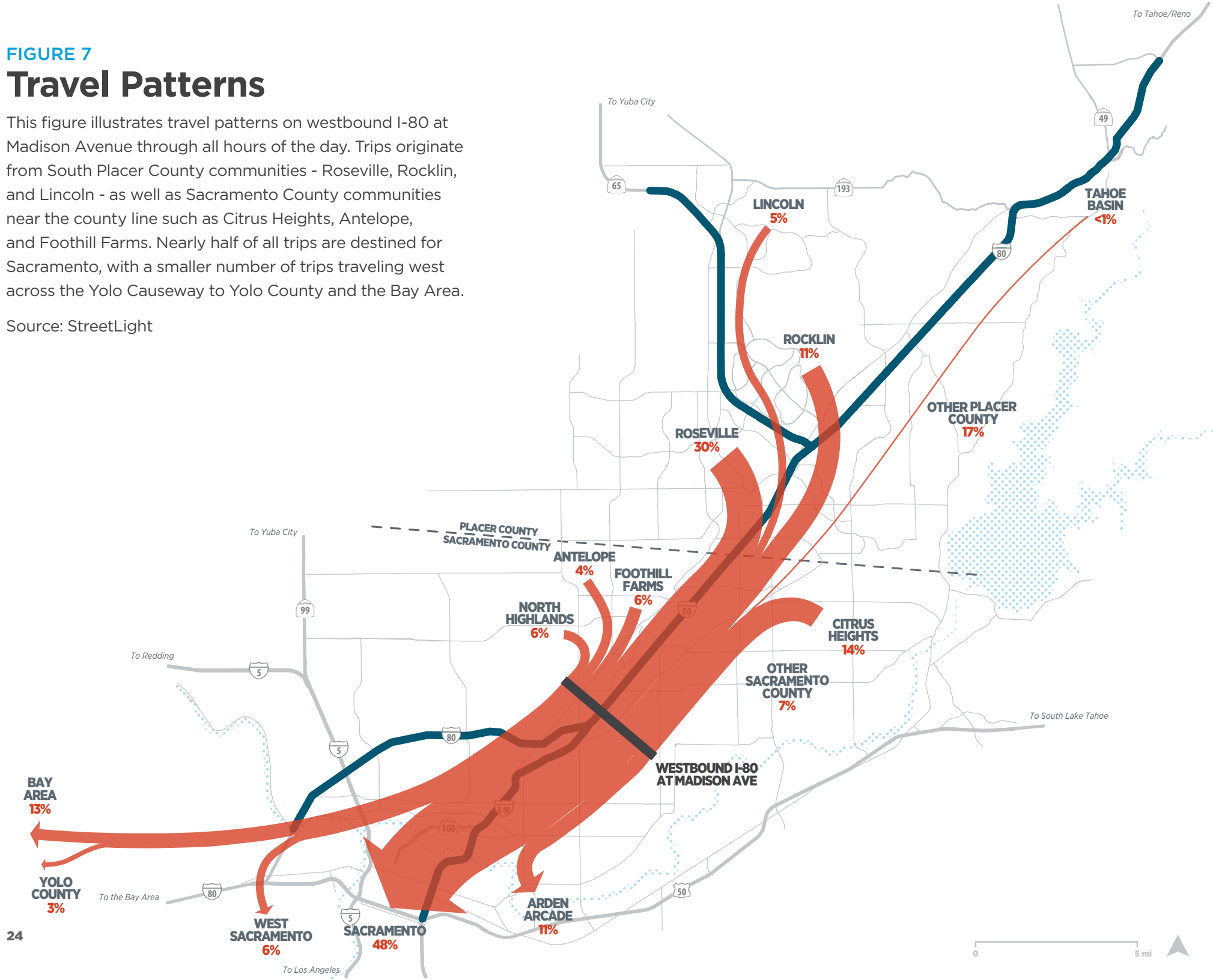


FIGURE 7

Travel Patterns

This figure illustrates travel patterns on westbound I-80 at Madison Avenue through all hours of the day. 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. Nearly half of all trips are destined for Sacramento, with a smaller number of trips traveling west across the Yolo Causeway to Yolo County and the Bay Area.

Source: StreetLight



Caltrans identifies State Route 65 (SR 65) within the Gateway Corridor as part of the California Highway Freight Network. SR 65 is an important interregional connector linking Interstate 80 with the SR 70 and SR 99 corridors and accommodates both passenger and truck traffic, serving as a key route for the movement of commodities such as lumber, aggregate, and other goods.

Business 80 serves as a major urban connector within the Sacramento region and provides critical connectivity between I-80, SR 99, US 50, and I-5. The facility supports both regional travel and goods movement and is identified as part of the Surface Transportation Assistance Act (STAA) truck network, allowing access for longer combination vehicles and supporting freight connectivity between major corridors.

Approximately six percent of all vehicles on the Gateway Corridor are trucks, and around four percent are heavy duty trucks. A typical corridor segment carries approximately 5,000 heavy duty trucks daily, with the highest-volume segments carrying up to nearly 13,000 heavy duty trucks per day. The Gateway Corridor includes a weigh-in-motion station at the Antelope truck scales.

According to the 2023 California Freight Mobility Plan, freight trucks experience high levels of delay at several locations along the Gateway Corridor, including the US 50/Business 80/SR 99 interchange. I-80 segments along the Gateway Corridor in Sacramento rank among FHWA's top 500 Freight Bottlenecks among California Interstate Highways.

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.

The UPRR owns and operates a major east-west mainline track parallel to I-80 along the Gateway 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 Gateway Corridor, is the largest train yard in the Western United States and is capable of processing 2,000 cars per day. According to UPRR the facility has historically handled

Exhibit 1. Top 6 Freight Corridors

Priority corridors identified

Ordered by truck volume - 2026 projected

-  I-5 from California's Southern border with Mexico to its Northern border with Oregon
-  I-15 from San Diego to California's Southeast border with Nevada
-  Route 99 from Red Bluff to Bakersfield
-  I-10/I-710 from San Pedro Bay Ports to Los Angeles to California's Southeast border with Arizona
-  I-40 from its intersection with I-15 to California's Southeast border with Arizona
-  I-80/I-580 and I-880 from the Port of Oakland to San Francisco to California's northeast border with Nevada



up to 98 percent of all rail traffic moving through Northern California and is the largest railyard west of the Mississippi River. UPRR shares its track with CCJPA passenger rail service along the Gateway 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 received nearly 470 million pounds of freight in 2024.

The corridor is the Northern California gateway to Lake Tahoe and Sierra Nevada 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's local economy. The vast majority of visitors drive into the Lake Tahoe Basin, generating approximately 10 million annual vehicle trips into the area. Over 57 percent of North Lake Tahoe visitors reside in Northern California and rely on the Gateway 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 Palisades Tahoe Ski Resort. Tourist and recreational travel have a substantial effect on corridor traffic conditions, particularly during the peak tourist season when visitors from the Bay Area and Sacramento flock to the mountains. Thus, transportation improvements along the Gateway

Corridor will influence the travel experiences for millions of visitors to Lake Tahoe and other tourist and recreational destinations throughout the northern Sierra Nevada.

In addition to regional recreational travel, Sacramento is both a destination and gateway for travelers from across California and neighboring areas of eastern California and western Nevada. As a result, the Gateway Corridor facilitates longer-distance and multimodal trips that connect air, interregional, and local travel networks.

National travel behavior research suggests that many visitors to major metropolitan areas such as Sacramento expect to use a mix of transportation

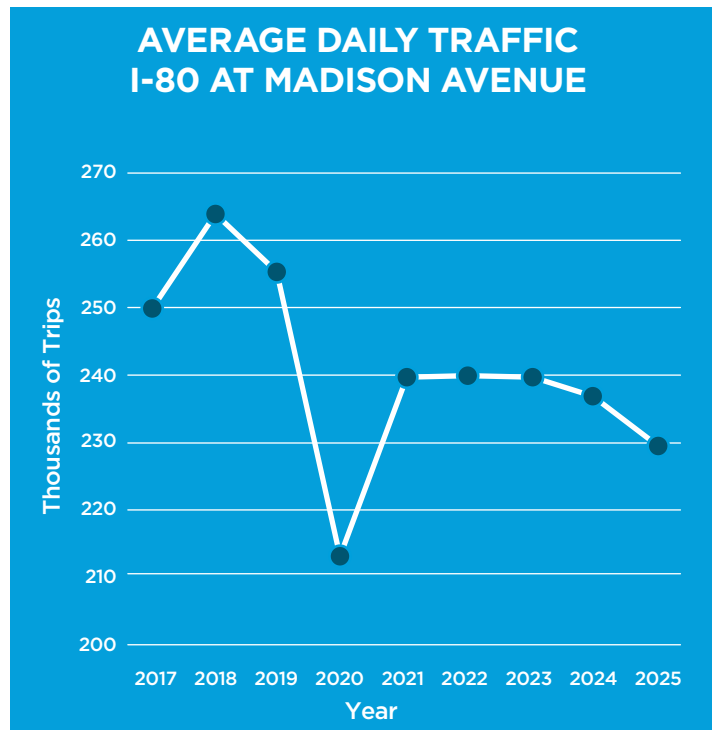
FREIGHT ON THE GATEWAY CORRIDOR

- I-80 is identified as a major freight corridor by both FHWA and Caltrans, carrying about 4,000 heavy duty trucks per day throughout the Gateway Corridor.
- The UPRR 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 received nearly 470 million pounds of freight in 2024.
- The Port of West Sacramento serves the agricultural and construction sectors throughout Northern California.

options during their trips. For instance, an American Public Transportation Association survey found that most travelers arriving by car or air plan to use public transportation for at least one activity during their visit, while approximately one third of travelers plan to use ride-hailing services.

The corridor reflects evolving travel patterns.

Traffic volumes along the Gateway Corridor increased steadily following the Great Recession, reaching their highest levels prior to the COVID-19 pandemic. Volumes declined sharply during the pandemic but have since rebounded, with combined daily traffic volumes on I-80 and Business 80 in Sacramento exceeding 300,000 trips. Nevertheless, traffic volumes generally remain below pre-pandemic peaks.



More recent declines in traffic volumes reflect changes in travel behavior, including increased remote and hybrid work arrangements. Looking ahead, the planned return of California state employees to the office in 2026 may cause traffic volumes to trend upward again. Figure 8 illustrates traffic volumes at various locations along the corridor.

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. Major corridor bottlenecks include both eastbound and westbound Business 80 in Sacramento and Highway 65 in Roseville. Motorists traveling through these bottlenecks can experience several minutes of additional travel time during peak periods, with delays on key segments adding up to roughly eight minutes on a typical weekday.



During the Winter ski season, average daily traffic on the corridor can jump as much as 166 percent on Fridays compared to the typical midweek day.

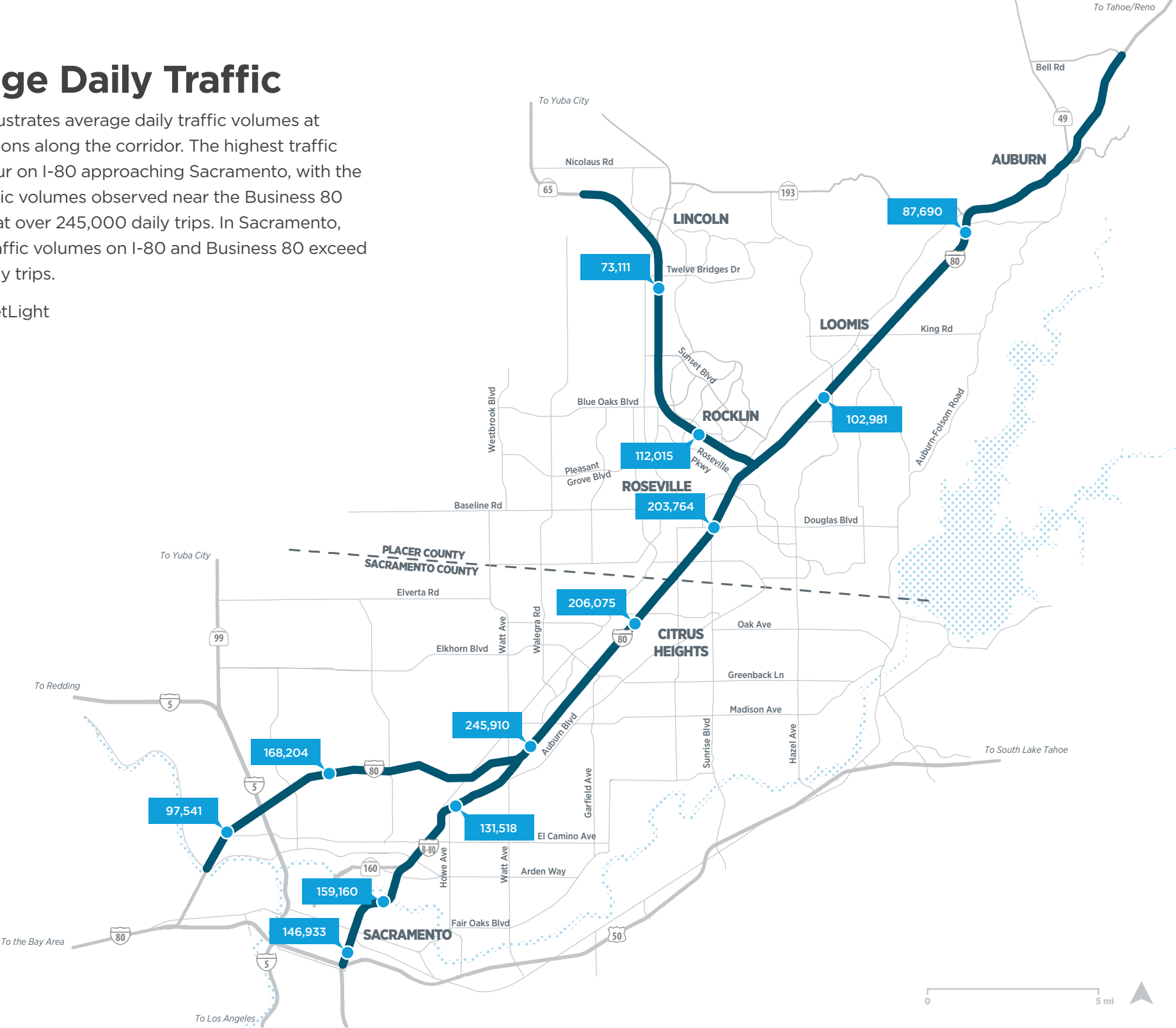
The Gateway Corridor is situated in between the San Francisco Bay Area and the Lake Tahoe Basin.

FIGURE 8

Average Daily Traffic

This figure illustrates average daily traffic volumes at various locations along the corridor. The highest traffic volumes occur on I-80 approaching Sacramento, with the greatest traffic volumes observed near the Business 80 interchange at over 245,000 daily trips. In Sacramento, combined traffic volumes on I-80 and Business 80 exceed 300,000 daily trips.

Source: StreetLight



Increased delay in the Gateway Corridor has extended the 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 for much of the day, 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). The corridor also experiences a wide range of travel time variability, making it more difficult for people to plan travel around their schedules and make better use of their own time. This uncertainty 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. Congestion and travel time variability along the corridor can also impact transit operations, freight movement, and emergency response, reducing reliability for a wide range of corridor users who depend on predictable travel times.

In 1982, the average annual delay per commuter in the Sacramento region was about 16 hours. Since then, the number has nearly quintupled to the current average delay of 72 hours. If this trend continues, the average commuter in the Sacramento region could experience annual delays close to 95 hours by 2040.

During the weekday morning peak period, 66 percent of seats in the corridor are empty.

According to the Gateway Plan user survey, approximately 87 percent of people traveling in the corridor utilize automobiles for their typical trip. Along the Gateway 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 driving in single occupant vehicles. 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.

The Texas A&M Transportation Institute in its 2025 Urban Mobility Report noted that the average Sacramento commuter experienced close to 72 hours of extra travel time at an annual cost of about \$1,640.

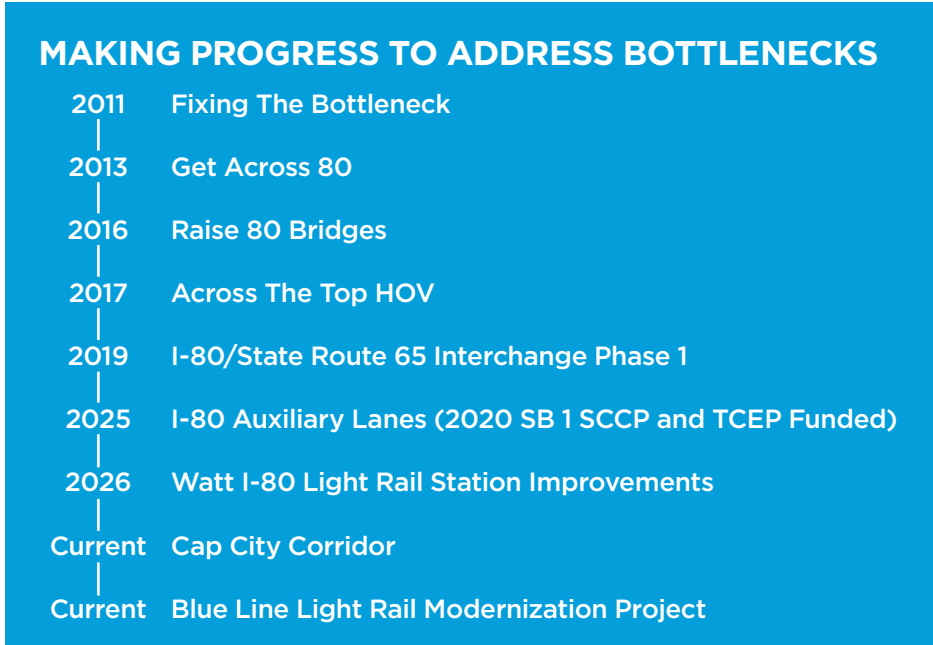


FIGURE 9

Seat Utilization

This figure illustrates the number of seats occupied and available by mode on westbound I-80 at the American River 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. Unoccupied seats exceed occupied seats across all modes, indicating broader underutilization of available passenger capacity.

Source: StreetLight

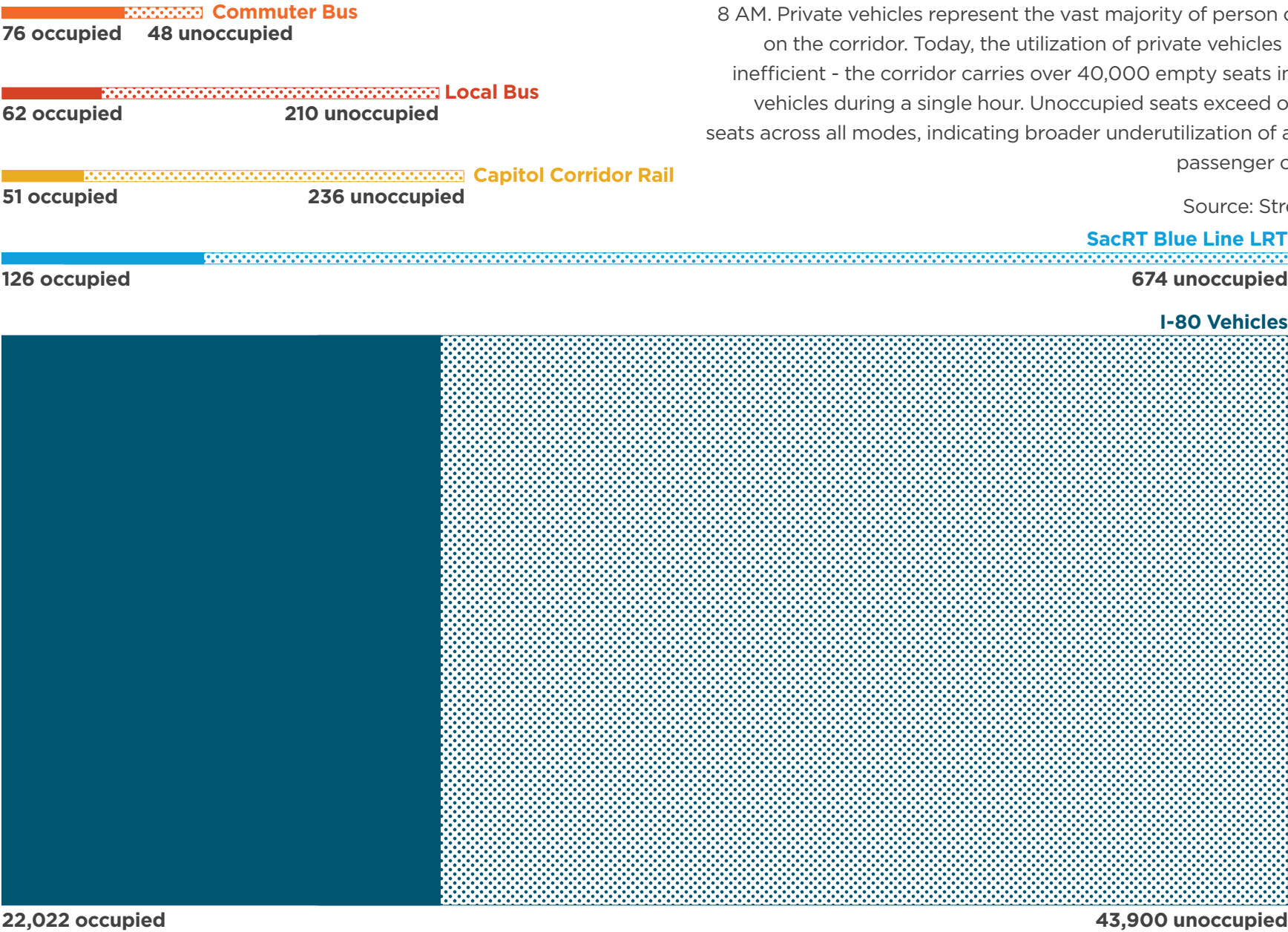


FIGURE 10

Average Speed

This figure illustrates average speed 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 on Highway 65 in Roseville and on Business 80 in Sacramento. Refer to Figure 11 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.

