

FINAL PLACER COUNTY 2036 REGIONAL TRANSPORTATION PLAN



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

February 12, 2016

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TABLE OF CONTENTS

	Page
Document Availability	ii-i
Acknowledgements	iii-i
Executive Summary	iv-i
Chapter 1: INTRODUCTION	1-1
1.1 Regional Transportation Plan Purpose.....	1-1
1.2 Need for the 2036 RTP	1-2
1.3 Regional Transportation Plan Requirements.....	1-3
1.4 Regional Transportation Plan Process	1-4
Chapter 2: ORGANIZATIONAL SETTING	2-1
2.1 Regional Transportation Planning Agency Designation	2-1
2.2 Airport Land Use Commission Designation.....	2-4
2.3 Congestion Management Agency Designation	2-5
2.4 Passenger Rail Administration	2-6
2.5 South Placer Regional Transportation Authority Administration.....	2-6
2.6 Transportation Sales Tax Authority Administration	2-10
2.7 Western Placer Consolidated Transportation Services Agency Administration	2-10
2.8 Other Agencies	2-11
Chapter 3: PHYSICAL & SOCIOECONOMIC SETTING	3-1
3.1 Physical Setting.....	3-1
3.2 Socio-Economic Setting	3-8
3.3 Recent Growth Trends 2010 – 2013	3-9
3.4 Growth Assumptions	3-12
3.5 Other Recent Economic Forecasts	3-14

Chapter 4: REGIONAL TRANSPORTATION ISSUES & ENVIRONMENTAL CHALLENGES	4-1
4.1 Modal Issues	4-1
4.2 Regional Transportation Issues.....	4-6
4.3 Environmental Challenges	4-10
Chapter 5: POLICY ELEMENT	5-1
5.1 Overall Goals	5-1
5.2 Goals, Objectives & Policies	5-3
Highways/Streets/Roadways.....	5-3
Public Transit	5-4
Passenger Rail.....	5-7
Aviation	5-7
Goods Movement.....	5-9
Active & Alternative Transportation (NEVs).....	5-10
Transportation Systems Management.....	5-12
Recreational Travel	5-14
Integrated Land Use, Air Quality & Transportation Planning	5-14
Funding	5-17
Chapter 6: ACTION ELEMENT	6-1
6.1 Regional Roadways	6.1-1
Regionally Significant Roadways	6.1-1
Regional Road Network Daily Traffic Volumes.....	6.1-9
Roadway Network Needs.....	6.1-9
Travel Trends	6.1-20
Regional Roadway & Maintenance Action Plan	6.1-23
Current Roadway Projects	6.1-24
6.2 Public Transit	6.2-1
Types of Transit Service.....	6.2-1
Public Transit Services Summary.....	6.2-2

	Fixed Route Systems	6.2-4
	Public Transit Information.....	6.2-6
	Public Paratransit Systems	6.2-16
	Americans with Disabilities Act Requirements	6.2-17
	Social Service Transportation	6.2-17
	Intercity Bus Service.....	6.2-18
	Transit Needs Assessment	6.2-22
	Travel Trends	6.2-30
	Public Transit Action Plan	6.2-31
	Current Public Transit Projects.....	6.2-33
6.3	Passenger Rail.....	6.3-1
	Existing Passenger Rail Services.....	6.3-1
	Passenger Rail Service Needs Assessment	6.3-3
	Travel Trends	6.3-12
	Passenger Rail Action Plan.....	6.3-12
	Current Passenger Rail Projects	6.3-13
6.4	Aviation	6.4-1
	Aviation Facilities and Services.....	6.4-1
	Airport Land Use Commission.....	6.4-7
	Aviation Coordination	6.4-8
	Aviation Action Plan	6.4-9
	Aviation Projects	6.4-10
6.5	Goods Movement.....	6.5-1
	Regional Goods Movement Planning.....	6.5-1
	Goods Movement Transportation Types & Patterns	6.5-1
	Existing Transport	6.5-2
	Goods Movement Needs Assessment	6.5-7
	Goods Movement Action Plan.....	6.5-7
	Goods Movement Projects.....	6.5-8
6.6	Pedestrian, Bicycle, and Low Speed Vehicles (NEVs).....	6.6-1
	Active & Alternative Transportation	6.6-1
	Active & Alternative Transportation Facilities	6.6-1