Source: StreetLight

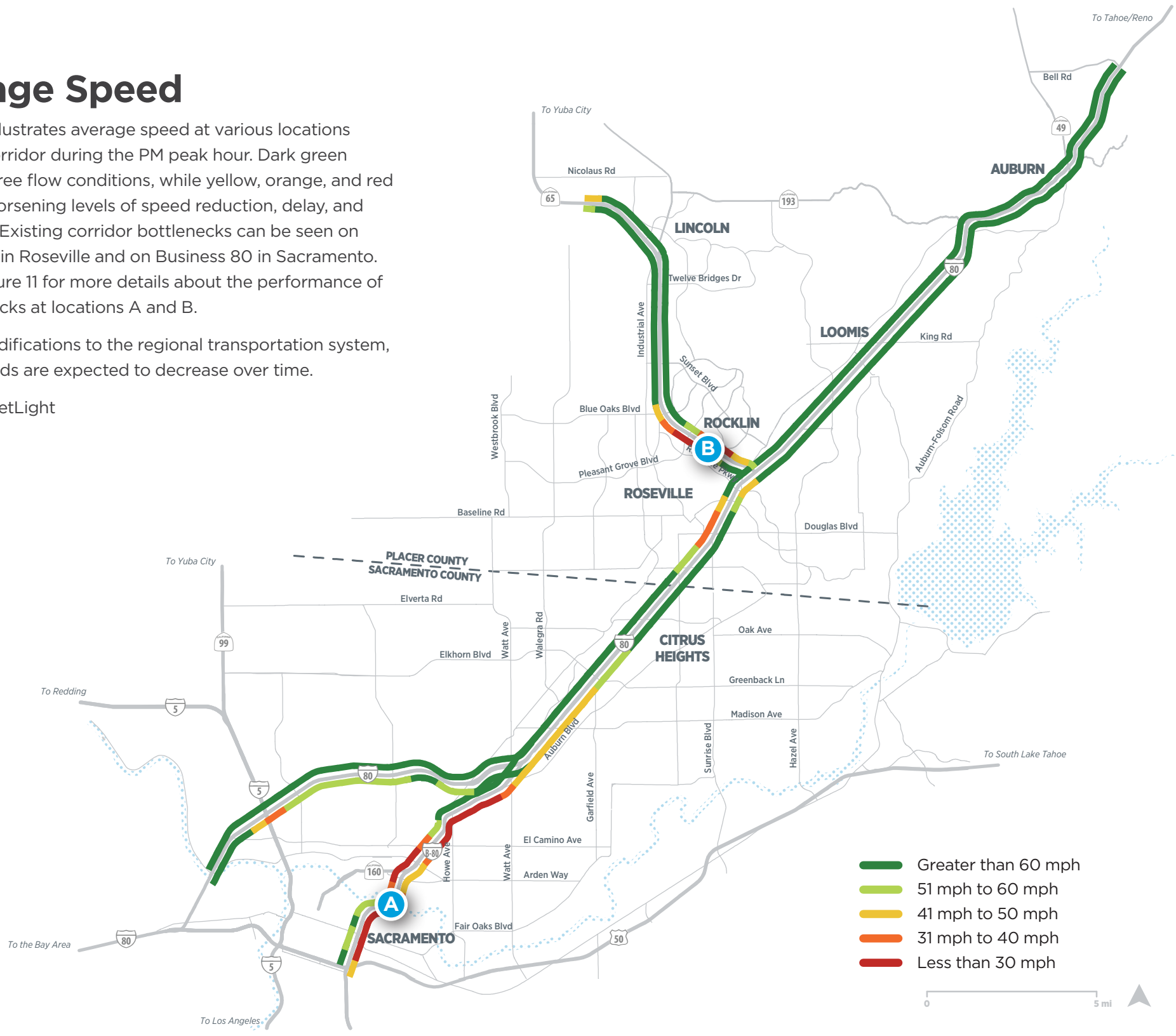


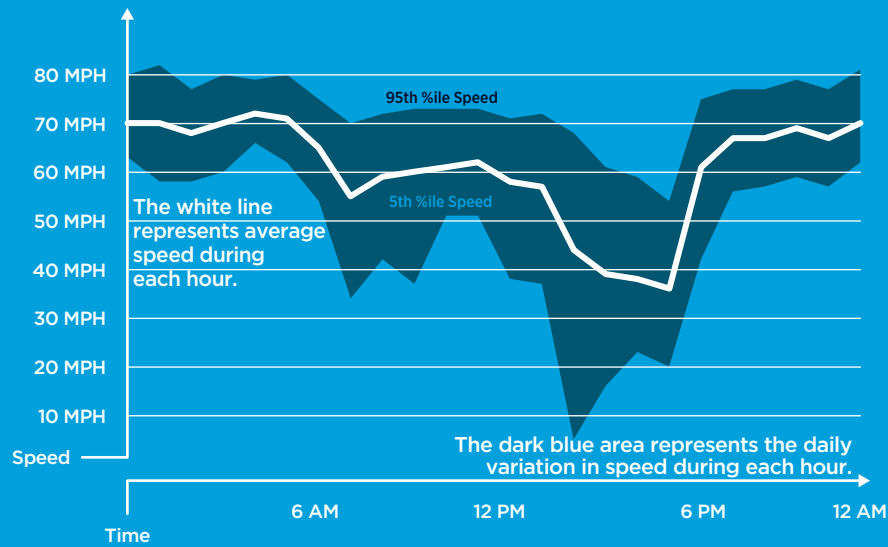
FIGURE 11 Weekday Speed and Reliability

Refer to Figure 10 for the locations of **(A)** and **(B)**

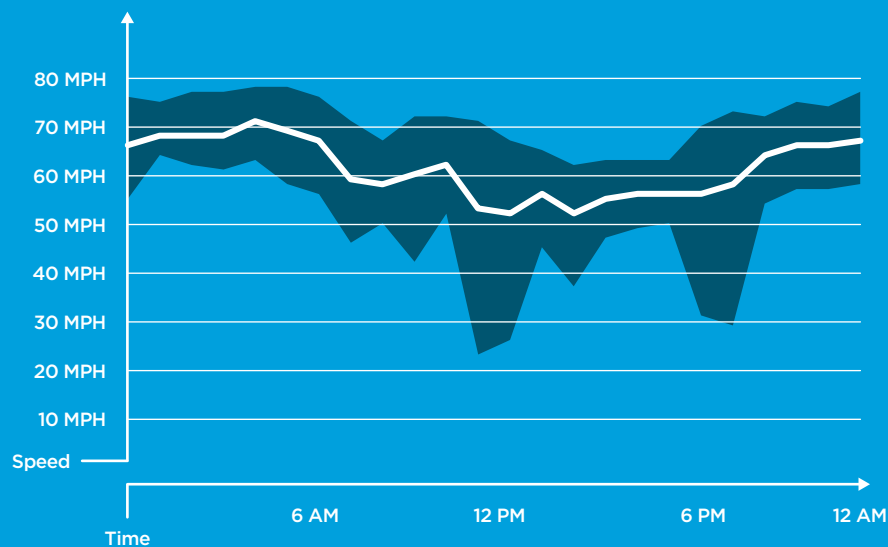
Source: StreetLight

(A) Business 80 at the American River

Eastbound

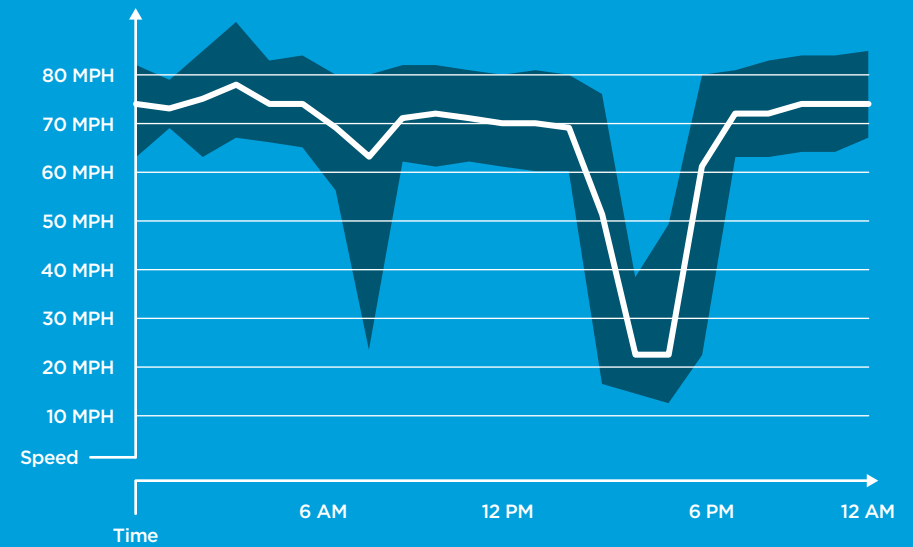


Westbound

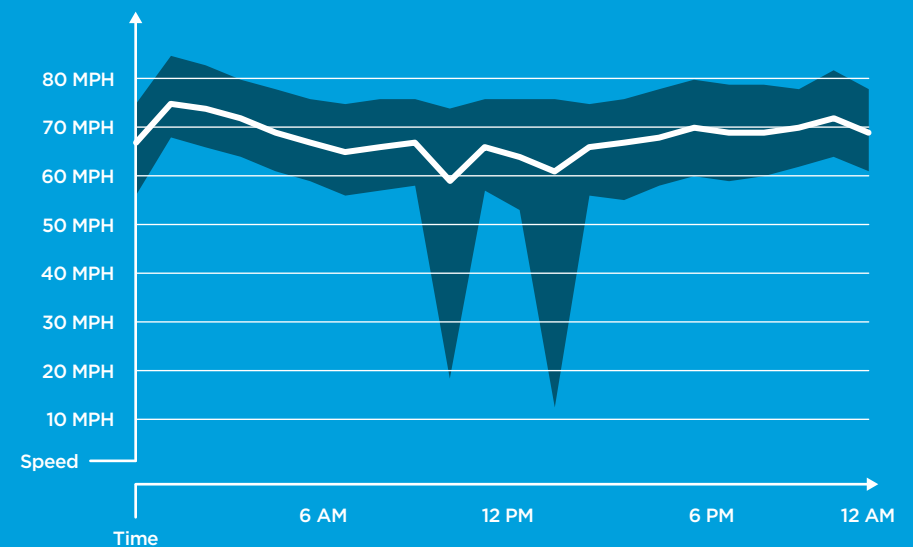


(B) Highway 65 at Galleria Boulevard

Northbound



Southbound





43,900 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 Gateway Corridor includes Capitol Corridor rail service, Sacramento Regional Transit (SacRT) Blue Line light rail and bus service, Roseville Transit, and Placer County Transit bus service.

Capitol Corridor rail service is limited to one roundtrip 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 four westbound and five eastbound bus trips per weekday, as well as four westbound and three eastbound trips per day during weekends. As such, Capitol Corridor service along the Gateway Corridor is a viable option only for South Placer County residents traveling to destinations in Sacramento or the Bay Area who can 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. With only one round-trip, approximately 50 passengers board Capitol Corridor rail service at the South Placer County stations (Auburn, Rocklin, and Roseville) daily.

The SacRT Blue Line light rail service provides 15-minute headways daily, serving 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 Gateway Corridor, the Blue Line generates approximately 14,000 average weekday passenger boardings. Roseville Transit and Placer County Transit provide commuter bus services into Downtown Sacramento for residents of Roseville, Rocklin, and Auburn. Altogether, these services provide 13 round-trips per day between South Placer County and Downtown Sacramento, generating approximately 350 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 Gateway Corridor are influenced by factors such as the availability, convenience, cost, accessibility, and comfort of various travel options. As shown in Figure 12, the private automobile and bus currently provide the most comprehensive coverage across corridor trip types, highlighting opportunities to expand and enhance other travel modes to better serve a wider range of user needs.

Corridor transit options serving Placer County are primarily geared towards commute trips into downtown Sacramento and the Bay Area, and most corridor trips shown in Figure 12 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 the presence of job centers in Placer County, transit service is generally not designed to connect residents of Sacramento County to these locations. While some direct transit connections are available outside peak periods, many transit trips still require a transfer at the Louis Orlando Transit Center, located near the county line, to continue their trips.

Capitol Corridor service 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 potential riders' use of Capitol Corridor in South Placer County.

Existing Corridor Travel Options

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

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

Route uses consistent dedicated bike trails, making it practical for commute travel.

Several planned transit investments are expected to address the corridor's limited travel options. Roseville Transit's Rapid Link service is anticipated to begin operating in Fall 2026, providing connections between Lincoln, the Roseville Galleria area, Sutter and Kaiser medical centers in Roseville, and the Watt/I-80 light rail station. Initial service is expected to operate at hourly frequencies on weekdays before transitioning to 30 minute service in 2027.

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 increasing visibility and access to businesses, encouraging foot traffic, increasing property values and tourism, and helping create more connected, vibrant communities. Along the Gateway Corridor, bicyclists are accommodated by a combination of on- and off-street bikeways. Since 2020, the regional bicycle network has improved through projects such as the Washington Boulevard Bikeway and Pedestrian Pathways Project, Watt Avenue Complete Streets Project, and Auburn Blvd Complete



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.

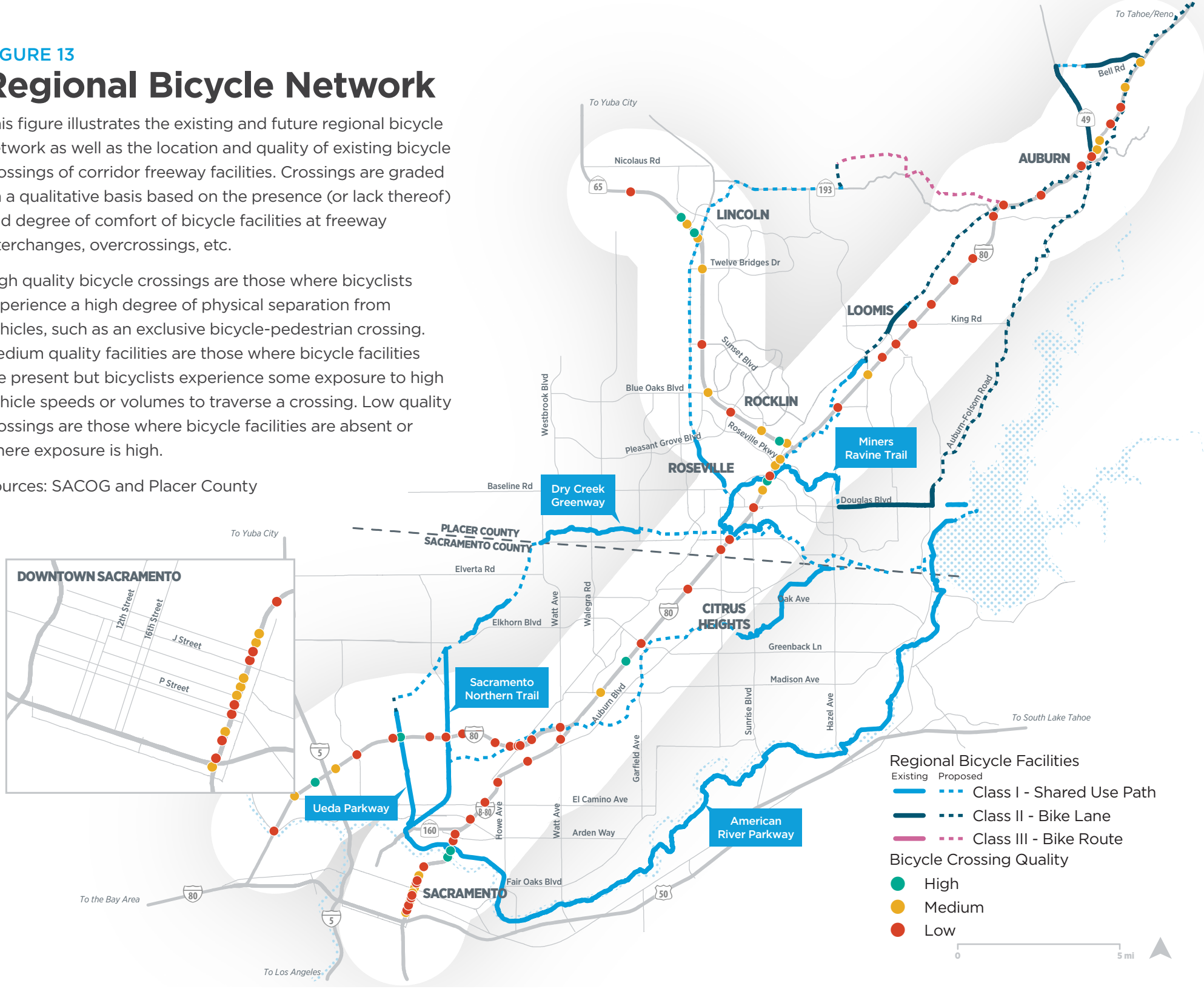
FIGURE 13

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 to traverse a crossing. Low quality crossings are those where bicycle facilities are absent or where exposure is high.

Sources: SACOG and Placer County



Streets Project. However, the existing bicycle network is still 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.

In 2022, the SACOG Board approved the Sacramento Region Trail Network, establishing a regional vision for a connected trail system. SACOG advanced this work through the 2026 Trail Implementation Strategy, adopted in May 2026, which identifies priority investments and implementation pathways to close key gaps in the regional trail network. Along the Gateway Corridor, this regional vision is already being implemented through completed projects such as Dry Creek Greenway East Trail Phase I and the Arcade-Cripple Creek Trail. However, significant gaps remain, particularly where freeways, major arterials, and incomplete crossing facilities limit safe and direct travel by walking, biking, or rolling. Continued investment in the Gateway Corridor is needed to build on recently completed projects, improve first- and last-mile access to transit, and create a more continuous active transportation network that connects neighborhoods, schools, jobs, parks, and regional destinations.

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

As described earlier, 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.

According to the U.S. Department of Transportation, transportation systems that provide limited opportunities for walking, bicycling, and transit use can contribute to lower levels of physical activity, while investments in active transportation and transit create opportunities for routine exercise, reduce obesity, and lower the risk of associated health conditions such as diabetes, cardiovascular disease, and premature death.

62 percent of corridor users are either dissatisfied or strongly dissatisfied with their travel experience related to their perceived safety on the Gateway Corridor.

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 2,200 total collisions occurred on the Gateway Corridor between 2022 and 2025. Additionally, 44 fatal collisions occurred during this same timeframe. The highest concentrations of vehicle collisions occurred on Business 80 in Sacramento, I-80 near the Business 80 interchange, and I-80 in Roseville. These locations generally correspond to segments of the corridor with high traffic volumes and frequent stop-and-go traffic where delays are greatest – factors commonly associated with elevated collision risk and severity.

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 2022 and 2025. As shown in the figure, collisions involving active modes along I-80 are concentrated around



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 (2022 to 2025). Over 2,200 total collisions and 44 fatal collisions occurred during this time period. The highest concentrations of vehicle collisions occurred on Business 80 in Sacramento, I-80 in Roseville, and I-80 near the Business 80 interchange. These locations generally correspond to segments of the corridor with high traffic volumes and frequent stop-and-go traffic where delays are greatest – factors commonly associated with elevated collision risk and severity.

Source: SWITRS

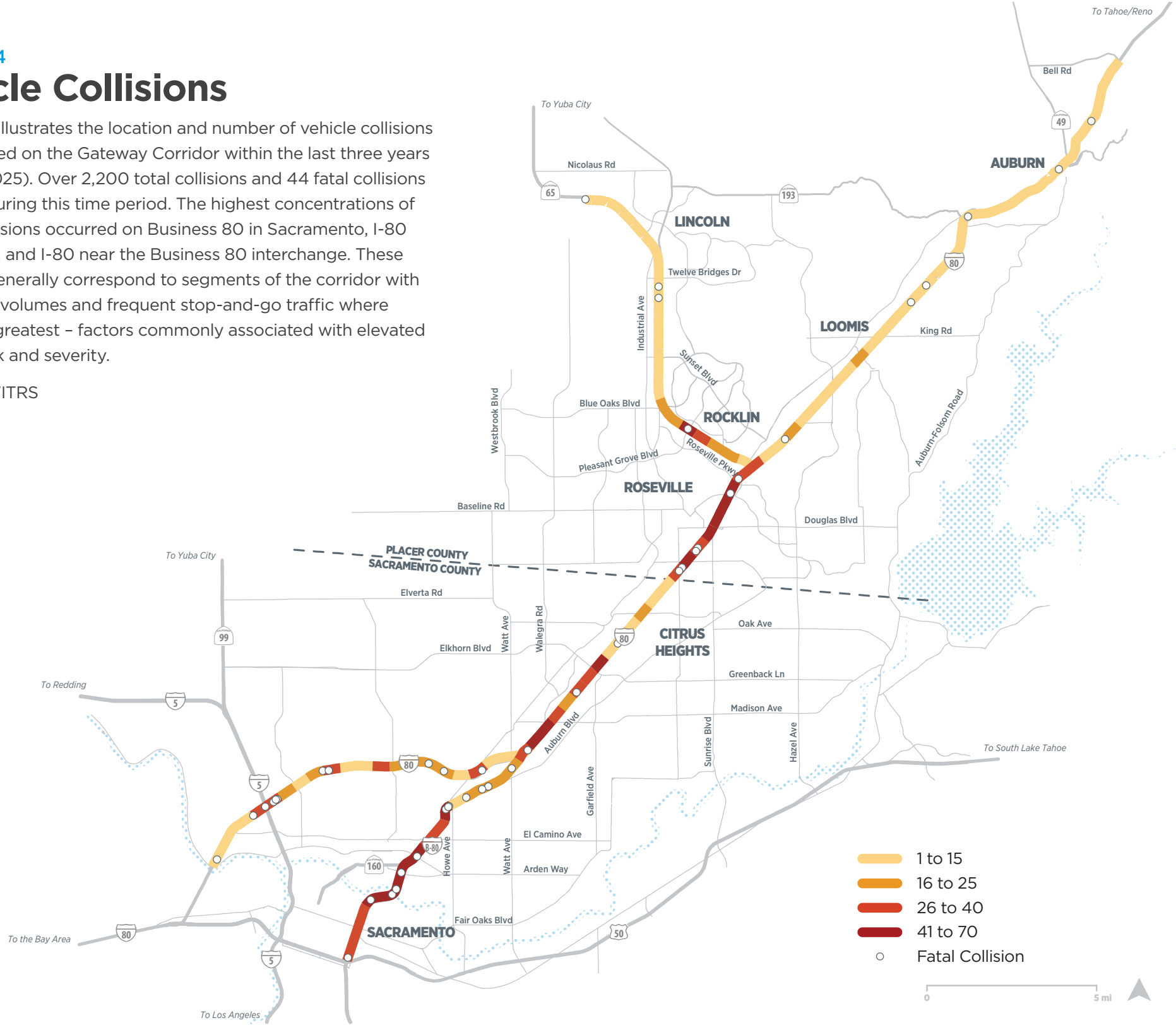
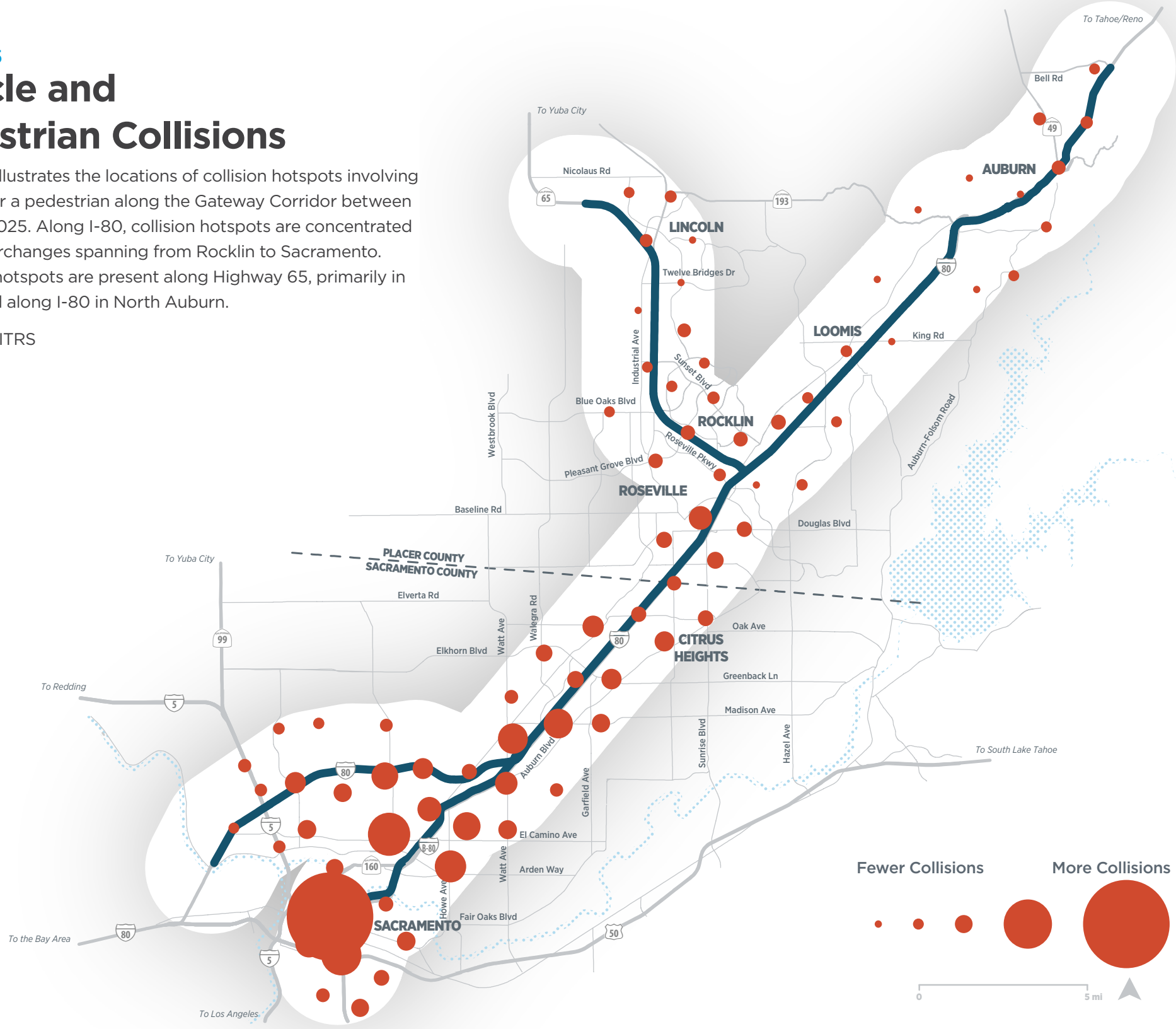