	Active & Alternative Transportation Needs Assessment	6.6-15
	Travel Trends	6.6-16
	Active & Alternative Transportation Action Plan	6.6-17
	Active & Alternative Transportation Projects	6.6-18
6.7	Transportation Systems Management.....	6.7-1
	Transportation System Management	6.7-1
	TSM Strategies	6.7-2
	TDM Strategies	6.7-8
	TSM Action Plan	6.7-11
	TSM Projects.....	6.7-12
6.8	Transportation Safety & Security.....	6.8-1
	PCTPA Role.....	6.8-1
	Transportation Safety	6.8-1
	Transportation Security	6.8-5
	Transportation Safety & Security Action Plan.....	6.8-6
	Transportation Safety & Security Projects.....	6.8-6
6.9	Intelligent Transportation Systems	6.9-1
	Intelligent Transportation Systems	6.9-1
	ITS Architecture & Regional Planning	6.9-1
	ITS Needs Assessment.....	6.9-2
	ITS Action Plan	6.9-7
	ITS Projects.....	6.9-8
6.10	Recreational Travel	6.10-1
	Existing Recreational Travel Setting.....	6.10-1
	Recreational Travel Needs Assessment	6.10-7
	Recreational Travel Action Plan	6.10-8
	Recreational Travel Projects	6.10-9
6.11	Integrated Land Use, Air Quality & Transportation Planning	6.11-1
	Opportunities & Constraints (Issues & Needs)	6.11-1
	Planning Strategies	6.11-5
	Travel Trends.....	6.11-16
	Integrated Land Use, Air Quality & Transportation Planning	

Action Plan	6.11-18
Integrated Land Use, Air Quality & Transportation Planning Projects	6.11-20
Chapter 7: AIR QUALITY, GLOBAL WARMING, CLIMATE CHANGE, & GREENHOUSE GAS ELEMENT	7-1
7.1 Environmental Setting	7-1
Mountain Counties Air Basin	7-2
Sacramento Valley Air Basin	7-2
7.2 Air Quality Regulatory Structure	7-3
Federal Clean Air Act	7-7
California Clean Air Act	7-7
Local and Regional Air Quality Regulation	7-7
7.3 Air Quality Standards	7-8
7.4 Criteria Pollutants of Concern	7-11
Ozone	7-11
Carbon Monoxide	7-11
Particulate Matter	7-12
Particulate Matter Less Than 10 Microns	7-12
Particulate Matter Less Than 2.5 Microns	7-12
Other Criteria Pollutants	7-14
Cumulative Degradation of Air Quality	7-15
7.5 Air Quality Conformity Determination	7-15
Definition of Conformity	7-15
Placer RTP Conformity Responsibility	7-15
RTP Policy Relating to Air Quality Conformance	7-16
7.6 Global Warming, Climate Change & Greenhouse Gas	7-16
Background	7-16
Global Warming, Climate Change & Greenhouse Gas	7-17
California Greenhouse Gas Emission Legislation	7-18
Regional Greenhouse Reduction Targets	7-19
7.7 Air Quality Action Plan	7-20
7.8 Air Quality Projects	7-21

Chapter 8: FINANCIAL ELEMENT	8-1
8.1 Assumptions.....	8-1
Existing Funding Overview.....	8-1
Key Revenue Assumptions	8-5
8.2 Estimated Revenues	8-10
8.3 Summary of Expenditures	8-14
8.4 Conclusions.....	8-16
8.5 Financial Element Action Plan.....	8-16
Chapter 9: ENVIRONMENTAL CONSIDERATIONS	9-1
9.1 CEQA Review	9-1
California Environmental Quality Act.....	9-1
9.2 Air Quality Documentation.....	9-2
Federal Nonattainment and Maintenance Areas	9-2
APPENDICES	
A PCTPA Community Information and Participation Program	A-1
B Interagency & Public Involvement Process for 2036 RTP	B-1
C 2016 MTP/SCS Land Use Allocation Summary for Placer County Jurisdictions	C-1
D 2036 Regional Transportation Plan Programmed and Planned Master Projects List (Financially Constrained) – Tier 1	D-1
E 2036 Regional Transportation Plan Project Development Only Master Projects List (Financially Unconstrained) – Tier 2	E-1
F RTP Objectives & Related Short-Range & Long-Range Actions.....	F-1
G Financial Element – Detailed Descriptions of Funding Programs & Revenue & Project Cost Escalation	G-1
H Placer County 2036 Regional Transportation Plan Checklist.....	H-1
I Transportation Planning Acronyms & Definitions	I-1
J Mitigation Monitoring and Reporting Program	J-1

LIST OF TABLES

Tables	Page
3.1 Temperature and Precipitation in Placer County 1905–2015	
Monthly Normal	3-7
3.2 Employment Distribution by Sector	3-8
3.3 Summary of Placer County Growth Trends 2010-2013.....	3-9
3.4 Summary of Primary Commuting Patterns in Placer County from 2000, 2010 & 2013.....	3-11
3.5 Population Projections by Jurisdiction 2012-2036.....	3-12
3.6 Employment Projections by Jurisdiction 2012-2036.....	3-13
3.7 Housing Unit Projections by Jurisdiction 2012-2036	3-13
3.8 Jobs to Housing Ratios by Jurisdiction 2012-2036.....	3-14
3.9 Placer County Economic Forecast 2012-2036.....	3-15
6.1 Expenditure by Project Type through 2036	6-2
6.1-1 Maintained Road Miles in Placer County.....	6.1-2
6.1-2 Existing (2013) Daily Traffic Volumes on Federal and State Highways.....	6.1-9
6.1-3 2014 Pavement Condition Index by Jurisdiction.....	6.1-11
6.1-4 VMT Projections Per Capita	6.1-21
6.1-5 Placer County Weekday Congested Vehicle Miles Traveled.....	6.1-22
6.1-6 Placer County Weekday Vehicle Hours of Delay	6.1-22
6.1-7 Highway and Roadway Network Projects List	6.1-26
6.1-8 Maintenance & Rehabilitation Project List.....	6.1-40
6.2-1 Placer County Public Transit Services Summary	6.2-3
6.2-2 Western Placer County Goals & Standards for Transit Service	6.2-26
6.2-3 Recommended BRT System Route Structure for South Placer County ...	6.2-28
6.2-4 Transit Ridership Projections Per Capita.....	6.2-31
6.2-5 Transit Operations & Maintenance Projects List	6.2-35
6.2-6 Transit Capital Projects List.....	6.2-39
6.3-1 Capitol Corridor Rail Station Ridership Activity FFY 2013/2014.....	6.3-2
6.3-2 Passenger Rail Projects List	6.3-14