FIGURE 15

Bicycle and Pedestrian Collisions

This figure illustrates the locations of collision hotspots involving a bicyclist or a pedestrian along the Gateway Corridor between 2022 and 2025. Along I-80, collision hotspots are concentrated around interchanges spanning from Rocklin to Sacramento. Additional hotspots are present along Highway 65, primarily in Lincoln, and along I-80 in North Auburn.

Source: SWITRS



freeway interchanges, spanning from Sacramento to Auburn. 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.

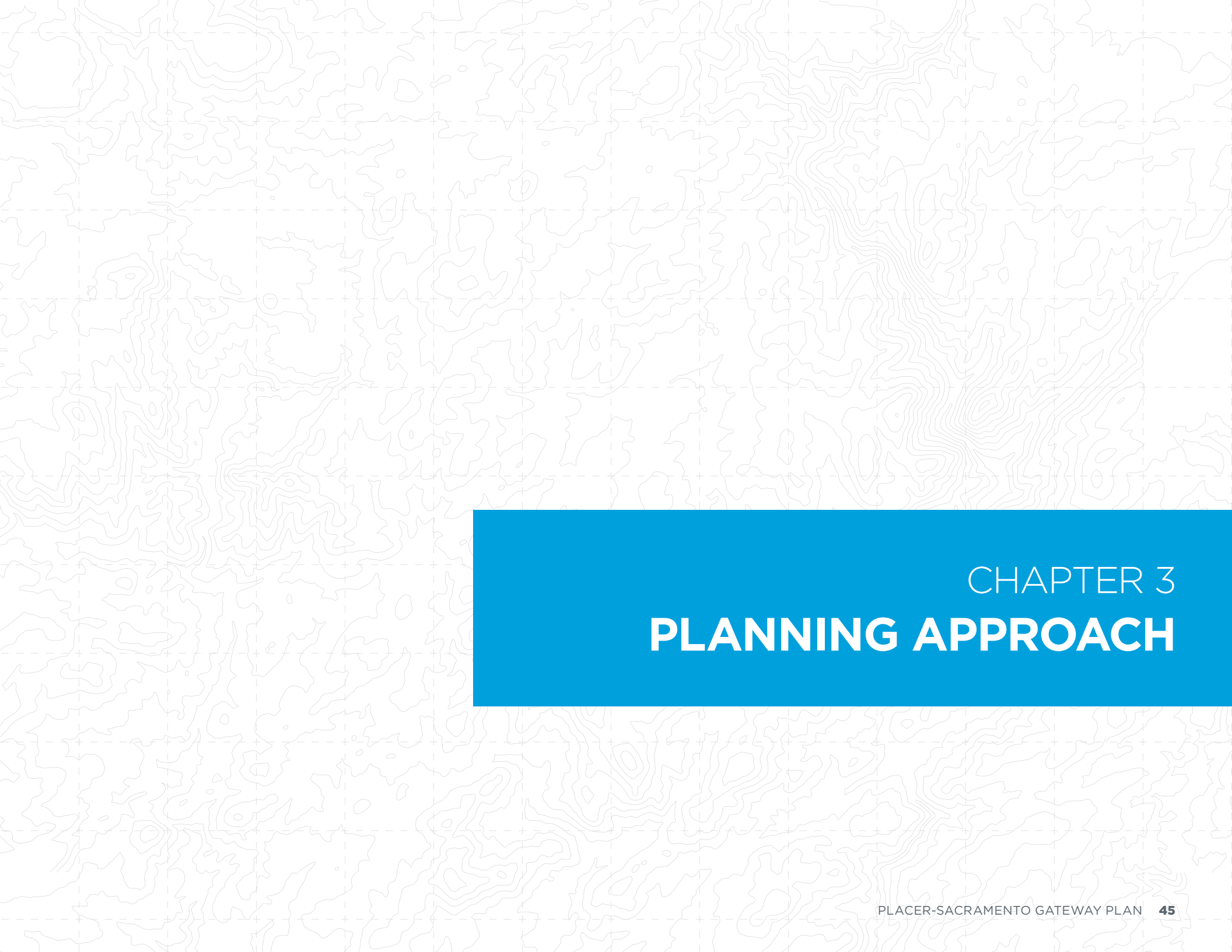
The Gateway Corridor also influences public health in that it facilitates travel to and from appointments at the numerous medical facilities located along the corridor, including the UC Davis Medical Center, Sutter Sacramento Medical Center, Kaiser Permanente Roseville Medical Center, Sutter Roseville Medical Center, and Sutter Auburn Faith Hospital. For individuals with mobility impairments or other disabilities, corridor transit options are particularly important for access to medical services. Community Health Needs Assessments completed by healthcare providers along the Gateway Corridor consistently identify transportation access as a barrier to accessing medical care, particularly for residents living in more remote locales. In addition to limited availability of travel options, factors such as perceived safety, comfort, and ease of navigation, especially along high-speed, high-volume corridors with limited facilities, can further discourage individuals from walking, bicycling, or using transit to access essential services.

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 nearly 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.

“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 a disability is also 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.”

**Dignity Health Sacramento
County 2022 Community
Health Needs Assessment**

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CHAPTER 3

PLANNING APPROACH

The Gateway Plan utilized three inputs to establish corridor goals.

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 be protected, avoided, and created when deciding to modify or improve the corridor transportation system.

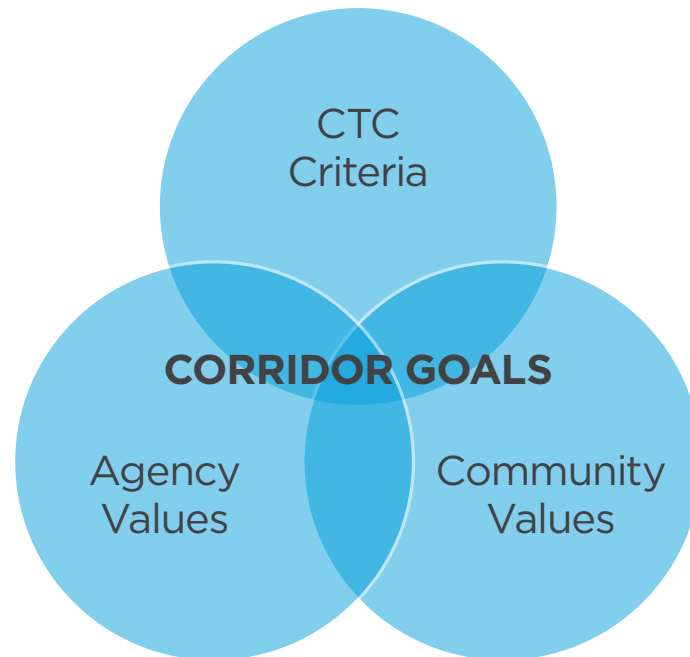
CTC Criteria

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

1. Congestion reduction
2. Safety improvements for all users
3. Accessibility improvements
4. Community engagement and meaningful, equitable public participation
5. Economic development and job creation and retention
6. Air pollution and greenhouse gas emission reductions
7. Efficient land use and housing support
8. Matching funds
9. Deliverability
10. Collaboration across jurisdictions and agencies
11. Cost effectiveness

The most recent version of the SCCP guidelines was released in draft form in 2026. The updated guidelines require applicants to demonstrate equitable project outcomes, distinguish construction-phase and post-construction workforce development outcomes, and contribute to a vehicle miles traveled (VMT)-neutral suite of program investments.

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

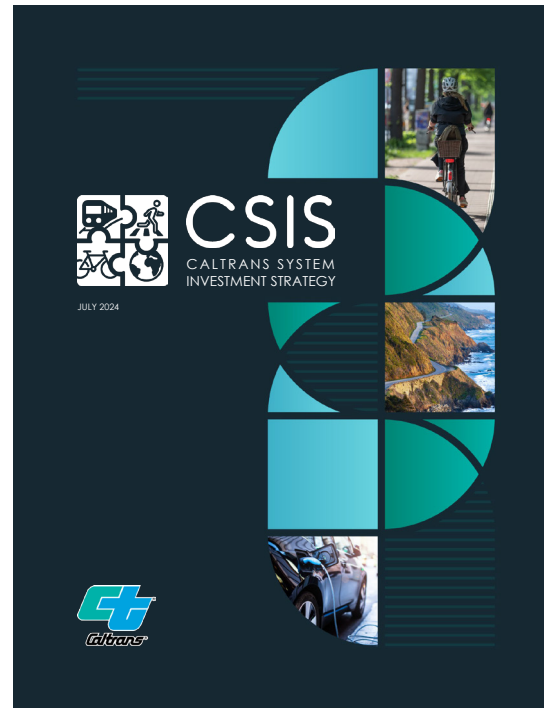


SCCP applications are measured against the criteria through 36 performance measures, 17 of which are required. The Gateway Plan utilizes every SCCP measure that can be quantified using available data and the Sacramento region's travel demand model, SACSIM. Performance measures were calculated and evaluated in alignment with the methodologies described in the California Transportation Commission (CTC) SB 1 Technical Performance Measurement Methodology Guidebook.

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 Clean Freight Corridor Efficiency Assessment
- California Climate Action Plan for Transportation Infrastructure 2.0
- California Climate Change Scoping Plan
- California Freight Mobility Plan
- California State Rail Plan
- California Sustainable Freight Action Plan
- California Transportation Plan
- Caltrans Smart Mobility Framework
- Caltrans Strategic Highway Safety Plan
- Caltrans Strategic Plan
- Caltrans System Investment Strategy
- CCJPA Vision Implementation Plan
- District 3 Caltrans Transportation Concept Reports for I-80, Business 80, and SR 65
- District 3 Managed Lanes System Plan
- District System Management and Development Plan



- Interregional Transportation Strategic Plan
- Local agency general plans, transit plans, active transportation plans, and corridor plans
- Placer County 2050 Regional Transportation Plan
- Placer Countywide Active Transportation Plan
- SACOG 2025 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS)
- SACOG Regional Transit Network Plan
- Sacramento Region Trail Network Action Plan

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.

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

- 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 vehicle miles traveled and related air quality and greenhouse gas (GHG) emissions
- Increase multimodal choice
- Improve safety for all users
- Support planned population and employment growth that achieves sustainability and affordable housing goals
- Reduce travel delays and improve travel time reliability
- 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 15 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 disadvantaged communities located along the Gateway Corridor. Key themes from the engagement process as they relate to corridor goals are described below.

- Improve transit and shared travel options
- Reduce travel time
- Add roadway capacity where needed
- Develop a connected bicycle network
- Improve the frequency of public transit

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

Performance Criteria

Figure 16 presents the performance measures for the Gateway Plan. Most measures come from the SCCP and TCEP evaluation criteria and are defined by the SB 1 Technical Performance Measurement Methodology Guidebook. The performance measures are intended to help prioritize projects for inclusion in the plan, thereby improving the plan's ability to win SB 1 grant funding. Moreover, the performance measures also 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.

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



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 identified 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 candidate projects proposed for inclusion in the Gateway Plan, the

Plan places a significant emphasis on prioritizing projects that most closely align with the objectives and evaluation criteria of the Solutions for Congested Corridors Program (SCCP) and are best positioned to compete successfully for program funding. This process helps identify the types of multimodal, operational, safety, and capacity improvements most likely to effectively address transportation problems and deficiencies within the corridor.

By linking project priorities to documented corridor deficiencies, performance outcomes, and SCCP objectives, the Gateway Plan helps ensure that future State investments focus on projects with the greatest potential to improve mobility, safety, system performance, air quality, and the overall effectiveness of the transportation corridor network.

DATA TYPES

- Relevant plans and studies
- Population, employment, and demographic data
- Land use data
- Vehicle occupancy and capacity
- Transit service, ridership, and reliability data
- Bicycle and pedestrian network data
- Vehicle, bicycle, and pedestrian collision data
- “Big data” pertaining to traffic speed, volumes, congestion, and travel patterns

DATA SOURCES

- US Census, American Community Survey, and SACOG
- Corridor transportation system owner/operators – Caltrans
- Corridor transit system owner/operators – Capitol Corridor, SacRT, and Placer County Transit
- StreetLight

FIGURE 16

Gateway Plan Goals and Performance Measures



Congestion/Delay

GOALS

- Reduce total delay compared to no project conditions
- Increase efficiency of the transportation network

PERFORMANCE MEASURES

- How does the plan change how much delay drivers and their passengers experience during peak periods?
- How does the plan change how much delay transit passengers experience during peak periods?
- How does the plan change how many people drive together instead of alone?



Accessibility

- GOALS**
- Increase accessibility to reliable transit service
 - Increase the number of people the transportation network can serve

PERFORMANCE MEASURE

- How does the plan change how many people who live and work within a half mile of a major transit stop?
- How does the plan change how much delay transit passengers experience during peak periods?
- How does the plan change person throughput during peak periods?



Efficient Land Use

- GOAL**
- Reduce vehicle miles traveled (total and per capita)
 - Increase transit options to major destinations
 - Increase walking and bicycling options to major destinations

PERFORMANCE MEASURES

- How does the plan change total VMT (total and per capita)?
- How does the plan increase options to travel by transit, walking, and bicycling?
- How does the plan change the share of trips that are taken by walking and bicycling?



Economic Development and Job Creation and Retention

- GOALS**
- Provide for the efficient movement of goods
 - Improve recreational travel experience

PERFORMANCE MEASURES

- How does the plan change the delay of freight being moved by truck?
- How does the plan change the time to transport freight by truck?
- How does the plan change truck volume?
- How does the plan change delay caused by vehicle traffic?



Air Quality

- GOAL**
- Reduce travel-related energy and emissions
 - Improve air quality

PERFORMANCE MEASURE

- How does the plan change carbon dioxide emissions produced by transportation?



Safety

- GOAL**
- Reduce the number and severity of collisions involving users of all modes

PERFORMANCE MEASURE

- How does the plan change congested roadway conditions that increase collision risk?

The COVID-19 pandemic disrupted regional travel patterns, and many of those changes persist today. Annual average daily traffic remains below 2019 levels at nine of the Gateway Plan's twelve screenlines.

While annual average daily traffic at most screenlines remains below pre-pandemic levels, growth has been strong in rapidly developing portions of the corridor. Since 2019, the screenline at SR 65 and Twelve Bridges Drive has experienced double-digit growth, reflecting ongoing development in South Placer County.

Analysis Methodology

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

The data collection for the Gateway Plan included conventional data sources such as the SACOG MTP/SCS for demographic and land use data and the Statewide Integrated Traffic Records System for collision data. In addition, innovative “big data” based on the movement of mobile devices and connected vehicles was obtained from StreetLight to understand traffic volume, speed, congestion, and travel patterns. 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.

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 as applicable for each measure, 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.

The COVID-19 pandemic disrupted regional travel patterns, and many of those changes persist today. Annual average daily traffic remains below 2019 levels at nine of the Gateway Plan's twelve screenlines.

While annual average daily traffic at most screenlines remains below pre-pandemic levels, growth has been strong in rapidly developing portions of the corridor. Since 2019, the screenline at SR 65 and Twelve Bridges Drive has experienced double-digit growth, reflecting ongoing development in South Placer County.

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 vehicle miles traveled, vehicle hours of delay, and vehicle hours traveled. SACOG's 2025 MTP/SCS land use scenario and transportation projects were updated, representing a 2020 base year and a 2050 future year. For the purposes of the Gateway Plan, the plan improvements were evaluated against the 2020 base year land uses and transportation conditions. StreetLight is a secondary tool used to understand past and current traffic volume, speed, congestion, and travel patterns.

Figure 17 illustrates the Gateway Plan screenline locations. Figures 18, 19, and 20 present key transportation system performance indicators for the region, the study corridor, and the screenline analysis locations.

FIGURE 17

Screenline Locations

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

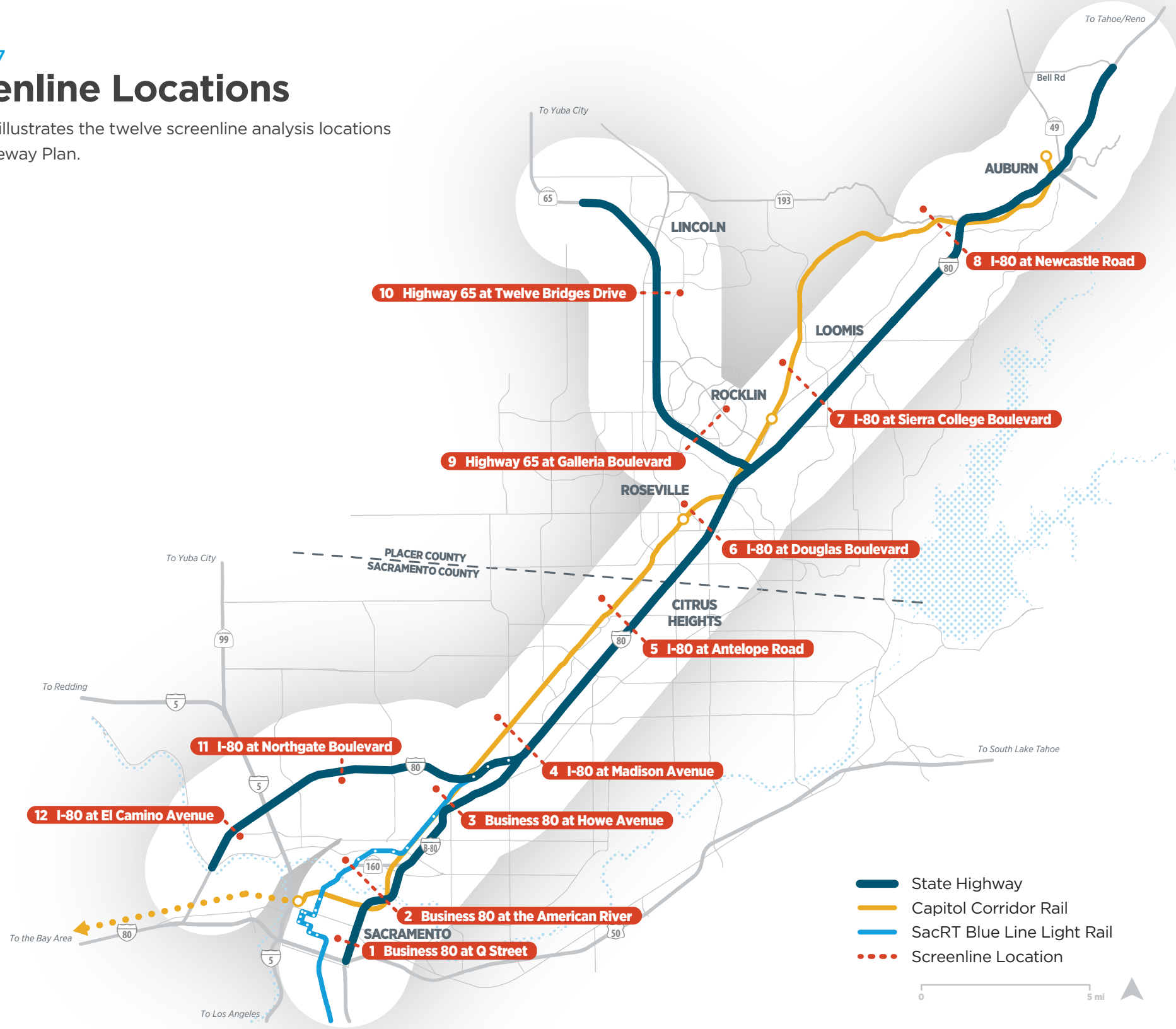


FIGURE 18

Regional Travel Patterns Continue To Evolve

Many pandemic-era changes in travel behavior persist today. While most screenlines remain below pre-pandemic traffic volumes, strong growth in South Placer County is contributing to increased traffic at select locations.