6.4-1	Aviation Capital Improvement Program Projects 2015 - 2023.....	6.4-11
6.5-1	Sacramento Area Freight Hauled By Mode.....	6.5-2
6.6-1	Three-Year Pedestrian and Bicycle Involved Collisions	6.6-5
6.6-2	Bicycling and Walking Trips Projections Per Capita	6.6-17
6.6-3	Bikeway Facility Miles Per Capita.....	6.6-17
6.6-4	Active & Alternative Transportation Projects List.....	6.6-21
6.7-1	Freeway Service Program Assist Comparison by Problem Type & Vehicle Location	6.7-3
6.7-2	Placer County Park-and-Ride Facilities.....	6.7-6
6.7-3	Transportation Systems Management Projects List	6.7-15
6.8-1	Summary of Fatal & Injury Collisions for Placer County between 2004- 2012.....	6.8-3
6.8-2	Fatal Collisions on State Highways in Placer County between 2004-2012.	6.8-4
6.9-1	ITS Projects List.....	6.9-11
6.11-1	Summary of Expected Housing and Employment within 2036 Transit Priority Areas.....	6.11-8
6.11-2	VMT Projections Per Capita	6.11-17
6.11-3	CO2 Emissions Projections Per Capita	6.11-17
7.1	State and National Ambient Air Quality Standards for Criteria Pollutants.....	7-9
7.2	Attainment Status by Placer County Air Basin	7-10
7.3	National and State Ozone & PM Exceedance Days for Placer County	7-13
8.1	MAP-21 Designated Transportation Funding Programs.....	8-2
8.2	Programs Funded Through State Gas Tax	8-3
8.3	State Programs Funded Through Statewide Sales Tax	8-4
8.4	Financial Forecasts by Source through 2036.....	8-11
8.5	Expenditure by Project Type through 2036	8-14
8.6	Unconstrained Expenditures by Project Type through 2036	8-15
8.7	Aviation Expenditures to Revenues through 2036	8-16

LIST OF FIGURES

Figures	Page
2.1 PCTPA Planning Area.....	2-8
2.2 RTP Public Involvement Process	2-17
3.1 Placer County Location with the SACOG Region.....	3-3
3.2 Cities and Unincorporated Communities	3-5
6.1 Expenditure by Project Type	6-3
6.2 Project Status.....	6-5
6.1-1 Regionally Significant Roadways	6.1-6
6.1-2 Pavement Condition Rating and General Cost to Replace Roadways.....	6.1-11
6.1-3 Countywide Pavement Condition Index Trend	6.1-12
6.1-4 Regionally Significant Roadway Projects	6.1-16
6.1-5 Placer Parkway Preferred Alternative.....	6.1-18
6.1-6 Placer County Vehicle Miles Traveled Trends.....	6.1-21
6.1-7 Percentage of Regional Roadways Action Plan to Total Expenditures	6.1-25
6.2-1 Placer County Transit Routes	6.2-8
6.2-2 Tahoe Area Regional Transit Routes	6.2-10
6.2-3 Auburn Transit Routes	6.2-12
6.2-4 Roseville Transit Routes	6.2-14
6.2-5 California Intercity Bus Network	6.2-20
6.2-6 Placer County Public Transit Ridership Trends.....	6.2-30
6.2-7 Percentage of Regional Roadways Action Plan to Total Expenditures	6.2-33
6.3 Existing Rail Service.....	6.3-5
6.4 Placer County Airport Location.....	6.4-5
6.5 Truck Routes in Placer County.....	6.5-5
6.6-1 Regional Bikeway Network – Western County	6.6-9
6.6-2 Regional Bikeway Network – Eastern County	6.6-11
6.6-3 Dry Creek Greenway Trail System.....	6.6-13
6.6-4 Percentage of Active & Alternative Action Plan to Total Expenditures	6.6-19

6.7-1	Percentage of Transportation Systems Management Action Plan to Total Expenditures	6.7-13
6.9-1	Tahoe Gateway Counties ITS Plan Area.....	6.9-4
6.9-2	Percentage of Intelligent Transportation Systems Action Plan to Total Expenditures	6.9-9
6.11-1	SACOG MTP/SCS Community Types Map.....	6.11-10
6.11-2	Weekday Household Vehicle Miles Traveled By Community Type in SACOG Region.....	6.11-13
6.11-3	Weekday Household Vehicle Miles Traveled per Capita by Transit Priority Area in the SACOG Region.....	6.11-14
6.11-4	Placer County Vehicle Miles Traveled Trends.....	6.11-17
7.1	Air Basin and Air Quality Conformity Boundaries	7-5
8.1	Summary of Transportation Funding.....	8-7
8.2	Summary of Local Transportation Fund Revenue.....	8-9
8.3	Summary of Transportation Funding by Source.....	8-13

DOCUMENT AVAILABILITY

To review a copy of the 2036 RTP please visit PCTPA offices located at:

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, California 95603

To download a copy of the 2036 RTP or select chapters of the document please visit the PCTPA website at:

<http://pctpa.net/regional-planning/2036-rtp/>

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Prepared by the
Placer County Transportation Planning Agency
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EXECUTIVE SUMMARY

The **Placer County 2036 Regional Transportation Plan (RTP)** has been developed by the Placer County Transportation Planning Agency (PCTPA) to document the policy direction, actions, and funding recommendations that are intended to meet the short and long range needs of Placer County’s transportation systems over the next twenty years. This document is designed to guide the systematic development of a balanced, comprehensive, multi-modal transportation system for the current and future needs of Placer County.

The 2036 Placer County RTP includes \$5.9 billion (\$7.5 billion in year of expenditures) in projects that PCTPA anticipates can reasonably be funded within the twenty year time frame. Also included is a list of unfunded projects (\$1.6 billion in year of expenditures) that could be implemented if additional funds become available. While funding at all levels is constrained, the transportation needs of Placer County will continue to increase as a result of anticipated growth in population, employment, and housing.

These conditions represent a significant challenge for Placer County jurisdictions to coordinate projects impacting land use, transportation, and air quality. In particular, the roadway projects proposed for construction during the span of this plan are critically important to reduce congestion. In the same way, alternative transportation modes, such as transit, rail, bicycling, walking, and transportation systems management, are being expected to play a role in reducing congestion and improving air quality.

CHAPTERS OF THE 2036 PLACER COUNTY RTP

Chapter 1 Introduction describes the purpose of the 2036 RTP; provides an overview of the plan requirements; and describes the process to update the RTP.

Chapter 2 Organizational Setting describes PCTPA’s organization and its different roles and responsibilities; the roles and responsibilities of other transportation agencies; and the relationship of these various roles and responsibilities to the development of the 2036 RTP.

Chapter 3 Physical & Socio-Economic Setting describes the location, population, employment, housing of Placer County, as well as demographic projections.

Chapter 4 Regional Transportation Issues & Environmental Challenges introduces the various transportation modes and their interrelationships, and to discuss the key regional transportation issues and environmental challenges currently facing Placer County and the greater Sacramento metropolitan area.

Chapter 5 Policy Element details the goals, objectives, and policies that guided the development of the 2036 RTP. The 2036 RTP defines the goals of the transportation system and sets priorities for project implementation within the context of six regional planning principles:

- Support well-planned growth and land use patterns;
- Improve environmental quality through better stewardship of the transportation system;
- Fit within financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain;
- Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets;
- Improve access and mobility opportunities for all people to jobs, services and housing; and
- Provide real, viable travel choices for all people within a diverse county.

The 2036 RTP contains the following overall goals that provide the framework for the action and financial elements. The overall goals of the 2036 RTP are listed below.

1. Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region.
2. Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.
3. Improve the availability and convenience of passenger rail service.
4. Promote general and commercial aviation facilities and services that complement the countywide transportation system.
5. Provide for the safe and efficient movement of goods through, within, and into Placer County.
6. Promote a safe, convenient, and efficient non-motorized transportation system, for bicyclists, pedestrians, and users of low speed vehicles, which is part of a balanced overall transportation system.
7. Provide an economical solution to the negative impacts of single-occupant vehicle travel through the use of alternative transportation methods.
8. Promote a transportation system that integrates and facilitates recreational travel and uses, both motorized and non-motorized.
9. By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental quality standards.

10. Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.
11. Incorporate all-inclusive public outreach efforts as part of the planning process, and encourage input from all interested groups and persons.

The 2036 RTP contains ten specific goals, each with supporting policies and objectives, for roadways, public transit, rail transportation, aviation, goods movement, active and alternative transportation, transportation systems management (TSM), recreation, integrated land use, air quality, and transportation planning, and funding. There are no specific goals defined for Safety and for Intelligent Transportation Systems (ITS). Rather, Safety and ITS are addressed within the goals, objectives and policies of the other subject areas of the Policy Element.