SCREENLINE	2019 PRE-PANDEMIC	2020 PANDEMIC	2025 NOW	CHANGE 2019-2025
1 Business 80 at Q Street	154,612	132,460	165,765	+7.2%
2 Business 80 at the American River	241,672	189,465	205,166	-15.1%
3 Business 80 at Howe Avenue	80,179	68,111	78,751	-1.8%
4 I-80 at Madison Avenue	343,205	286,168	308,572	-10.1%
5 I-80 at Antelope Road	242,029	198,067	219,002	-9.5%
6 I-80 at Douglas Boulevard	219,226	184,791	208,077	-5.1%
7 I-80 at Sierra College Boulevard	125,909	114,100	123,688	-1.8%
8 I-80 at Newcastle Road	85,677	79,339	84,111	-1.8%
9 Highway 65 at Galleria Boulevard	180,809	153,901	187,744	+3.8%
10 Highway 65 at Twelve Bridges Drive	65,080	56,408	83,240	+27.9%
11 I-80 at Northgate Boulevard	161,331	130,472	148,652	-7.9%
12 I-80 at El Camino Avenue	99,235	81,172	85,586	-13.8%

LOWER THAN 2019
Traffic volumes are more than 1% below 2019 levels.

GROWTH SINCE 2019
Traffic volumes exceed 2019 levels.

AADT = Annual Average Daily Traffic

HOW TRAFFIC PATTERNS HAVE CHANGED (2019-2025)



9 SCREENLINES LOWER THAN 2019

Traffic volumes are below 2019 levels.



3 SCREENLINES WITH GROWTH SINCE 2019

Traffic volumes have grown since 2019.

SPOTLIGHT: STRONG GROWTH



SCREENLINE #10

SR 65 at Twelve Bridges Drive

+27.9% SINCE 2019

65,080 → 83,240 AADT

Growth reflects continued residential and employment development in South Placer County.

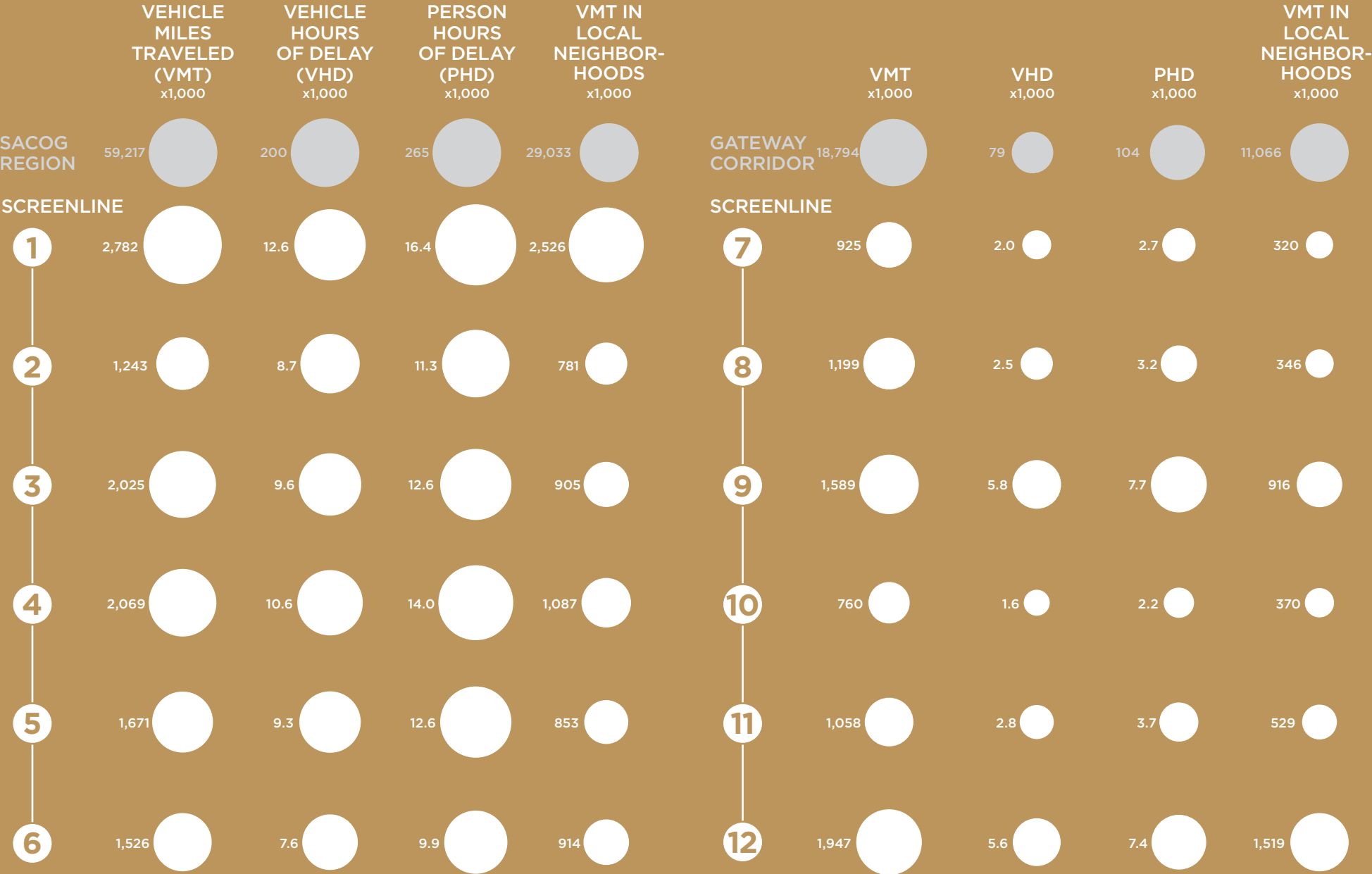


Regional travel patterns have evolved since 2019, and many of those changes persist today.

While annual average daily traffic remains below pre-pandemic levels at most screenlines, growth has been strong in rapidly developing portions of the corridor, particularly in South Placer County.

FIGURE 19

Daily Vehicle Travel and Delay - Existing Conditions

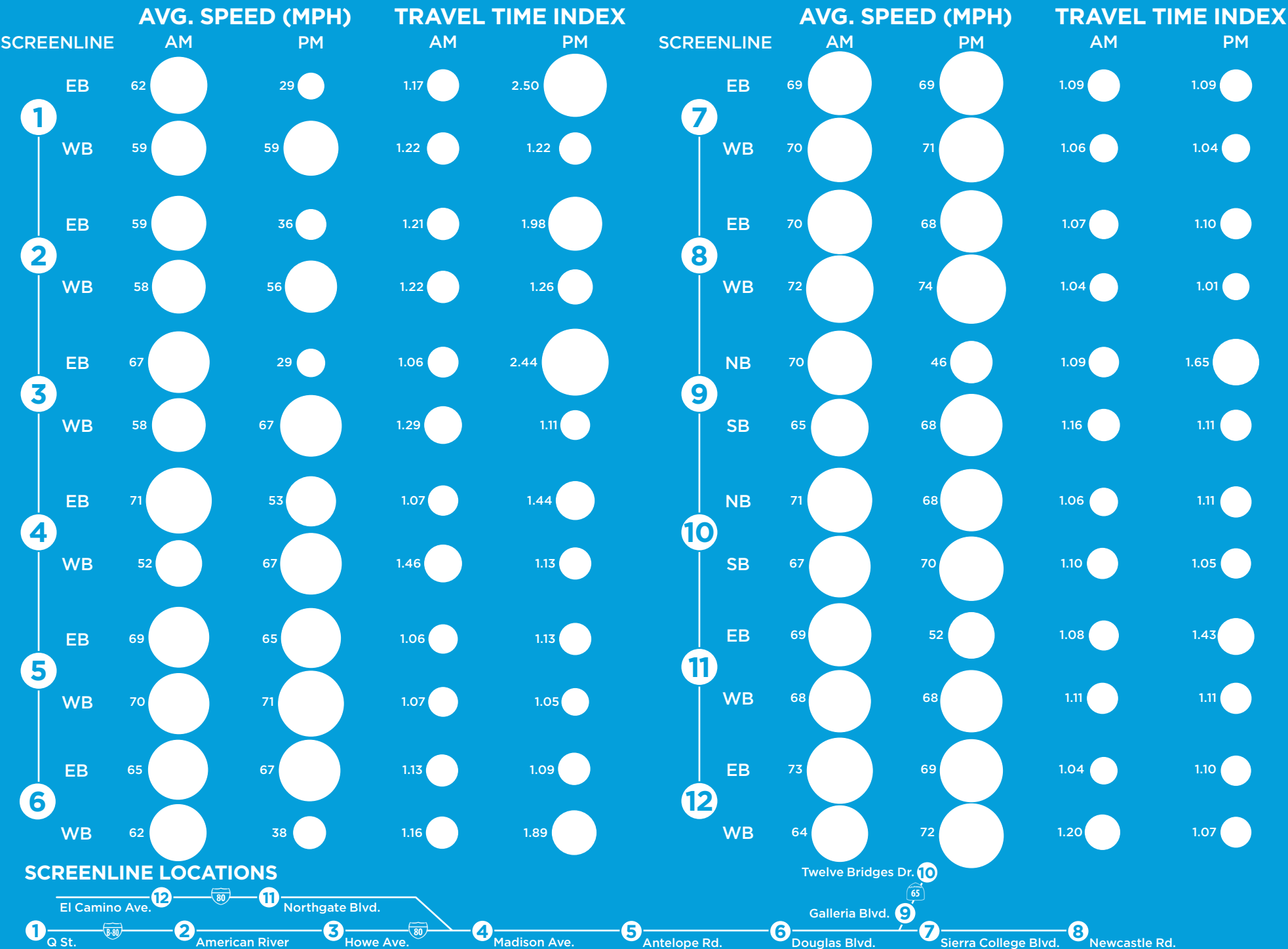


SCREENLINE LOCATIONS



FIGURE 20

Peak Period Speed and Reliability - Existing Conditions





A pop-up event in Placer County allowed the community to learn about the Gateway Plan and share their ideas for corridor improvements

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CHAPTER 4 **COMMUNITY ENGAGEMENT**

The original 2020 Gateway Plan engaged over 5,000 community members. So far, the Gateway Plan Update has engaged over 2,000 people via survey and over 100 people through in-person outreach.

Stakeholders provide input during a pop-up event at a concert in downtown Loomis.

Results of engagement conducted for the 2026 Gateway Plan were used in conjunction with those from the 2020 Gateway Plan throughout the development of this updated Gateway Plan to help establish corridor goals, identify community values, and prioritize multimodal transportation improvements. Input from corridor users, agency partners, and disadvantaged communities informed the evaluation and selection of projects included in the Gateway Plan and helped ensure that recommended improvements reflect both local and regional transportation needs.

The 2020 Gateway Plan engagement results indicated that corridor users' key concerns were congestion,

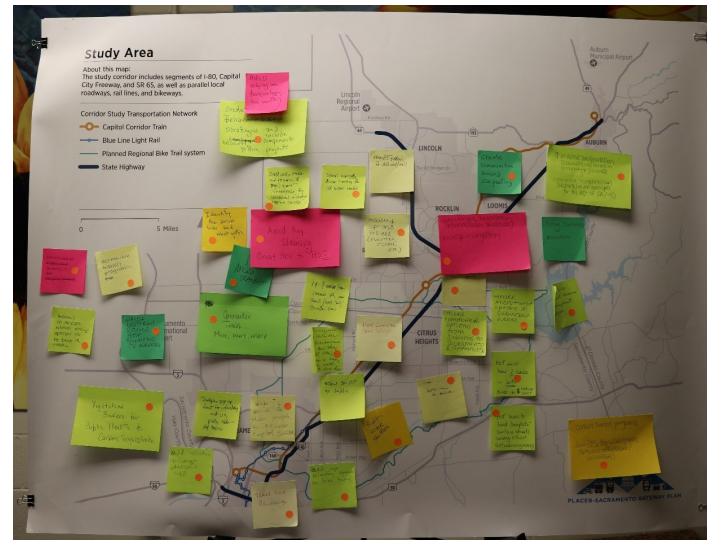
travel time reliability, safety, and limited transportation options. Users expressed strong interest in improving passenger rail and transit service, expanding bicycle and pedestrian facilities, addressing key roadway bottlenecks, and providing a wider range of travel choices for residents, commuters, and visitors. Survey respondents also identified the importance of faster, more reliable, and better-connected transportation options, while in-person outreach participants emphasized the need for investments that improve mobility, accessibility, and quality of life throughout the corridor.



The 2026 Gateway Plan solicited input from a variety of corridor representatives. Three primary groups contributed to the development of the Gateway Plan:

- The ST, which is comprised of PCTPA, Caltrans District 3, SACOG, and STA. The ST met monthly and was responsible for high-level planning and decision-making.
- The PDT, which is comprised of the ST and other local agencies located along the study corridor (cities, counties, and transit operators). The PDT met monthly to discuss agency values and project prioritization.
- The community, including 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 centered on corridor goals and potential corridor improvements. The community was asked to provide their perspectives on how they use the corridor, what factors impact their current transportation decisions, what could influence their choices in the future, and how they envision the corridor in the near- and long-term. This information was obtained both in-person at pop-ups conducted at events throughout the corridor and online through a survey. The Gateway Plan team implemented robust notification strategies to encourage participation, including in-person events, social media releases, pop-up events, and email/newsletter blasts.



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

Stakeholder Meetings and Community Workshops

To help inform the 2020 Gateway Plan, representatives from corridor organizations participated in two stakeholder meetings and the public participated in two community workshops. There are strong parallels between stakeholder and community priorities heard during these meetings for the 2020 Gateway Plan and those heard during outreach for this current update. As such, findings from these 2020 stakeholder meetings and community workshops were also used to inform the 2026 Gateway Plan.

The first 2020 stakeholder meeting was held in Citrus Heights. It included an interactive mapping exercise to identify what stakeholders wanted to protect, avoid, and create within the corridor. Stakeholders emphasized protecting transportation options for

seniors, youth, and low-income populations; avoiding reductions in transit service, reliability, and access; and creating more reliable transit, expanded bus and rail service, and complete bicycle and pedestrian facilities.

The second stakeholder meeting was held in Sacramento and focused on existing corridor conditions and potential transportation improvement scenarios. Through a presentation and interactive mapping exercise, stakeholders reviewed and commented on proposed projects. Feedback generally reinforced themes identified during the first meeting, including support for expanded transit service in South Placer County, reduced vehicle delay, and improved travel time reliability throughout the corridor.

Conducted as an open house in Roseville, the first 2020 community workshop provided information on existing travel conditions and potential improvement strategies. Key themes of community priorities heard during the open house included reducing congestion through

expanded transit services, bicycle facilities, carpool and bus priority treatments, and improved connections to regional destinations. Participants also emphasized the importance of planning transportation improvements alongside future development and expanding travel options through enhanced transit safety, improved bicycle wayfinding, additional park-and-ride facilities, and better access to I-80.

The second workshop was held in Sacramento to gather feedback on potential corridor improvement projects. This workshop included a presentation and an interactive mapping exercise. Feedback generally reinforced themes identified during the first workshop, including strong support for expanding transit options into South Placer County, reducing vehicle delay, and improving travel time reliability throughout the corridor.

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



STATION #1 PROJECT INTRODUCTION

What is the purpose of the plan?

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

The area includes the I-80/Business 80 corridor from Auburn to downtown Sacramento as well as the SR 65 corridor from Lincoln to I-80. The effort will result in a plan that considers corridor improvements to vehicle, truck, rail, bus, pedestrian, and bicycle travel.

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

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

Corridor At-a-Glance

-  50 TOTAL MILES
-  300 LANE MILES OF FREEWAY FACILITIES
-  4 OF THE TOP 10 WORST FREEWAY BOTTLENECKS IN THE SACRAMENTO REGION
-  1 INTERCITY RAIL LINE
-  1 LIGHT RAIL LINE
-  28 EXPRESS BUS TRIPS

How are we gathering input?

-  A project development team made up of 14 agencies along the corridor meets monthly
-  An online user survey has 2,500 responses to date, with a total goal of 5,000 responses
-  Two community workshops will solicit feedback from the public
-  Six pop-ups promoted the plan at community events and gatherings along the corridor

Take the survey at Station #5 or go to www.more80choices.com

Plan Sponsors

- Placer County Transportation Planning Agency
- 
- 
- 



STATION #2 REDUCE CONGESTION

How could the plan change travel delay?

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

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

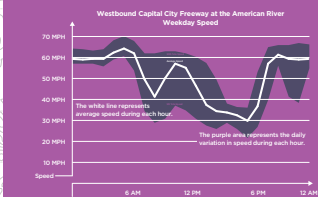


The purple lines are examples of bottlenecks along the study corridor where drivers experience considerable travel time delay.

How could the plan change travel time reliability?

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

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



Westbound Capital City Freeway at the American River Weekday Speed

The white line represents average speed during each hour.

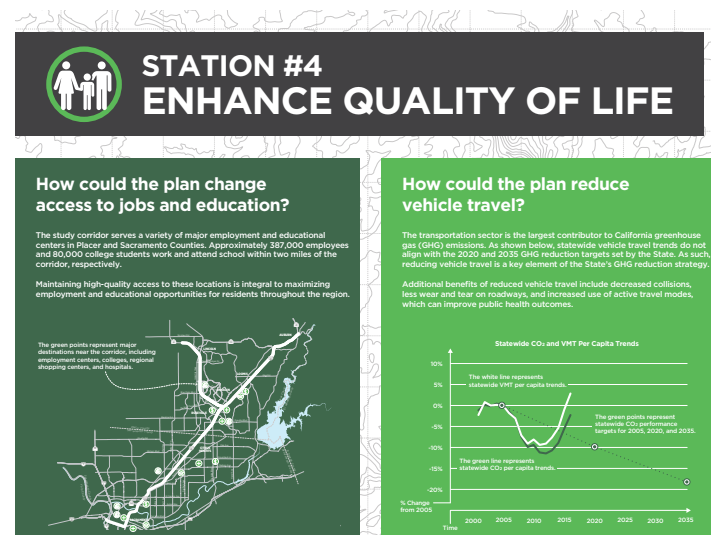
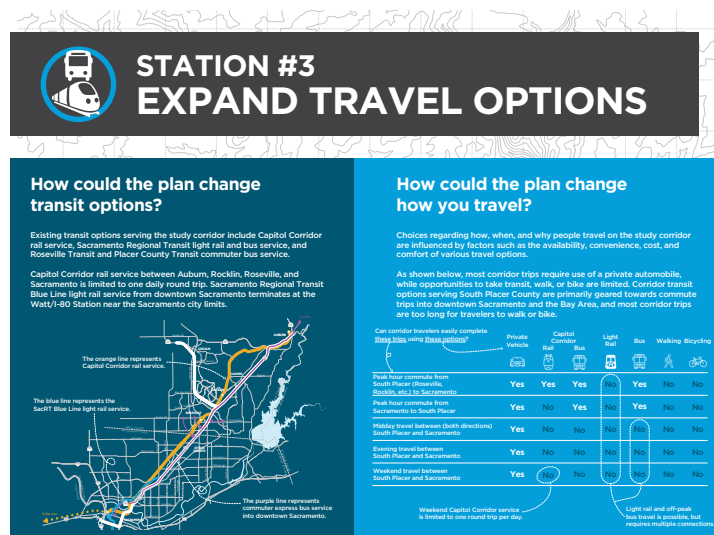
The purple line represents the daily variation in speed during each hour.

Pop-up Events

As part of the Draft Plan Update development process, there have been three pop-up events so far at locations or events where corridor users regularly convene, including community concerts, farmers markets, and downtown community events. The purpose of the pop-up events was to engage corridor users who may not otherwise participate in traditional public engagement activities, provide information about the Gateway Plan Update, and gather feedback on transportation challenges, travel behavior, safety concerns, and priorities for future corridor improvements. Community members answered questions in person about the plan update and participated in the project survey. Pop-up events were held throughout the corridor to broaden community engagement efforts, build awareness of the Gateway Plan Update, and ensure that corridor users had opportunities to provide input on future transportation investments.



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



In total, over 100 people participated in the pop-ups events so far, providing information regarding their current travel choices and desired future corridor improvements. Feedback received through the pop-up events highlighted a continued desire for a transportation system that provides more travel choices and reduces dependence on driving alone. Participants expressed interest in expanded passenger rail service, including more frequent Capitol Corridor/Amtrak service and improved access to rail stations. Community members also identified a need for enhanced commuter travel options, safer and more connected bicycle facilities, and improvements that address congestion at major corridor bottlenecks. Several participants noted that transportation options become increasingly important as residents age and may no longer be able or willing to rely exclusively on personal vehicles. Overall, feedback from the pop-up events reinforced the importance of a multimodal approach that improves mobility, safety, reliability, and accessibility for travelers throughout the Gateway Corridor.

User Survey

Community feedback collected during the Gateway Plan Update largely reinforced the priorities identified during development of the 2020 Gateway Plan. Similar to the earlier outreach effort, participants emphasized the need to reduce congestion, improve travel time reliability, expand transit service, and provide a broader range of travel options throughout the corridor. Interest in enhanced passenger rail service, improved commuter connections between Placer and Sacramento Counties, and safer bicycle and pedestrian facilities remained consistent across both planning efforts.

However, during the 2026 outreach community members placed greater emphasis on reducing dependence on driving alone, particularly as residents age and seek alternative travel options, than they did during outreach for the 2020 plan. They also expressed increased interest in protected bicycle infrastructure, expanded mobility choices for non-drivers, and improved access to higher-frequency rail and transit services. Overall, the findings suggest that the corridor's core transportation challenges and community priorities have remained largely unchanged since 2020, while growing awareness of multimodal mobility, aging populations, and long-term transportation choice has strengthened support for investments that improve accessibility beyond the automobile.

The Gateway Plan Update included an online survey to better understand how corridor users travel today, what challenges they experience, and what improvements they would like to see in the future. More than 2,000 respondents participated in the survey so far, providing valuable information regarding travel patterns, travel preferences, and attitudes toward future corridor investments. Preliminary survey responses reflected a diverse mix of corridor users, including residents, workers, students, visitors, and people traveling through the corridor for recreation, shopping, medical appointments, and other purposes. Key preliminary takeaways from the user survey responses are summarized below.