Chapter 6 Action Element provides a discussion of each transportation mode including both a short and long range action plan. A list of specific projects, both funded and unfunded is provided for each mode. Short and long range action plans for each mode are listed below. Performance measures are also identified where available in order to assess the benefits of projects across modes and as a county as a whole.

Regional Roadway and Maintenance Action Plan

Short Range

1. Continually develop and implement innovative approaches to delivering projects as quickly and cost effectively as possible. (*PCTPA, project sponsors*)
2. Obtain funding for and construct regionally significant roadway projects shown in Figures 6.1-4. (*PCTPA, SPRTA, Caltrans, jurisdictions*)
3. Identify deficiencies and/or future congestion impacts on the regional road network. (*PCTPA, Caltrans, jurisdictions*)
4. Identify and pursue additional funding sources, as appropriate. (*PCTPA, Caltrans, jurisdictions*)
5. Maintain street and highway system, including vegetation management. (*Caltrans, jurisdictions*)
6. Identify and implement operational improvements on local streets and roads. (*Jurisdictions*)
7. Consider the concept of complete streets when developing and implementing local roadway improvement projects. (*Jurisdictions*)

8. Improve select rural roads to an urban standard that serve new Blueprint development on the urban edge. (*Jurisdictions*)
9. Continue to participate in the Caltrans system planning and corridor planning processes. (*PCTPA, jurisdictions, Caltrans*)
10. Consider access management strategies along older retail corridors to improve economic performance. (*Jurisdictions, transit operators, Caltrans*)
11. Begin construction of Placer Parkway, in phases, connecting from SR65 to SR70/99. (*PCTPA, SPRTA, Caltrans, jurisdictions, other state/federal agencies*)

Long Range

1. Continue to implement the actions called for in the short range action plan. (*PCTPA, Caltrans, jurisdictions, other state/federal agencies*)

Public Transit Action Plan

Short Range

1. Continue to maximize available Federal Transit Administration (FTA) funds through the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities), 5311 (rural transit), Section 5307 (urban transit), and other FTA discretionary programs. (*PCTPA, transit operators, WPCTSA*)
2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs. (*PCTPA, transit operators, WPCTSA*)
3. Update the short range transit plans for Auburn, Roseville, Placer County, and the Western Placer CTSA. (*PCTPA, jurisdictions, transit operators, WPCTSA*)
4. Monitor transit services regularly and make adjustments to routes and schedules to improve operational efficiency and on-time performance, and maintain a discipline of cost recovery (*Transit operators, WPCTSA*)
5. Conduct an independent performance audit every three years of the activities of each of the five transit operators under PCTPA jurisdiction that it allocates LTF (funds). (*PCTPA, transit operators, WPCTSA*)
6. Conduct an independent financial audit annually of the TDA funds allocated to each jurisdiction to determine compliance with statutes, rules and regulations of TDA and

the allocation instructions of PCTPA. (*PCTPA, jurisdictions, transit operators, WPCTSA*)

7. Continue to obtain public input on public transportation systems by holding annual unmet transit needs workshops and hearings. Implement expanded services to respond to needs that are reasonable to meet. (*PCTPA, transit operators, jurisdictions, WPCTSA*)
8. Continue active participation in local and regional coordinating groups (e.g., SACOG Transit Coordinating Committee, Transit Operators Working Group, Best Step Transportation Collaborative). (*PCTPA, transit operators*)
9. Work with public transit operators and social service transportation providers to improve or increase transit services to rural areas of Placer County. (*PCTPA, transit operators, WPCTSA*)
10. Implement and/or modify paratransit services to continually meet the requirements of the Americans with Disabilities Act. (*PCTPA, transit operators*)
11. Continue to coordinate and consolidate social service transportation whenever possible. (*PCTPA, WPCTSA, social service agencies*)
12. Implement the recommendations outlined in the South Placer Regional Dial-a-Ride Study to avoid duplication and coordinate respective Dial-a-Ride services. (*PCTPA, transit operators, WPCTSA*)
13. Encourage the transit operators to work cooperatively to optimize service delivery, offer complementary services and fare media to improve ease of connectivity among transit systems. (*PCTPA, transit operators, WPCTSA*)