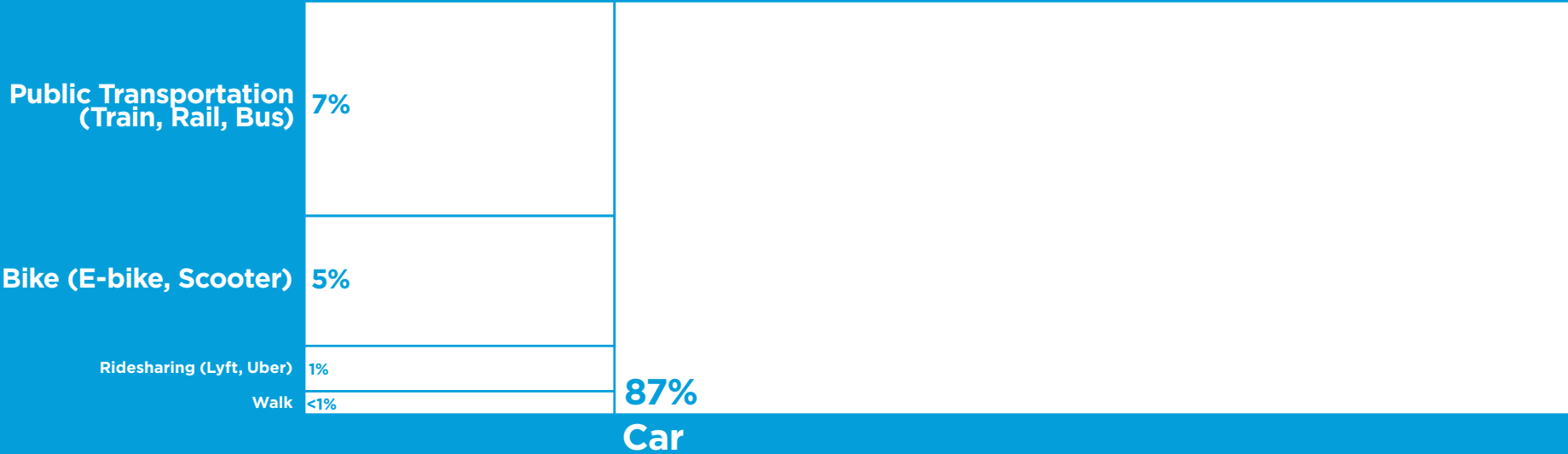
- **Respondents want a balanced approach to future mobility that combines transit and shared travel options, adding roadway capacity where needed, and better bicycle and pedestrian connections.**
- **Driving dominates corridor travel, but users want more transportation options and better overall performance.**

- **Improvements are needed throughout the corridor, not just at one location.**
- **Travel time, reliability, and destination access are the biggest factors shaping travel choices.**

How Users Experience the Corridor Today

Preliminary survey results found that the Gateway Corridor serves a broad range of travel needs and users. Approximately 54 percent of respondents travel on the corridor at least two days per week, while an additional 23 percent travel on the corridor five or more days per week. Respondents reported a variety of trip purposes, including commuting to work (30 percent), shopping and errands (24 percent), recreation and leisure activities (23 percent), and medical appointments (5 percent).

How do you usually travel on the corridor for this trip? (Primary mode)



Private vehicles are the dominant travel mode on the corridor, with approximately 87 percent of respondents indicating that they typically travel by car. Approximately 26 percent of respondents reported using the Capitol Corridor and 12 percent reported using bus or light rail services.

Corridor users expressed mixed satisfaction with current corridor conditions. Travel time, travel time reliability, travel cost, and safety from collisions received generally neutral-to-negative ratings, while the availability of travel options received the lowest overall satisfaction ratings. Safety and comfort concerns were frequently identified at major congestion points, particularly near the Interstate 80 and State Route 65 interchange area.

How Users Want to Experience the Corridor in the Future

Corridor users expressed support for a balanced approach to future corridor investments. When asked what would most improve their travel experience, respondents identified reduced travel times and additional travel options as top priorities. Respondents also expressed strong interest in a more complete bicycle network, better access to transit, improved transit frequency, and better pavement conditions.

Looking more broadly at the future of the corridor, a majority of corridor users supported improving transit and shared travel options. Significant support was also expressed for expanding bicycle and pedestrian connections, investing in safety improvements, and utilizing technology and real-time information to improve travel. These responses indicate that corridor users value

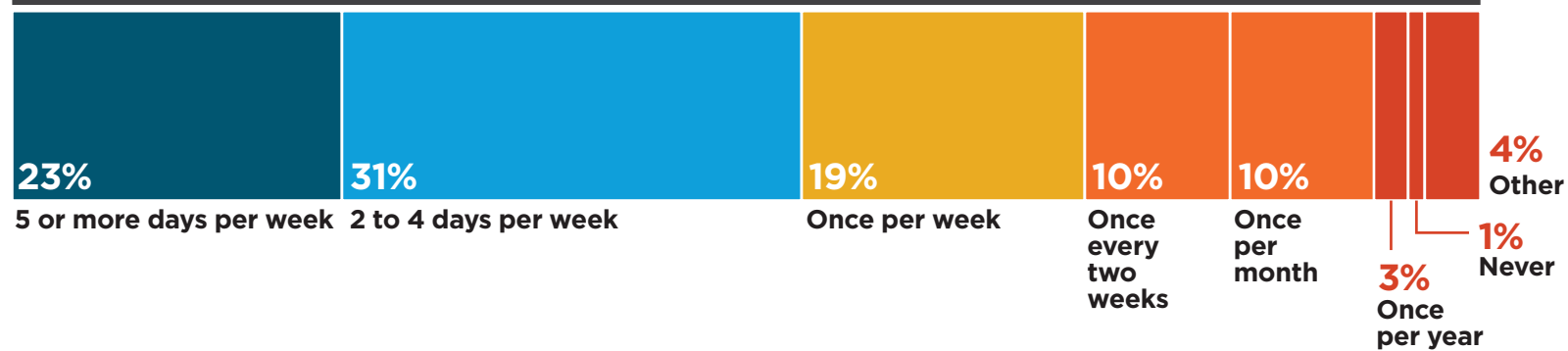
both congestion relief and expanded transportation choice and support a multimodal approach to meeting future transportation needs. They also indicate a continued need for better education about the corridor performance, especially in regard to existing seat utilization.

What Informs Travel Choices and What Would Encourage Different Choices

Corridor users' travel decisions are influenced by convenience, travel time, accessibility, and reliability. The most important barriers preventing greater use of transit, bicycling, carpooling, and other travel options were that these modes do not reach desired destinations, travel times are too long, schedules are not convenient, or users prefer the flexibility of a personal vehicle. For many corridor users, existing travel options do not provide the same level of directness and convenience as driving.

Corridor users said they would be more likely to use alternative travel modes if those options were faster, more reliable, more frequent, and better connected to their destinations. Expanded transit service, additional Capitol Corridor frequencies, improved bicycle facilities, safer connections between communities, and transportation options that reduce travel time while maintaining flexibility were common themes throughout the survey. These findings suggest that expanding transportation choice will require improving both the convenience and competitiveness of non-auto travel options.

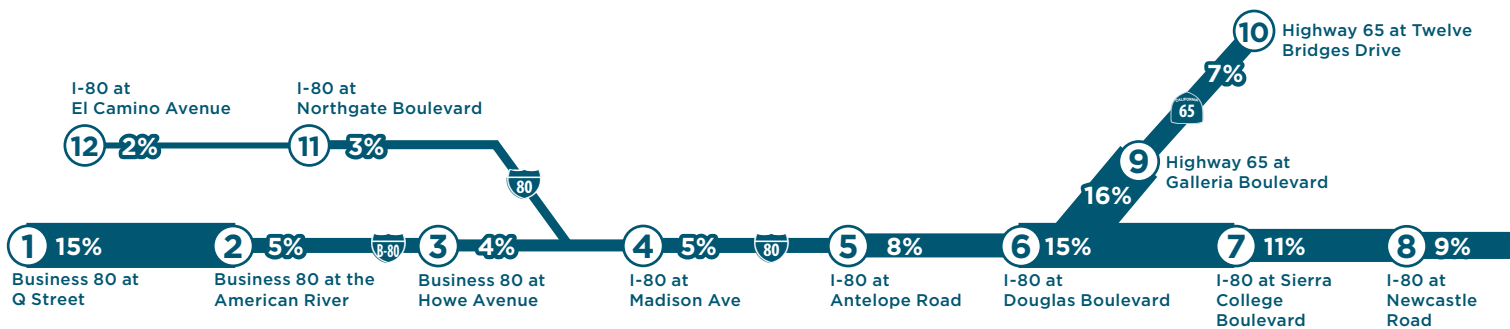
How often do you travel on the corridor?



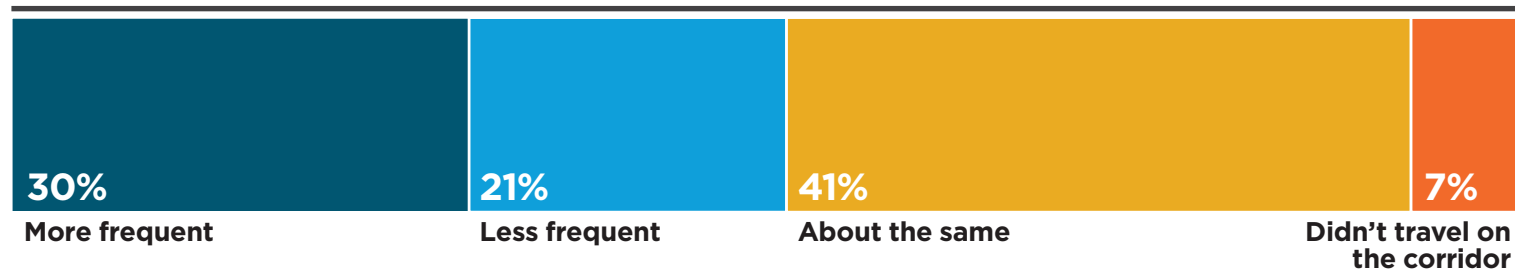
Why do you travel on the corridor?



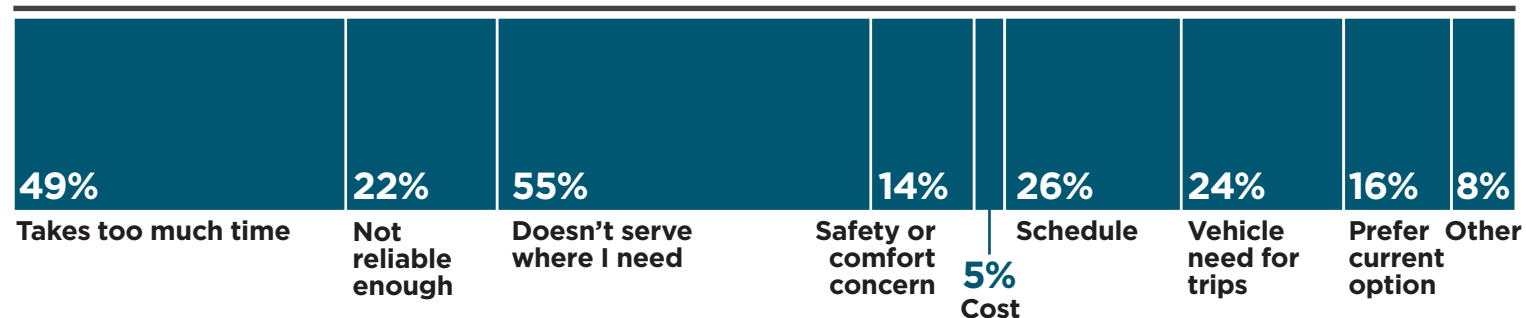
Which part of the corridor do you travel most?



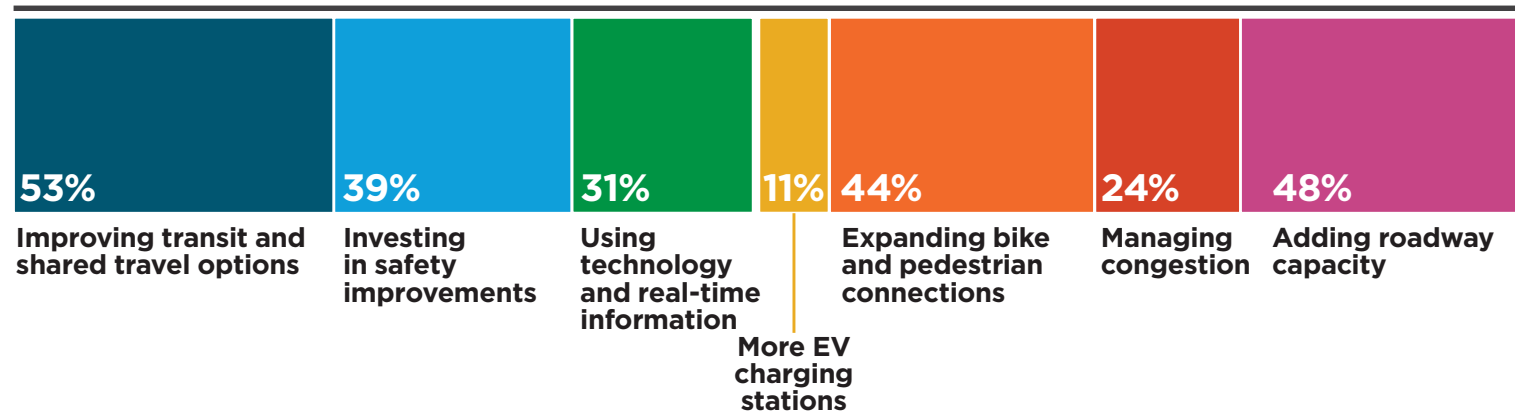
Compared to around 2020, how has your travel changed?



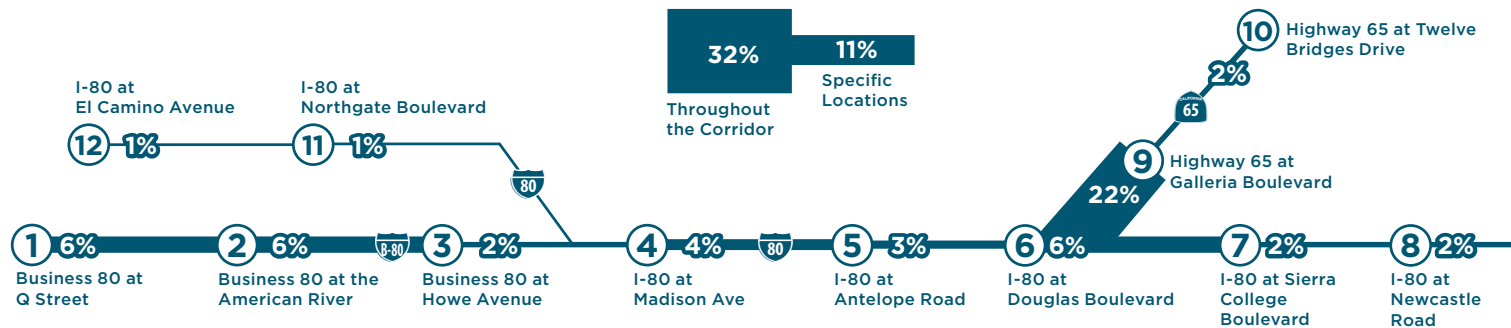
What prevents you from using other modes more often?



Which corridor improvement approaches would you support?



Where should improvements be prioritized?



Evolving Priorities from 2020 to 2026

Preliminary survey results from the 2026 Gateway Plan Update generally reinforced the key findings of the 2020 Gateway Plan. In both surveys, corridor users identified congestion, travel time reliability, safety, and limited transportation choices as major concerns, and they continued to express interest in transit and multimodal improvements. However, the 2026 survey revealed a broader diversity of trip purposes and travel needs, reflecting changes in travel behavior since 2020, including hybrid work schedules and increased non-work travel. Compared to the 2020 survey, respondents in 2026 expressed stronger support for expanding bicycle and pedestrian connections, improving transit

accessibility and frequency, and providing alternatives to driving alone. While reducing congestion remains a primary objective for corridor users, the preliminary 2026 findings suggest growing recognition that future mobility will require a combination of roadway improvements, enhanced transit service, active transportation investments, and additional travel options that provide flexibility for users throughout the corridor.

Figure 21 illustrates the preferred corridor improvements as reported by survey respondents.

FIGURE 21

Corridor User Improvement Preferences

What would improve your corridor travel experience?

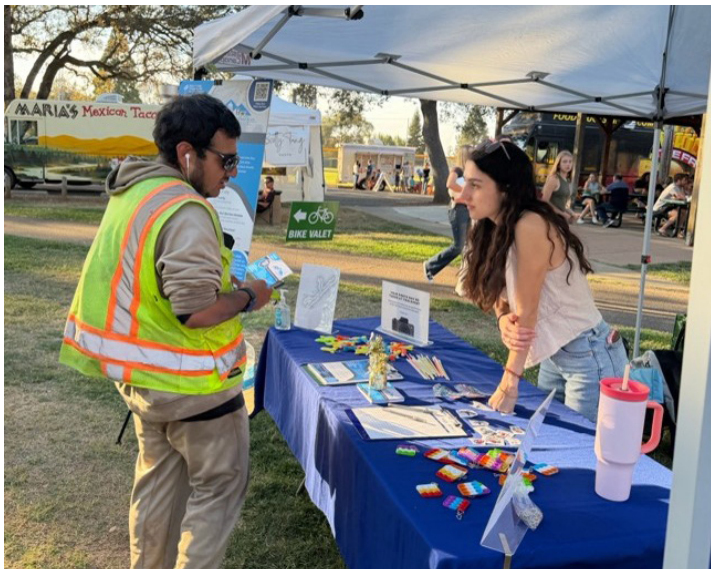
15%	15%	15%	More complete bicycle network		Increased transit frequency		
			13%		10%		
			Better access to transit		Better pavement conditions		More predictable travel time
			7%		7%		5%
					Reduced cost to travel	More reliable transit	Better real-time travel information
15%	15%	15%	5%	2%	2%	2%	
				1%		1%	
				Better transit stop/station amenities		More EV charging stations	

Disadvantaged Community Engagement

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

- Households measuring below the median household income, including transit-dependent individuals
- Areas where more than 70% of residents identify as non-white or Hispanic
- Tribal lands
- Equity Priority Communities, as defined by SACOG

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

Pop-up events were held in summer and fall 2026 throughout vulnerable areas of the corridor, particularly in the north and south. In addition to sharing information about the Gateway Plan, participants were asked to fill out 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 fifteen project team agencies leveraged their community connections to get the word out about the online survey, share the plan's objectives, and ask them to share the survey with their contacts. The agencies 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 Update fliers were printed in English and Spanish at in person events and for distribution by the project agencies. The Gateway Plan Update user survey was made available online, which could be translated into the users language of choice.

The online survey was made available in two languages.

Are you experiencing transportation challenges? LET US KNOW!



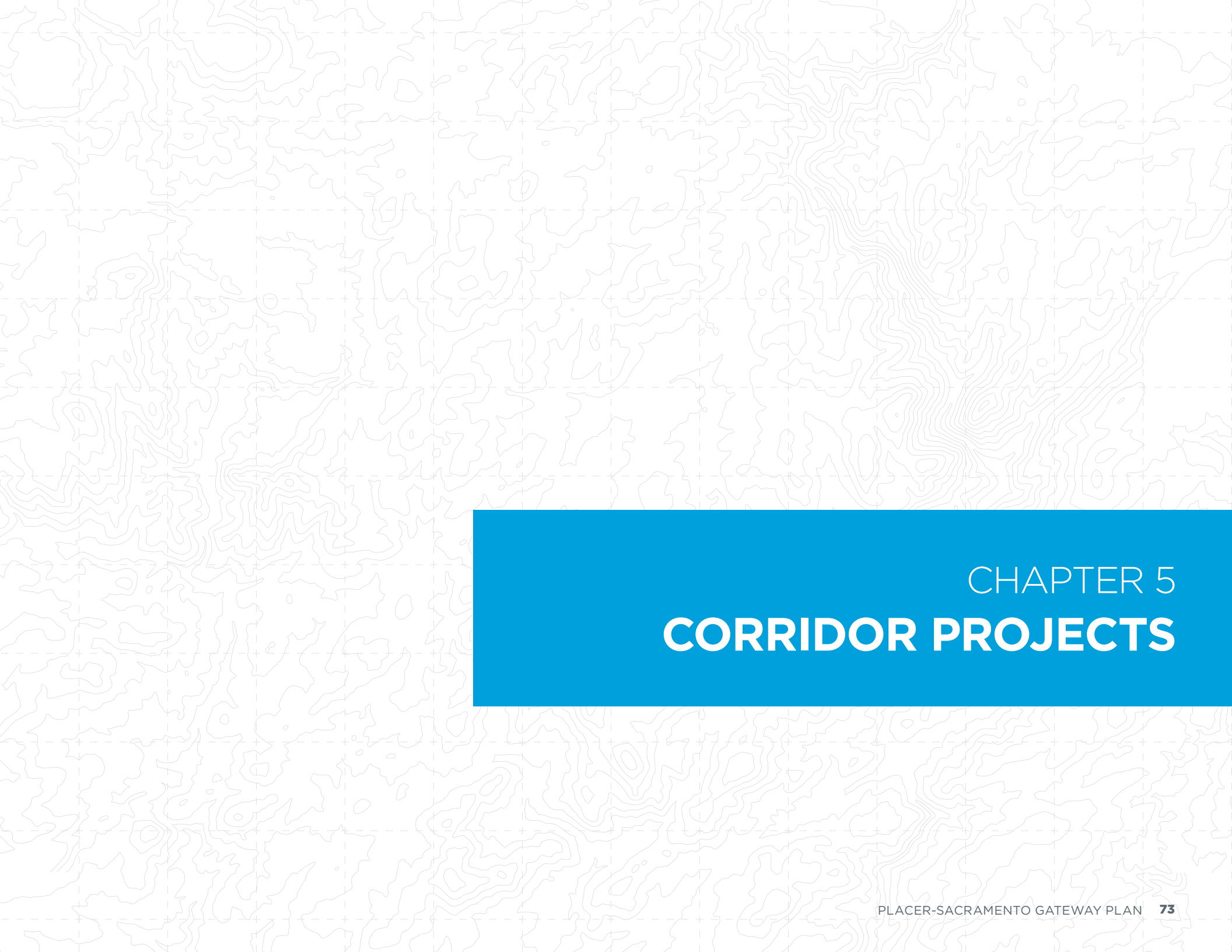
¿Está experimentando retos de transporte? ¡HÁGANOSLO SABER!



您是否遇到运输挑战? 让我们知道!



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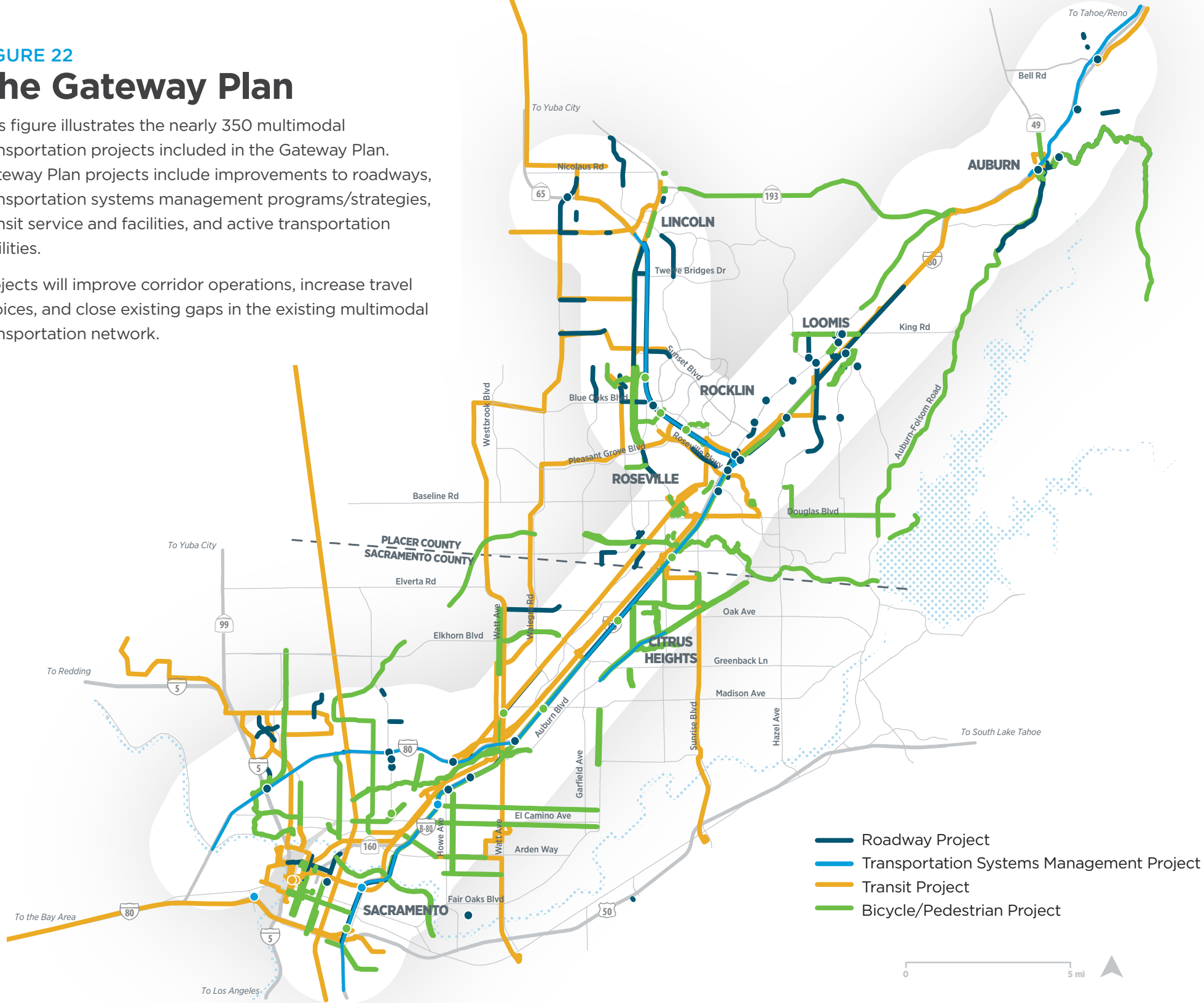
CHAPTER 5 **CORRIDOR PROJECTS**

FIGURE 22

The Gateway Plan

This figure illustrates the nearly 350 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.

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 2025 MTP/SCS, which contains many projects expected to be implemented over a period exceeding 20 years. Additional project details are added in the Gateway Plan for select SACOG 2025 MTP/SCS projects, particularly transit and active transportation projects for which the SACOG 2025 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 350 multimodal transportation improvement projects along the study corridor. Improvements are categorized based on the following project types:

- Roadway
- Transportation Systems Management (TSM)
- Transit
- Bicycle and Pedestrian

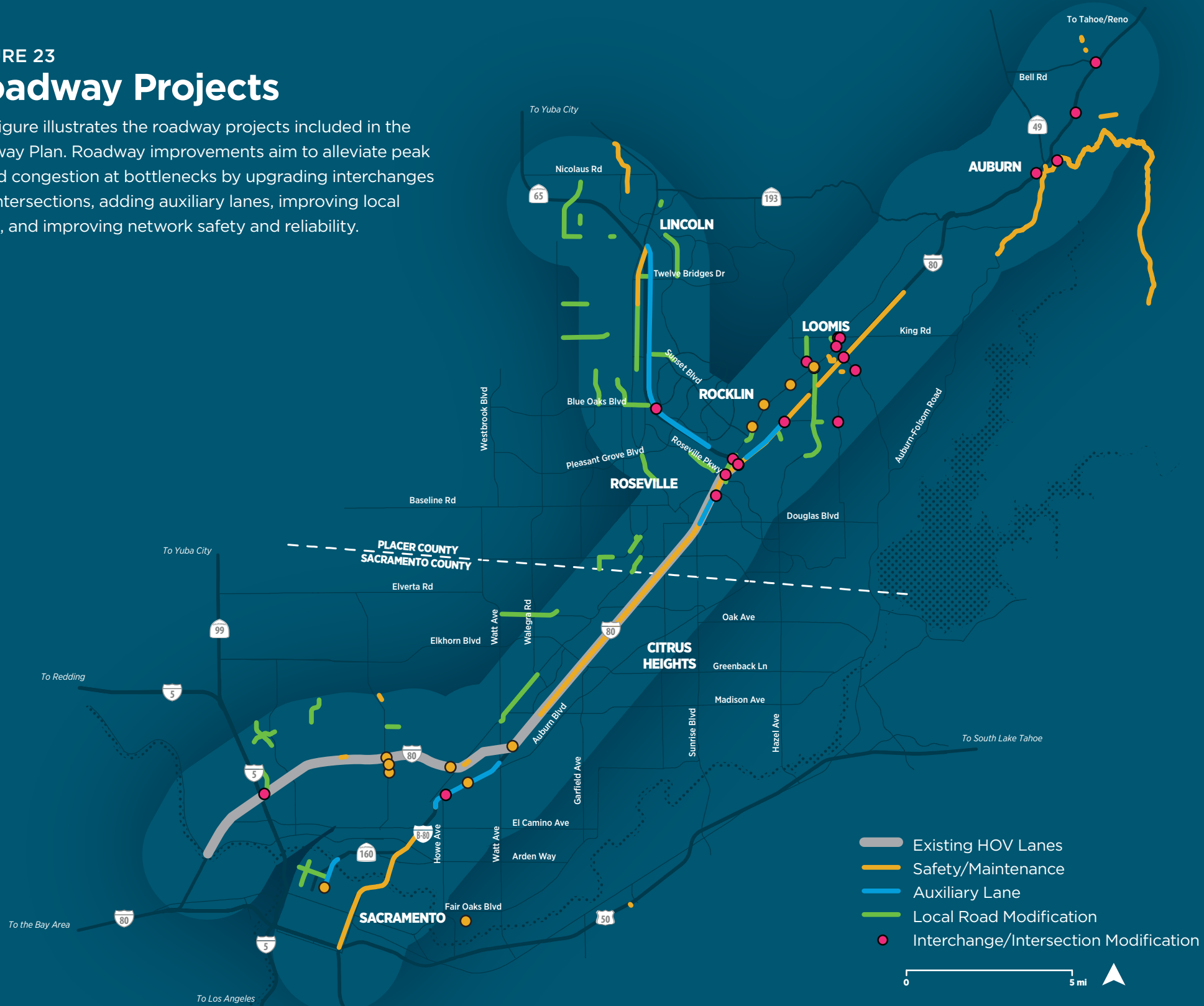
Figure 22 illustrates the location of Gateway Plan improvement projects. The following chapter summarizes improvement projects for each project type. Refer to the technical appendix for additional project details.

Auburn Boulevard Complete Streets was part of the SCCP grant award in 2020.



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 and intersections, adding auxiliary lanes, improving local roads, and improving network safety and reliability.



Roadway Projects

Roadway improvements will alleviate key Gateway Corridor bottlenecks by improving peak period operations through the construction of auxiliary lanes and interchange improvements. These projects will address safety and reliability issues by reducing the duration and severity of time periods during which corridor operations break down.

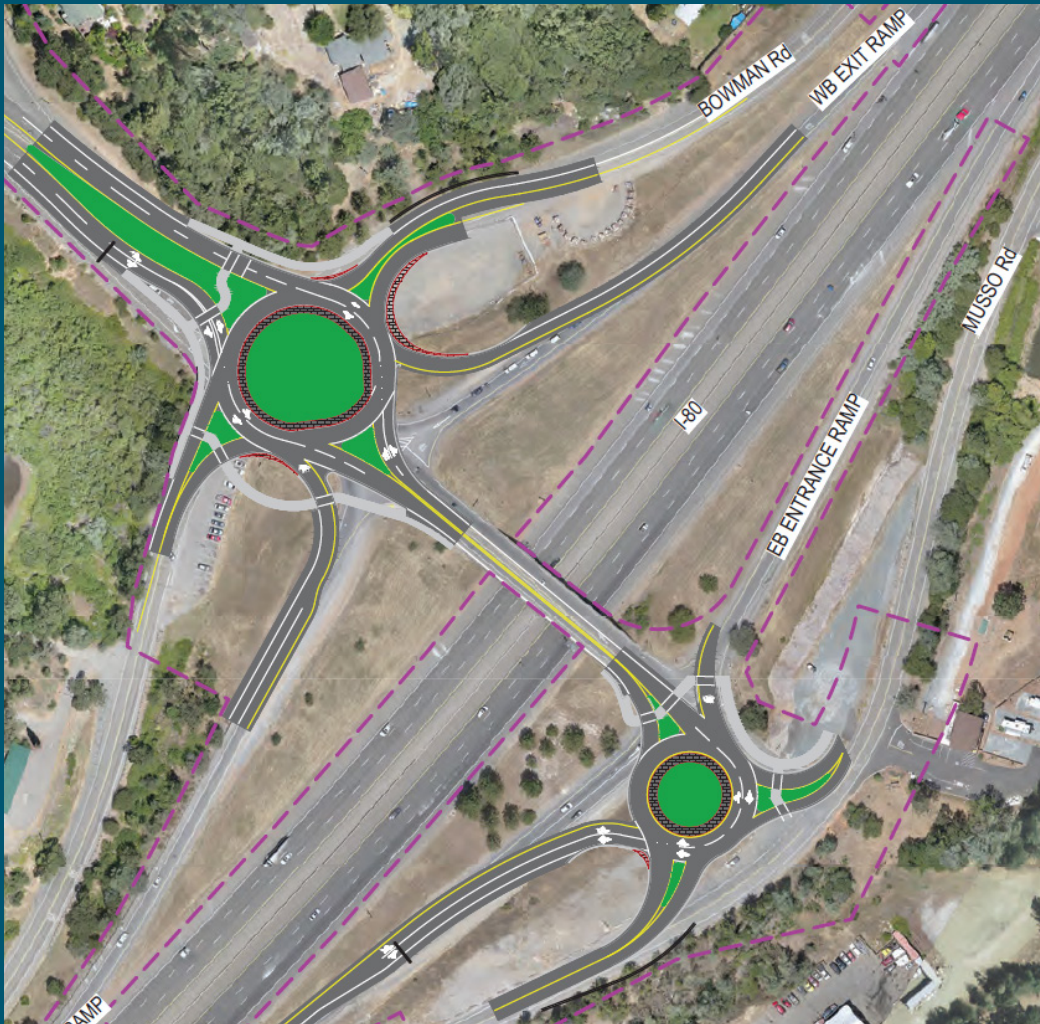
Freeway Projects

The Gateway Plan includes the following near-term modifications to the Federal and State freeway system:

- **Business 80** - In Sacramento County, construct the following operational improvements:
 - » Restripe 6-inch pavement markings on Business 80 to improve safety and plan for future autonomous vehicles.
 - » Construct auxiliary lane between Marconi Ave and Fulton Avenue in the northbound direction.
 - » Construct auxiliary lane from Fulton Avenue to Watt Avenue in the southbound direction.
 - » Extend the auxiliary lane from Howe Avenue to Auburn Boulevard in the northbound direction.
 - » Construct auxiliary lane from E Street to the American River Bridge in the northbound direction.
 - » Reconstruct the interchange at Howe Avenue.
- **Interstate 80** - In Placer and Sacramento Counties, construct the following operational improvements:
 - » Construct auxiliary lane between Douglas Boulevard and Eureka Road in the eastbound direction.
 - » Construct auxiliary lane between Eureka Road and State Route 65 in the eastbound direction.
 - » Reconfigure the Antelope Road interchange with improved pedestrian and bicycle connections in the City of Citrus Heights.
 - » Reconfigure the Rocklin Road interchange to a diverging diamond interchange with a Class I bicycle and pedestrian overcrossing in the City of Rocklin.
 - » Reconstruct the Horseshoe Bar Road interchange to improve the ramp intersections with roundabouts in the Town of Loomis.
 - » Modify the Nevada Street interchange to convert to roundabouts in City of Auburn.
 - » Modify the Foresthill Road interchange to convert to roundabouts in Placer County.
 - » Upgrade the Bell Road interchange to convert existing ramp intersections to roundabouts in Placer County.
- **State Route 65** - In Placer County, construct the following operational improvements:
 - » Improve the Blue Oaks Boulevard interchange in the City of Roseville.
 - » Construct the Nelson Lane interchange in the City of Lincoln.
 - » Construct auxiliary lane between Galleria Boulevard and Pleasant Grove Boulevard in the northbound direction.
 - » Construct auxiliary lanes between Blue Oaks Boulevard and Sunset Boulevard in the northbound and southbound directions.
 - » Construct auxiliary lanes between Sunset Boulevard and Placer Parkway/Whitney Ranch Parkway in the northbound and southbound directions.

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.



Local Roadway Projects

The Gateway Plan includes the following near-term modifications to roadways within local jurisdictions that provide alternative routes and modes to using corridor freeways. These improvements will also help to close local roadway network gaps:

- Improve Atkinson Street/PFE Road from 2 to 4 lanes from Foothills Boulevard to South of Dry Creek in the City of Roseville.
- Improve Blue Oaks Boulevard from 4 to 8 lanes from Washington Boulevard to Foothills Boulevard in the City of Roseville.
- Build over or undercrossing of Union Pacific Railroad on Sierra College Boulevard in the City of Rocklin.
- Extend Monument Springs Drive as 2 lanes in City of Rocklin.
- Improve Roseville Parkway from 6 to 8 lanes from Creekside Ridge Drive to Gibson Drive in City of Roseville.
- Improve Sunset Boulevard from 4 to 6 lanes from Highway 65 to West Stanford Ranch Road in City of Rocklin.
- Improve North 7th Street from 2 to 4 lanes between B Street and F Street in the City of Sacramento.
- Improve Roseville Road from 2 to 4 lanes between Watt Avenue and Walerga Road in the City of Sacramento.

- Improve Summit Tunnel Avenue (formerly South Park Street) by constructing a 3-lane roadway with bike lanes and frontage improvements between Bercut Drive and 7th Street in the City of Sacramento.
- Improve A Street, Innovation Park to 4 lanes between Innovator Drive and Del Paso Road and to 2 lanes between B Street and Del Paso Road in the City of Sacramento.
- Improve North B Street, River District to 4 lanes between North 10th Street and North 16th Street and to 2 lanes between Bannon Street and North 10th Street in the City of Sacramento.
- Improve B Street, Innovation Park to 4 lanes between Truxel Road and East Commerce Way and to 2 lanes between C Street and A Street in the City of Sacramento.

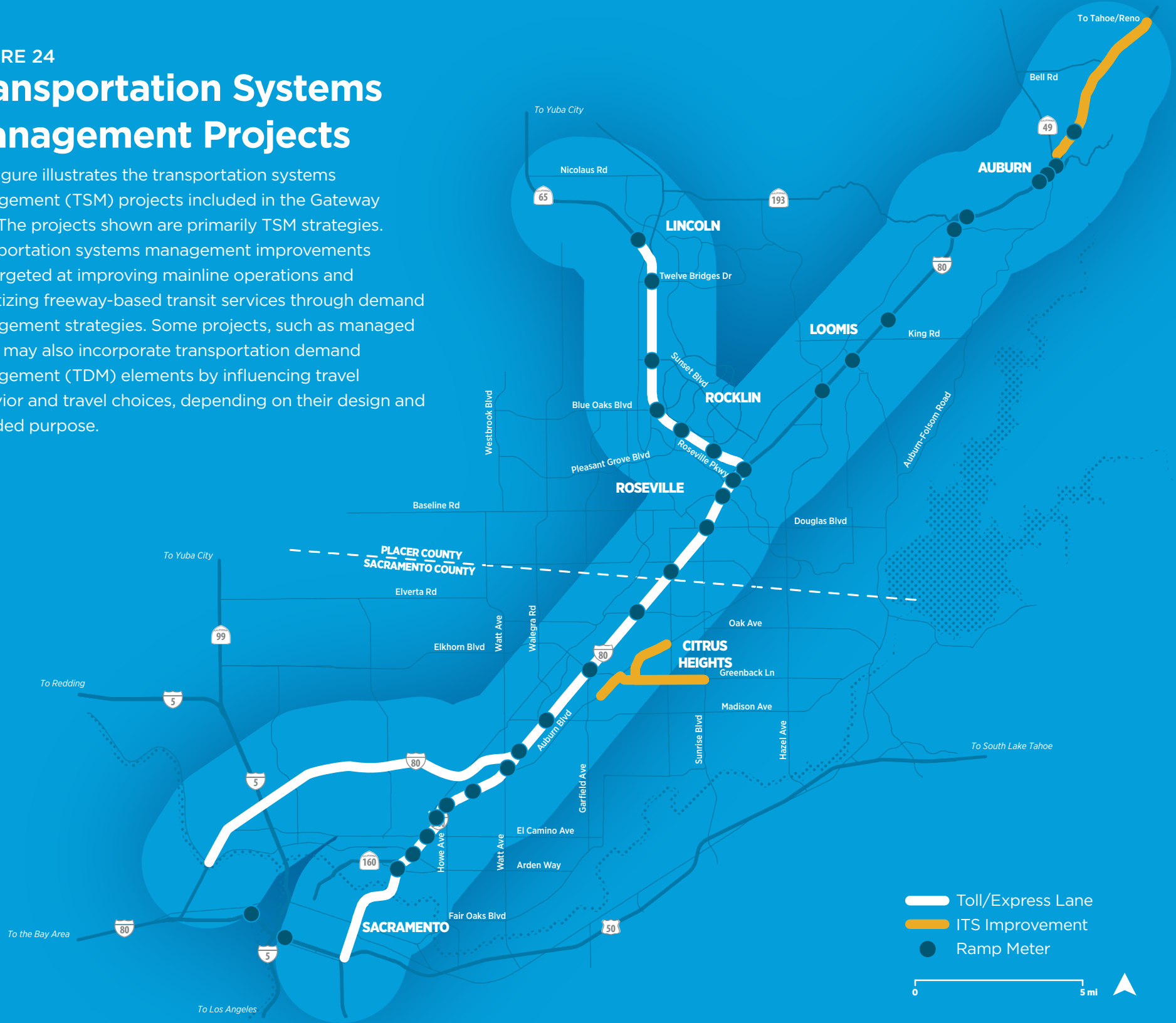
Congestion on Southbound State Route 65 Looking South from Pleasant Grove Boulevard Towards Interstate 80



FIGURE 24

Transportation Systems Management Projects

This figure illustrates the transportation systems management (TSM) projects included in the Gateway Plan. The projects shown are primarily TSM strategies. Transportation systems management improvements are targeted at improving mainline operations and prioritizing freeway-based transit services through demand management strategies. Some projects, such as managed lanes, may also incorporate transportation demand management (TDM) elements by influencing travel behavior and travel choices, depending on their design and intended purpose.



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 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 and PCTPA's Freeway Service Patrol, assist motorists in the corridor.

In addition to roadway projects, the Gateway Plan includes the following TSM and safety improvements:

- **Ramp Meters** - Install ramp meters at on-ramps on Business 80, I-80, and Highway 65 (refer to appendix for details).
- **Express/Toll Lanes** - Implement a regional network of express and toll lanes with connectors between major freeways. The purpose of these lanes is to improve traffic management and reliability on the region's major freeways.
- **Integrated Corridor Management (ICM)** - Implement ICM strategies on Business 80, I-80 and Highway 65, including signal optimization, transit priority, roadway cameras and traveler information messaging, and freeway service patrol to enhance corridor performance.
- **Fiber Optic** - On I-80 in Sacramento County, add fiber optic connectivity from the Yolo County line in the south to the Placer County line in the north.

Featured Project: Express Lanes

Express Lanes provide a smart traffic management system that allows 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.

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.

Express Lanes can also generate a direct revenue source to finance construction costs, fund roadway maintenance, support enforcement, and potentially improve transit service along a corridor. The figure below provides a simple illustration of how these types of facilities are defined compared to General Purpose Lanes and Carpool Lanes.

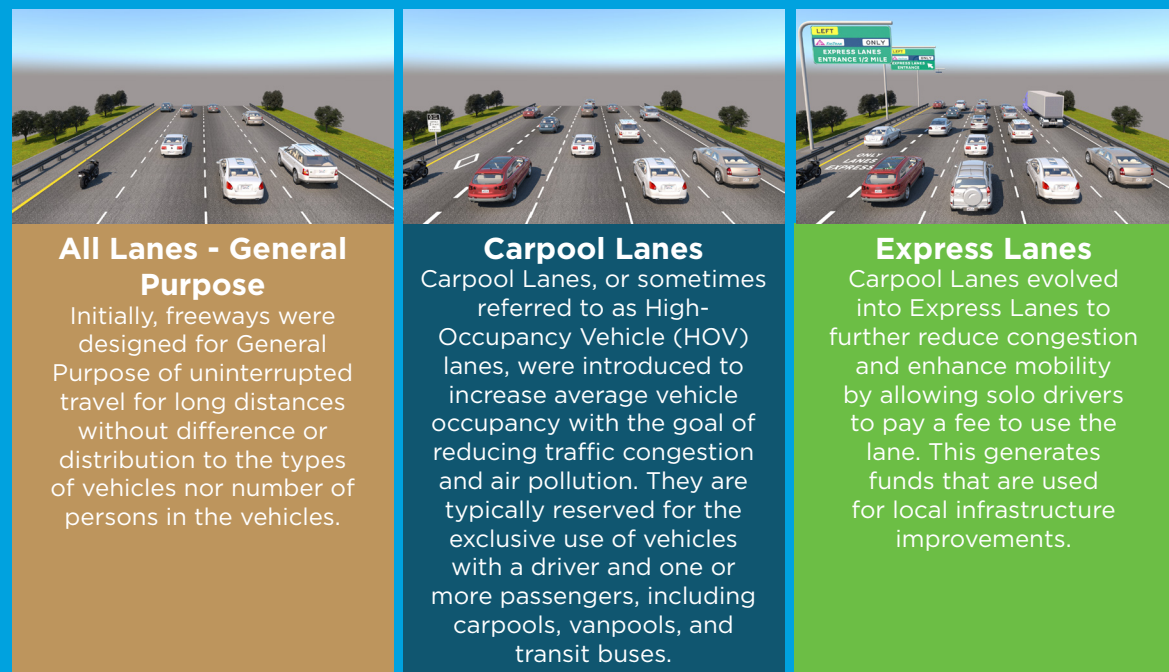
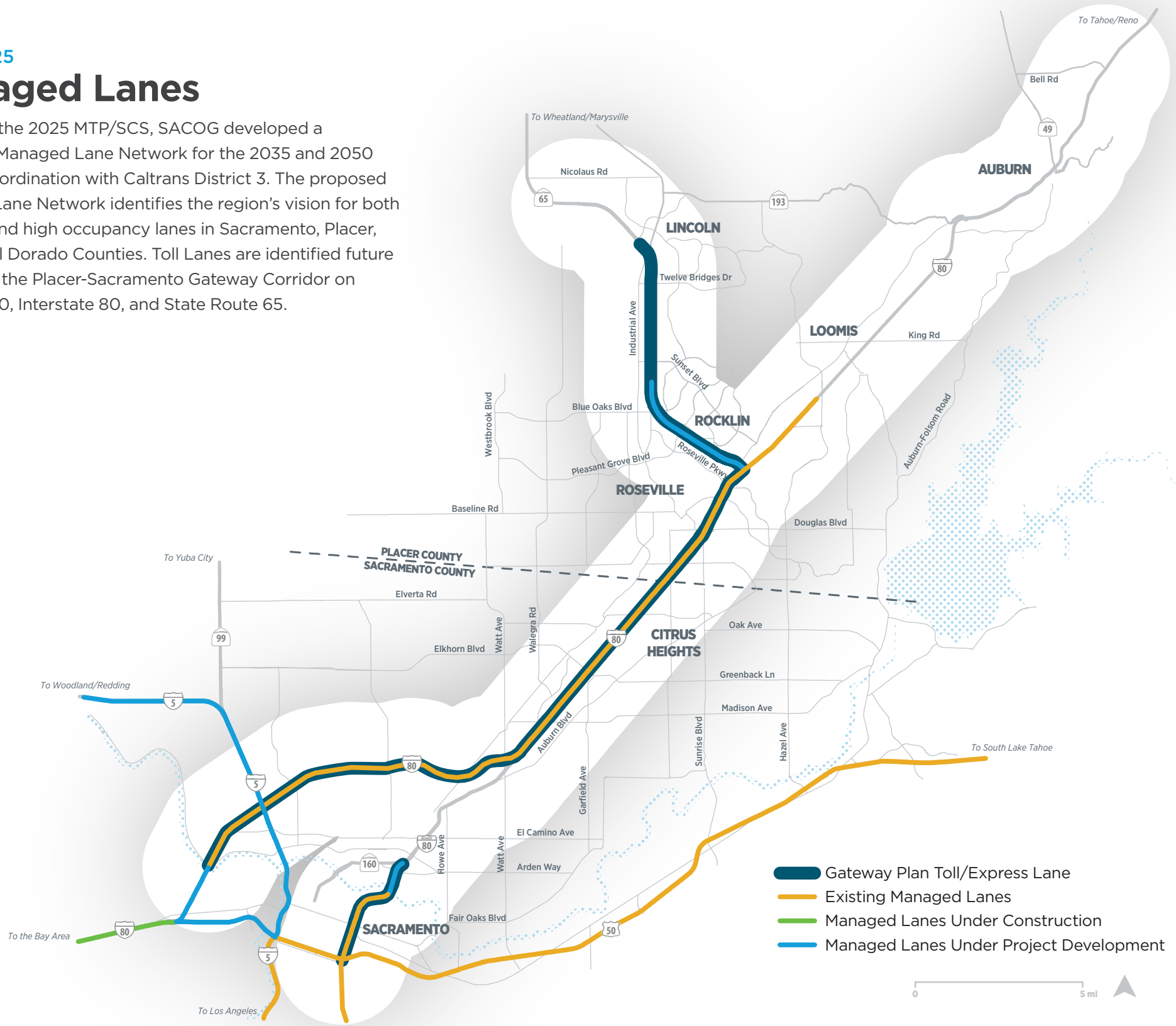


FIGURE 25

Managed Lanes

As part of the 2025 MTP/SCS, SACOG developed a proposed Managed Lane Network for the 2035 and 2050 years in coordination with Caltrans District 3. The proposed Managed Lane Network identifies the region's vision for both toll lanes and high occupancy lanes in Sacramento, Placer, Yolo and El Dorado Counties. Toll Lanes are identified future projects in the Placer-Sacramento Gateway Corridor on Business 80, Interstate 80, and State Route 65.



Managed Lanes

Existing transportation facilities along the corridor are no longer adequately meeting current travel demand, including HOV lanes, which are operating with reduced effectiveness.

Looking ahead, continued population growth and intensified land use development throughout the region are expected to generate additional travel demand. As more residents, jobs, and commercial activities locate within the corridor and surrounding areas, the number of daily trips will increase, placing even greater pressure on I-80, Business 80, and SR 65.

As part of the 2025 MTP/SCS, SACOG developed a proposed Managed Lane Network for the 2035 and 2050 years in coordination with Caltrans District 3. The proposed Managed Lane Network identifies the region's vision for both toll lanes and high occupancy lanes in Sacramento, Placer, Yolo, and El Dorado Counties.

SACOG's Managed Lane Network advances an integrated regional network that provides reliable and efficient travel options, supports mode shift toward high-occupancy travel, maximizes person throughput, addresses HOV lane degradation, closes strategic network gaps, and aligns with regional and state mobility, climate, and equity priorities.

Under SACOG's Managed Lane Network, the PSGP corridors are incorporated into a larger Sacramento-region managed lanes system. This ensures that all managed lane facilities function as connected elements of a cohesive regional network.

Express and Toll Lane Projects

The Gateway Plan includes the following express and toll lane projects:

- **SR 51 (Capital City) Managed Lanes Project: N Street to El Camino Avenue:** Extend managed lanes along SR 51 from N Street to El Camino Avenue. The project includes widening the American River Bridge to accommodate one managed lane in each direction, new auxiliary lanes from Exposition Boulevard to E Street in both directions, a southbound auxiliary lane from Arden Way on-ramp to Exposition Boulevard off-ramp, and modifications to adjacent bicycle paths within the project limits. The project also includes replacement of the B Street, A Street, and Elvas Avenue undercrossings in conjunction with the Capital Corridor Third Track project, grade separation of EB SR 160 and SR 51, and widening of the Tribute Road undercrossing.
- **SR 65 Capacity and Operational Improvements Phase 2:** Construct capacity and operational improvements on SR 65 between Galleria Boulevard and Lincoln Boulevard. Phase 2 includes constructing a physically separated southbound express toll lane in the median between Blue Oaks Boulevard and Galleria Boulevard, including tolling infrastructure and operations equipment. Additional improvements include constructing a northbound general-purpose lane between Pleasant Grove Boulevard and Blue Oaks Boulevard and a northbound auxiliary lane between Galleria Boulevard and Pleasant Grove Boulevard.

- **SR 65 Capacity and Operational Improvements Phase 3:** Construct capacity and operational improvements on SR 65 between Galleria Boulevard and Lincoln Boulevard. Phase 3 includes constructing physically separated express toll lanes in the median, including tolling infrastructure and operations equipment, in the southbound direction between Lincoln Boulevard and Blue Oaks Boulevard and in the northbound direction between Galleria Boulevard and Lincoln Boulevard.
- **SR 65 Capacity and Operational Improvements Phase 4:** Construct capacity and operational improvements on SR 65 between Galleria Boulevard and Lincoln Boulevard. Phase 4 includes constructing northbound and southbound auxiliary lanes between Blue Oaks Boulevard and Sunset Boulevard, Sunset Boulevard and Placer Parkway, and Placer Parkway and Twelve Bridges Drive.
- **SR 65 Managed Lanes Project:** Construct managed lanes in both directions on SR 65 between Pleasant Grove Boulevard and Ferrari Ranch Road. This project includes the addition of an HOV lane and associated operational improvements. The project is currently being evaluated for conversion to an ETL configuration to align with the 2027 MTP and subsequent programming.
- **I-80/SR 65 Interchange Improvements Phase 4:** Reconfigure the I-80/SR 65 interchange between Douglas Boulevard and Rocklin Road to add managed-lane direct connectors and improve interchange operations. Improvements include new eastbound-to-westbound and northbound connectors, widening of existing connectors, and a new southbound managed-lane connection from Blue Oaks Boulevard to SR 65.
- **I-80: Sacramento River to SR65: Conversion from HOV2+:** Convert existing HOV lanes that have been in operation for at least 20 years on I-80 between the Sacramento River and SR 65 to priced managed lanes without adding roadway capacity.

Climate Action Plan for Transportation Infrastructure 2.0

CAPTl is California's framework for aligning transportation investments with the state's climate, equity, public health, and economic goals. Released by the California State Transportation Agency (CalSTA) in 2025, CAPTI advances a "fix-it-first" approach while prioritizing investments that reduce greenhouse gas emissions and VMT, expand multimodal transportation options, support transit, walking and bicycling, encourage compact infill development, and accelerate the deployment of zero-emission vehicle infrastructure. Consistent with these objectives, the Placer County Zero Emission Vehicle (ZEV) Infrastructure Plan provides a framework for the strategic deployment of electric vehicle charging and hydrogen refueling infrastructure with the goal of making the infrastructure network that support ZEVs more comprehensive, efficient, and accessible.

Managed lanes projects can support CAPTI's goal of reducing VMT by pairing corridor investments with transportation demand management, multimodal connectivity, and land use strategies that reduce reliance on single-occupant vehicle travel. CAPTI specifically encourages investments that expand transit and active transportation options, promote compact infill development, utilize pricing strategies, and support zero-emission transportation infrastructure.

- Multimodal hubs: Managed lanes projects can reduce VMT by developing multimodal mobility hubs at key corridor access points. These hubs facilitate seamless transfers between transit, vanpools, carpools, bicycling, walking, and micromobility options, making it easier for travelers to complete trips without driving alone. By improving first-mile/last-mile connectivity and integrating multiple transportation modes, mobility hubs support the CAPTI goal of expanding clean transportation options and reducing reliance on personal vehicle travel.
- ZEV infrastructure: Installing electric vehicle charging infrastructure at park-and-ride lots, mobility hubs, and transit facilities supports California's transition to zero-emission vehicles while complementing VMT reduction strategies. CAPTI identifies investment in light-, medium-, and heavy-duty ZEV infrastructure as a key transportation investment priority. Although charging infrastructure does not directly reduce VMT, it lowers transportation emissions associated with remaining vehicle travel and supports cleaner travel choices within the managed lanes corridor.

Capital Area Regional Tolling Authority (CARTA)

The Sacramento region is establishing a coordinated approach to tolling through the CARTA, a joint powers authority formed by SACOG, Yolo Transportation District, and Caltrans District 3 to develop, operate, and manage future regional toll facilities. CARTA provides a scalable governance structure, beginning with the Yolo 80 and Sac 5 managed lane corridors, and ensures interoperability with California's statewide FasTrak

system so drivers can use a single account across toll facilities. Both PCTPA and STA are future members with non-voting seats. As tolling facilities move forward in Sacramento and Placer Counties, both agencies can formally join CARTA.

CARTA will coordinate toll policies, including pricing, carpool and transit eligibility, customer accounts, equity programs, and operational standards, providing a consistent user experience across the Yolo 80 and Sac 5 managed lane corridors. After covering operations, maintenance, and financing costs, future toll revenues could be reinvested in corridor priorities, including express bus and transit improvements, corridor operations, managed lane expansion, and other mobility and sustainability initiatives that support MTP transportation and climate goals.

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.

Featured Project: Green Means Go

The SACOG Green Means Go program is a multi-year program to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, which reduces vehicle trips. Local jurisdictions designate Green Zones (shown on Figure 3) and then they take specific actions to promote infill development and reduce existing barriers through local policy change and infrastructure investment that supports infill development. Currently, 26 of the region's 28 local jurisdictions have adopted Green Zones. To help local agencies, SACOG has used state funding from the Regional Early Action Planning (REAP) program to invest over \$27 million in one-time funding for backbone infrastructure investments in local Green Zones.

Essentially, Green Zones function as a partnership of state funding and local government action to accelerate areas targeted for infill and compact development, increasing housing and transportation options and promoting shorter and fewer trips. Green Zones 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 have worked with cities and counties to establish or update these green zones. As part of SACOG's 2025 MTP/SCS, they identified the need to secure stable sources of funding and financing to continue the momentum of Green Means Go and have actively been looking at several federal and state grant programs as well as a regional VMT mitigation strategy to fund these efforts moving forward.

These efforts are complemented by Mobility Hubs, shown in Figure 26, which improve connections between walking, bicycling, transit, and shared mobility services.



FIGURE 26

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.



Commuter/Intercity Rail Projects

The Gateway Plan supports the long-term vision established in the Capitol Corridor 2026 Vision Plan, which outlines a program of strategic infrastructure investments, service expansions, improved reliability, enhanced passenger amenities, and stronger multimodal connections to increase the attractiveness of passenger rail travel throughout Northern California.

Consistent with the Capitol Corridor 2026 Vision Plan, the Gateway Plan includes the following improvements to 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.
- **Auburn to Donner Summit Track Improvements Phases 1 & 2** - Upgrade the Donner Pass Summit segment of the Union Pacific (UP) Line through the restoration of double-track operations, including the addition of crossovers, tunnel notching to increase clearance, reactivation, and replacement of the second mainline track between Auburn, California, and Reno, Nevada.
- **Valley Rail Program** - Expansion of Altamont Corridor Express (ACE) and San Joaquins service to Butte County, with stations in the SACOG region at Elk Grove, City College, Midtown, Old North Sacramento, Natomas (Airport Connection), Marysville, and a potential additional station at Plumas Lake along the UPRR Sacramento Subdivision. This program also includes new

commuter and intercity service connecting the Bay Area to Sacramento and the San Joaquin Valley and a new multimodal connection at Union City to BART.

Light Rail Projects

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

- **SacRT Blue Line** - Purchase replacement low-floor light rail vehicles (LRVs) as part of the Light Rail Modernization Project, which will replace a total of 66 existing LRVs with a new low-floor fleet to improve accessibility, reliability, and passenger service.

Featured Project: Capitol Corridor Regional Transit Improvement Project

In 2022, \$50 million in SCCP funding was secured to advance the Capitol Corridor Regional Transit Improvement Project, which is a coordinated package of rail and transit improvements. The project includes construction of a third mainline track between Sacramento and Roseville, rail bridge and underpass improvements, and upgrades at Sacramento Valley Station. These investments will increase passenger rail capacity and reliability, support future expansion of Capitol Corridor service, preserve freight rail operations, and provide improved transportation options for nearly 2 million residents traveling between Placer and Sacramento counties.



- **SacRT Green Line (Truxel Bridge)** - New all-modal Bridge between downtown Sacramento and South Natomas across the Lower American River. Includes: Light Rail or Bus only Lane, Auto, and bicycle, and pedestrian facilities.

Bus Projects

The Gateway Plan includes the following improvements to bus service:

- **Bus Rapid Transit** - Implement enhanced transit service and evaluate dedicated bus-only lanes for future bus rapid transit (BRT) on Arden Way, Sunrise Boulevard, and Watt Avenue in Sacramento County, including service frequency improvements, infrastructure enhancements, and vehicle investments. The project includes corridor improvements on Arden Way (from Del Paso Boulevard to Watt Avenue, as well as Morse Avenue, Cottage Avenue, and Butano Drive), Sunrise Boulevard (from Louis & Orlando Transit Center to Sunrise Light Rail Station), and Watt Avenue (from Watt/Manlove Light Rail Station to Elverta Road).
- **Commuter Bus** - Implement Yuba City - Roseville Galleria Commuter Bus service.
- **Local Bus** - Expand circulator bus, microtransit, and neighborhood ride services to provide transit coverage in underserved communities, first-/last-mile connections to nearby rail service, and improve transit service productivity.
- **Rapid Link (formerly known as the South Placer Transit Express)** - Implement a 30-minute limited stop zero emission bus service between Lincoln and the Watt/I-80 light rail station, with stops at the Galleria Mall, Sutter, and Kaiser medical centers

in Roseville. The express bus service will utilize the SR 65 and I-80 corridors within the Gateway Plan area.

- **ZEV Fleet Infrastructure Program** - Install zero-emission vehicle (ZEV) charging infrastructure at multiple City of Sacramento facilities to support the electrification of the municipal fleet. The project includes the construction and installation of Level 2 chargers, DC fast chargers, and associated electrical infrastructure upgrades at up to ten city locations to support the replacement of light-duty and work vehicles with electric vehicles.

Transit Stop and Station Projects

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

- Construct Phase 3 of the Sacramento Intermodal Transportation Facility 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 in the City of Sacramento.
- Transform existing Blue Line Light Rail Stations (Alkali Flat, Globe, and Marconi Arcade) located in disadvantaged communities into mobility hubs.



Featured Project: SacRT Light Rail Modernization

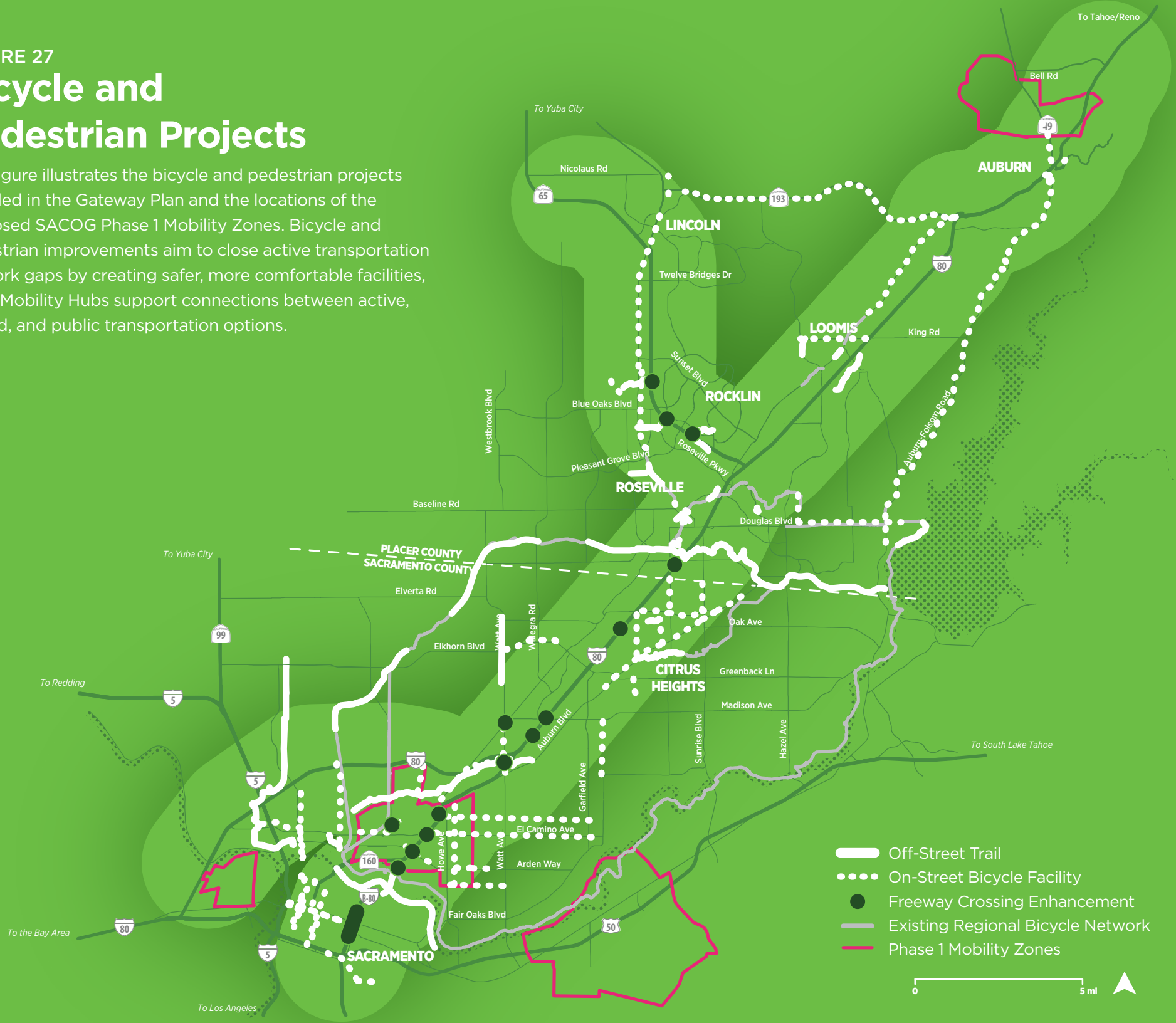
The SacRT light rail system is over 35 years old and needs substantial modernization, especially of vehicles and stations, to continue to compete as an effective alternative to single occupant vehicle travel and support transit-oriented development. In the 2020 SCCP round, SacRT received grant funding to support the purchase of new low floor light rail transit vehicles and light rail station modifications on the Blue Line that parallels Interstate 80. 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 27

Bicycle and Pedestrian Projects

This figure illustrates the bicycle and pedestrian projects included in the Gateway Plan and the locations of the proposed SACOG Phase 1 Mobility Zones. Bicycle and pedestrian improvements aim to close active transportation network gaps by creating safer, more comfortable facilities, while Mobility Hubs support connections between active, shared, and public transportation options.



Bicycle and Pedestrian Projects

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

- **Complete Streets** - Construct Complete Streets improvements at the following locations:
 - » Arden Way, Elkhorn Boulevard, Marconi Avenue, and Watt Avenue in Sacramento County.
 - » Lincoln Boulevard in the City of Lincoln.
 - » Antelope Road, Auburn Boulevard, Old Auburn Road, and Sunrise Boulevard in the City of Citrus Heights.
 - » 7th Street, 8th Street, 15th Street, Arden Way, Broadway, El Camino Avenue, J Street, and L Street in the City of Sacramento.
- **Regional Trail Network** - Construct trail gap closure projects to connect Sacramento and Placer Counties including the Dry Creek Greenway Trail and other planned trail facilities identified in SACOG's Regional Trail Network, the Sacramento County Active Transportation Plan, PCTPA Regional Bicycle Master Plan, the Placer Countywide Active Transportation Plan (ATP), and Local Bicycle and/or Alternative Transportation Master Plans. These major trail facilities connect residential areas to the major employment, civic, transportation, and education centers along the corridor.
 - » Construct a Class I bike and pedestrian facility in Loomis along Antelope Creek.
 - » Construct a Class I bike trail in Roseville along Linda Creek from Rocky Ridge Drive to Old Auburn Way.
 - » Construct Class I shared-use trail segment between Sutter's Landing and the California

State University, Sacramento campus, as well as connections between Sutter Regional Park and Highway 160.

- **Freeway and American River Crossings** - Construct the following high-quality bicycle and pedestrian crossings:
 - » Construct bicycle and pedestrian overcrossing of I-80 to the Louis Orlando bus transfer center.
 - » Construct bicycle overcrossing of Highway 65 between Galleria Boulevard and Blue Oaks Boulevard in the City of Roseville.
 - » Construct new multimodal bridge connecting Truxel Road and Richards Boulevard, including bicycle and pedestrian facilities to improve connectivity across the American River.
 - » Construct a pedestrian and bicycle overcrossing at I-80 and Rocklin Road.

How Complete Streets Support the Gateway Corridor

Complete Streets projects are important components of the Gateway Corridor transportation system. While many of these improvements are located on local and parallel roadways rather than along I-80 itself, they help improve corridor mobility, safety, and accessibility by providing attractive and viable alternatives to driving and strengthening local transportation networks.

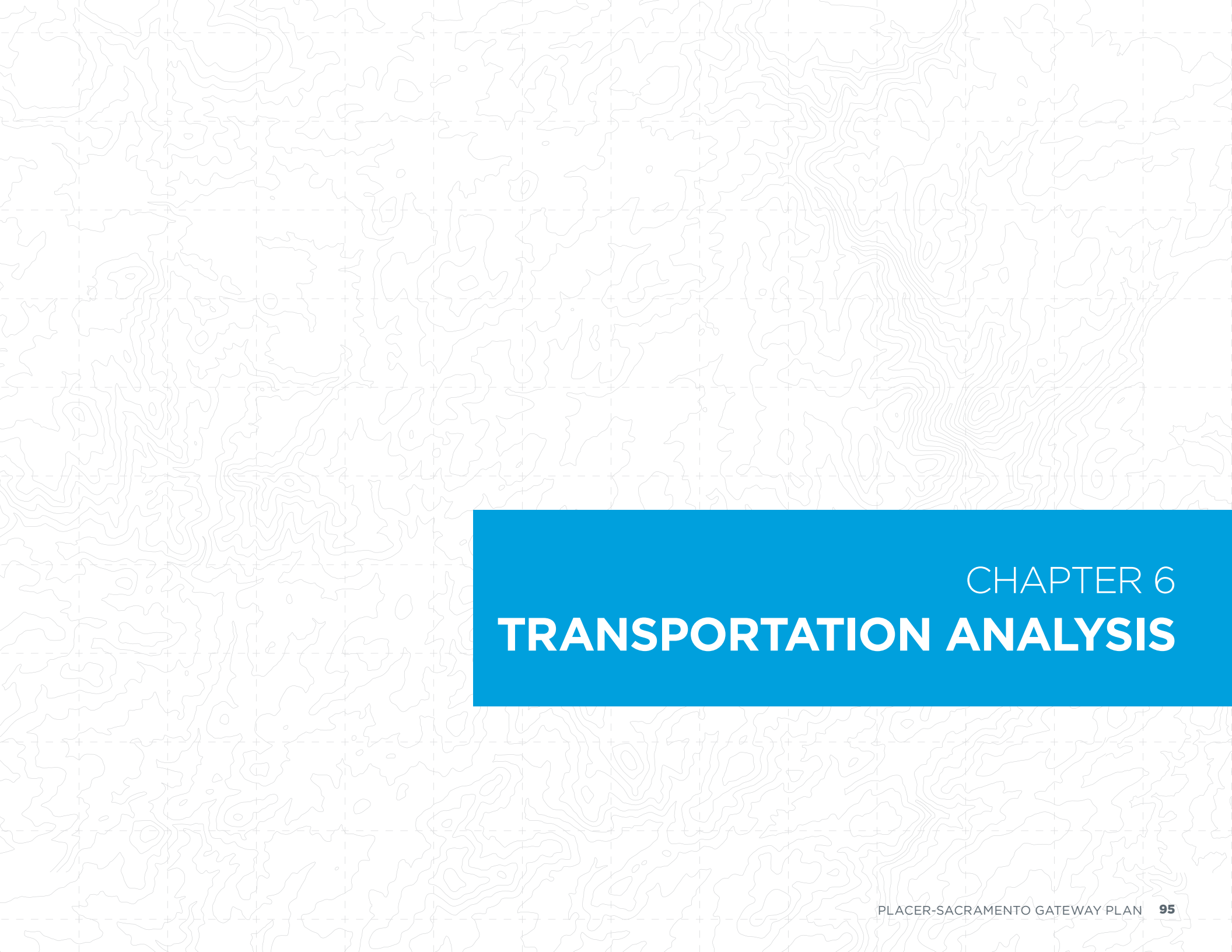
Key Corridor Benefits

- Enhanced safety by reducing conflicts between local traffic and high-speed interstate traffic and by providing safer facilities for people walking, bicycling, taking transit, and driving.
- Reduced congestion on I-80 by enabling local trips to use parallel roadway and trail networks rather than the interstate for short trips between interchanges.
- Support for local businesses and economic activity by improving access to commercial districts, transit stops, and activity centers throughout the corridor.



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

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

Overall, the Gateway Plan achieves desired outcomes, reducing delay for all users, increasing access to high-capacity transit, and increasing peak period person throughput. The inclusion of roadway and transportation systems management projects such as ramp meters, auxiliary lanes, and toll/express lanes would help to reduce peak period delays and improve travel times. The Gateway Plan delivers these reductions in delay while reducing VMT per capita by 8 percent and increasing total VMT by less than 1 percent, reducing congestion without driving substantial growth in travel demand.

There are several opportunities to further reduce or offset VMT through strategic implementation of the Gateway Plan. One potential strategy 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 State Route 65.

The SACOG Green Means Go program offers another opportunity to reduce or offset VMT by accelerating infill

development through infrastructure investment in the heart of the corridor's communities. In addition to the VMT benefits, Green Means Go would achieve more efficient land use and increase the supply of housing.

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 enable an increase in service between Sacramento and Placer Counties from one to ten roundtrips 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 and the Rapid Link express bus service, Capitol Corridor expansion, Valley Rail, SacRT Blue Line LRT modernization, and Sacramento Valley Station improvements will expand access to high-quality transit to 510,000 more residents and jobs. Additionally, a range of first/last-mile transit services will help to extend the reach of those high-quality transit services into additional corridor neighborhoods and employment centers.

The Gateway Plan's implementing agencies are responding to a clear public priority, with 53 percent of survey respondents expressing a desire for improved transit and shared travel options. In October 2026, the new Rapid Link limited stop express bus service will launch as a three-year pilot project operated by the City of Roseville. Rapid Link, which will operate on I-80 and State Route 65, responds to previous plans that identified opportunities to serve the corridor through freeway-based bus services. Additional near-term transit projects such as Citrus Heights ITS Phase One have the potential to make transit a more attractive travel option and reduce VMT.

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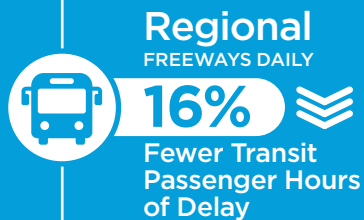
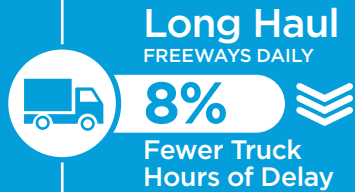
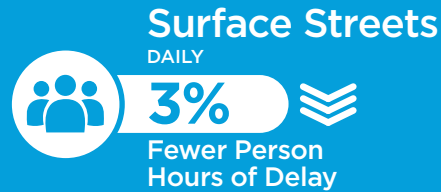
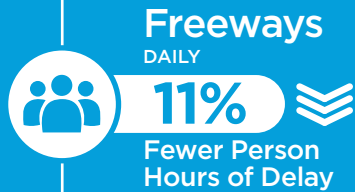
FIGURE 28

Gateway Plan Performance Summary



Congestion/Delay

- Fewer hours of delay for people and goods on the corridor



Efficient Land Use and Housing

- Fewer vehicle miles traveled (VMT) per capita



- Expanded access to high-quality transit service



WITH IMPROVEMENTS TO

- Capitol Corridor rail
- SacRT Blue Line light rail
- Freeway commuter bus routes
- New corridors



Accessibility

- Greater peak period person throughput on I-80, SR 160, and Business 80

3%

Greater peak period person throughput

Crossing the American and Sacramento Rivers

Project Highlight:

Citrus Heights ITS will improve connections to the SacRT Blue Line light rail and SacRT Routes 1 and 23 reliability.



Air Quality

- Decreased emissions in the SACOG region, including CO₂, NO_x, PM_{2.5}, and VOCs



Economic Development and Job Creation and Retention

- Increased volume of goods moved on I-80, Business 80, and SR 65
- Increased capacity for goods movement by rail
- Increased travel choices to tourist and recreational destinations
- Improved peak weekend travel times

Project Highlight:

SacRT Blue Line light rail modernization will improve schedule reliability.



Safety

- Reduced the risk for congestion-related collisions

Freeways
DAILY



10%

Fewer Vehicle Hours of Delay



- Progress toward zero deaths

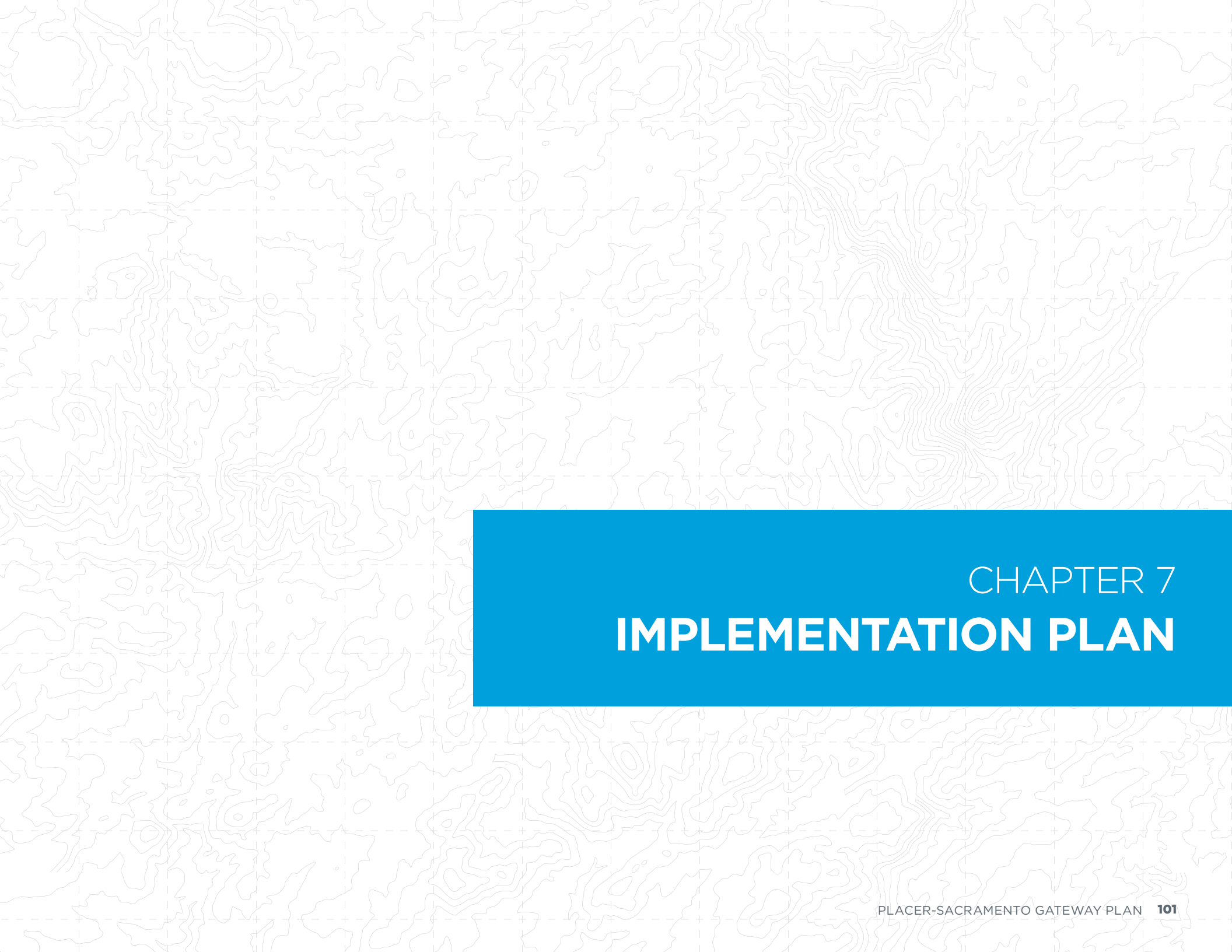
WITH



IMPROVEMENTS TO

- freeway crossings for pedestrians and cyclists
- regional trail network
- complete streets

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CHAPTER 7 **IMPLEMENTATION PLAN**

Senate Bill 1

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. It created the first major, long-term increase in California transportation funding in more than two decades by increasing fuel taxes and vehicle-related fees to generate approximately \$5 billion annually for

transportation improvements statewide. SB 1 funds roadway maintenance, bridge rehabilitation, transit, passenger rail, bicycle and pedestrian facilities, freight improvements, and competitive grant programs administered by the California Transportation Commission (CTC).

The competitive transportation grant programs funded by SB 1 include:

Solutions for Congested Corridors Program (SCCP):

SCCP Funds projects designed to reduce congestion in highly traveled and congested corridors.



Trade Corridor and Enhancement Program (TCEP):

TCEP provides funding for freight and goods movement infrastructure improvements.



Local Partnership Program (LPP):

LPP provides funding to regions and agencies where voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, solely to transportation improvements.



Active Transportation Program (ATP):

Provides funding to encourage increased use of active modes of transportation such as walking or biking.



Transit and Intercity Rail Capital Program (TIRCP):

TIRCP funds transformative capital improvements that will modernize California's intercity commuter and urban rail systems and bus and ferry transit systems.



SCCP funding is awarded through competitive cycles that occur every two years, with funding programmed for the following two fiscal years. The first SCCP funding cycle was conducted in 2018, and the program is currently in Cycle 5, with 2026 applications competing for funding allocations in FY 2027-28 and FY 2028-29.

Background

The Placer-Sacramento Gateway Plan (PSGP) was developed in response to a requirement under SB 1 that a multimodal corridor plan be developed to qualify projects for funding through SCCP. The planning process engaged partner agencies, stakeholders, corridor users, and the public to identify the types of transportation improvements that would most effectively improve travel throughout the corridor. Those priorities, together with SCCP program requirements and performance criteria, were used to screen and refine projects from the SACOG 2025 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) into a coordinated package of corridor investments.

SCCP funds multimodal projects that reduce congestion through integrated investments in highways, transit, passenger rail, active transportation, and transportation technology. By developing a corridor-wide plan that demonstrates measurable congestion relief, multimodal benefits, and regional coordination, the PSGP helps make projects eligible for and more competitive for SCCP funding. In addition to SCCP, projects identified in the Gateway Plan may also be competitive for other SB 1-funded transportation programs.

TABLE 1
PSGP Projects Funded Through SCCP Cycles 2-5

Project	Award	Award Amount	Total Cost (YOE)
South Placer County Transit Project	SCCP Cycle 2	\$6 million	\$11.4 million
I-80 Transit Reliability Improvement	SCCP Cycle 2	\$9.5 million	\$10.3 million
Dry Creek Greenway	SCCP Cycle 2	\$6.2 million	\$16.5 million
Eastbound I-80 Auburn Boulevard Ramp Meter	SCCP Cycle 2	\$500,000	\$660,000
Auburn Blvd Complete Streets	SCCP Cycle 2	\$2.9 million	\$17.4 million
Watt/I-80 Light Rail Station Improvements	SCCP Cycle 2	\$7.9 million	\$9.9 million
Watt Avenue Complete Streets	SCCP Cycle 2	\$8.1 million	\$15.7 million
Light Rail Modernization	SCCP Cycle 2	\$25.9 million	\$53.3 million
Sacramento to Roseville 3rd Mainline Track	SCCP Cycle 3	\$25 million	\$214 million
Sacramento Valley Light Rail Station Realignment	SCCP Cycle 3	\$25 million	\$34.7 million

The 2020 PSGP proposed 150 projects with a total cost of \$4.1 billion in year of expenditure (YOE) as near-term and long-term corridor investments. Several of these priority projects have been funded in subsequent SB1 funding cycles. Through SB 1, six projects were funded in 2020 and two projects were funded in 2022.

Cost Estimates

The multimodal transportation improvements included in the 2026 Gateway Plan would cost approximately \$18.5 billion in YOE.

Regional Plan Consistency

The vast majority of Gateway Plan projects are included in the financially constrained SACOG 2025 MTP/SCS (2025 Blueprint) 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 least a programmatic level. Gateway Plan projects not currently in the SACOG 2025 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 implementation strategy extends beyond currently funded projects and is focused on advancing corridor improvements through future SCCP and other discretionary funding cycles. The ST continues to refine project scopes, complete environmental and design activities, identify matching funds, and advance project development to improve project readiness and competitiveness for future grant opportunities. Based on project readiness, funding needs, and corridor priorities, projects have been organized into implementation phases aligned with anticipated future funding cycles.

2026 Funding Cycle (Cycle 5)

For the current 2026 SCCP Cycle (Cycle 5), five projects have been prioritized for funding consideration. Together, these projects represent approximately \$135 million in YOE total project investment and advance key multimodal improvements identified in the Gateway Plan. Funding decisions from this cycle will help determine the next phase of corridor implementation and inform future project development priorities.

TABLE 2
Cycle 5 SCCP Projects Submitted

Project	Total Cost (YOE)
Auburn Boulevard and Greenback Lane SacRT Route 1 ITS	\$ 7.6 million
Bell Road at I-80 Roundabouts, Park & Ride, and Transit Improvements	\$ 31.3 million
I-80 Transit Reliability Improvements	\$ 9.8 million
Regional Transit Blue Line Improvements	\$ 36 million
Rocklin Road Sierra College Corridor Multimodal Enhancements	\$ 49.6 million

2028 and 2030 Funding Cycles (Cycles 6 and 7)

Looking ahead, 24 projects have been identified as candidates for the 2028 SCCP Cycle 6, with an additional 54 projects identified as potential candidates for the 2030 Cycle 7. The Cycle 6 projects generally represent the improvements currently expected to achieve the level of readiness necessary for near-term grant applications, while many of the Cycle 7 projects require additional project development, environmental review, design advancement, funding commitments, or partner coordination. Projects will continue to be evaluated based on corridor needs, readiness, available funding, and competitiveness under applicable state funding programs.

The current pipeline of projects expected to be ready for Cycles 6 and 7 includes a significant number of highway and roadway improvements. Project readiness alone, however, will not determine the composition of future SCCP applications. The SCCP and the Gateway Plan emphasize a comprehensive multimodal approach that provides transportation choices and achieves a balanced set of transportation, environmental, and community-access improvements. The Gateway Plan also reflects CAPTI priorities to reduce VMT and greenhouse gas emissions and expand transit, active transportation, and other alternatives to single-occupant vehicle travel.

Accordingly, during the period leading up to Cycles 6 and 7, the Strategy Team will work with project sponsors to advance transit and rail improvements so that they can be incorporated into competitive multimodal SCCP applications alongside roadway, managed-lane, and operational improvements. The Gateway Plan already identifies several potential components, including additional SacRT Blue Line light rail modernization, the Rapid Link limited-stop zero-emission bus service between Lincoln and Watt/I-80, future BRT improvements, transit mobility hubs, Sacramento Valley Station improvements, and rail improvements. Valley Rail is already identified as a potential Cycle 6 candidate, demonstrating one opportunity to introduce a significant rail component into the near-term funding strategy.





Advancing these projects will require focused coordination with SacRT, the Capitol Corridor Joint Powers Authority, Caltrans, local transit operators, SACOG, and other project sponsors to define fundable project elements, establish costs and schedules, complete necessary environmental and design work, and identify matching funds. This work should also consider how transit and rail investments can be strategically paired with roadway, managed-lane, and operational improvements to improve overall corridor performance, expand transportation choices, and address potential VMT effects.

This is particularly important because the Gateway Corridor currently has limited competitive transit options for many trips. Capitol Corridor provides only one daily rail round trip through the South Placer County stations, and the existing service pattern provides limited opportunities for reverse commuting or midday, evening, and weekend travel. The Gateway Plan therefore provides an opportunity to move beyond identifying transit and rail improvements programmatically and establish a deliberate project-development pipeline so that multimodal projects are sufficiently advanced to compete in Cycles 6, 7, and subsequent SCCP funding rounds.

Federal Funding

Federal funding opportunities continue to play an important role in advancing regional transportation investments; however, uncertainty surrounding future federal transportation programs, appropriations, and policy priorities makes long-term funding projections challenging. As a result, the PSGP Update emphasizes funding strategies that align with established and more predictable state programs while maintaining flexibility to pursue future federal opportunities as they emerge. Successful project delivery will likely require a combination of federal, state, regional, and local funding sources, coupled with creative financing approaches that align project benefits with evolving funding priorities. The plan therefore recognizes the importance of monitoring federal transportation legislation and discretionary grant programs while positioning corridor projects to remain competitive for funding opportunities as additional program guidance becomes available.

Implementation Partners

The agencies participating in implementation of the Gateway Plan include Caltrans District 3, PCTPA, STA, SACOG, the Capitol Corridor Joint Powers Authority, local jurisdictions, transit operators, and other project sponsors. Each agency is responsible for advancing projects and activities within its respective authority, subject to applicable governing-board approvals, project readiness, and the availability of funding.

Inclusion of a project or program in the Gateway Plan does not constitute a funding commitment by PCTPA, STA, Measure A, or any other participating agency. Funding decisions will continue to be made through the applicable agency, program, and governing-board processes.

Next Steps

The four Strategy Team agencies—Caltrans, PCTPA, STA, and SACOG—will continue to coordinate and collaborate to advance implementation of the Gateway Plan and identify opportunities to position corridor projects for future competitive funding. The Strategy Team will also establish an ongoing process to monitor project development, funding readiness, and plan implementation.

As part of this work, the Strategy Team will coordinate with transit and rail operators, local jurisdictions, and other project sponsors to advance a balanced pipeline of roadway, managed-lane, operational, transit, rail, bicycle, pedestrian, and safety improvements. Particular attention will be given to advancing multimodal projects that are not yet at the same level of readiness as near-term roadway improvements so that future SCCP applications can reflect the comprehensive multimodal strategy established by the Gateway Plan.



Looking East Towards Interstate 5 from West
El Camino Overcrossing of Interstate 80



PLACER-SACRAMENTO GATEWAY PLAN