Long Range

1. Continue to update the short range transit plans for the transit operators with continued emphasis on meeting the transit needs of the growing and changing population, public education, enhancing the convenience of regional travel, offering alternatives to the automobile, and improving connections between various modes of travel. (*PCTPA, transit operators, WPCTSA, jurisdictions*)
2. Pursue the recommendations outlined for Scenario 2 in the Transit Master Plan in the development of future transit services in Placer County through the year 2036, with a focus on coordination and integration opportunities. (*PCTPA, transit operators, WPCTSA, jurisdictions*)

Passenger Rail Action Plan

Short Range

1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. (*PCTPA, CCJPA, Caltrans, jurisdictions*)
2. Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. (*PCTPA, CCJPA, Caltrans, jurisdictions, UPRR*)
3. Continue to partner with CCJPA to promote destination and rail travel to / from Placer County. (*PCTPA and CCJPA*)
4. Support Capitol Corridor program / project applications for high-speed rail funding from the Federal Railroad Administration (FRA). (*PCTPA, CCJPA, Nevada County Transportation Commission, Regional Transportation Commission, jurisdictions, federal representatives*)
5. Support the allocation of Proposition 1A high speed rail bond funding and other intercity rail funding to the Capitol Corridor from the California Transportation Commission. (*PCTPA, CCJPA, and jurisdictions*)
6. Support the allocation Of Cap and Trade funding to the Capitol Corridor from the California Transportation Commission (*PCTPA, CCJPA, and jurisdictions*)
7. Consider implementing new safety / quiet zones at at-grade rail crossings to eliminate train horn noise provided that the crossing accident rate meets Federal Railroad Administration (FRA) standards and supplemental or alternative safety measures are in place in accordance with the FRA Final Train Horn and Quiet Zone Rule (effective June 2005). (*Local jurisdictions, CCJPA, CPUC, Caltrans, PCTPA and FRA*)

Long Range

1. Encourage expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (*PCTPA, CCJPA, Nevada County Transportation Commission, Caltrans, Washoe County Regional Transportation Commission, jurisdictions, UPRR*)
2. Pursue implementation of regional rail service between Auburn and Oakland. (*PCTPA, Regional Transit, Yolo County Transportation District, CCJPA, Solano Transportation Authority, Contra Costa Transportation Authority, Caltrans, UPRR*)

3. Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. (*PCTPA, Caltrans, Yuba County, jurisdictions, UPRR*)

Aviation Action Plan

Short Range

1. Continue efforts to avoid conflicts over noise issues. (*PCTPA, jurisdictions, airport operators, vicinity property owners*)
2. Continue to protect airspace and runway approaches. (*PCTPA, FAA, jurisdictions, airport operator, vicinity property owners*)
3. Continue to upgrade navigational equipment as needed. (*Jurisdictions, airport operators*)
4. Promote public awareness of airport services and benefits. (*PCTPA, jurisdictions, airport operators*)
5. Maintain and improve existing airport facilities in accordance with adopted airport master plans and airport layout plans, as updated. (*Jurisdictions, airport operators*)
6. Assist operators of public use airports in pursuing funding sources. (*PCTPA, jurisdictions, airport operators*)
7. Explore opportunities to improve passenger and cargo airport ground access to relieve potential bottlenecks around airports through local road and intersection improvements (*PCTPA, jurisdictions*)
8. Promote the development of general aviation airport security for functional areas such as personnel, aircraft, airports/facilities, surveillance, security plans and communications, and specialty operations. (*Caltrans Division of Aeronautics, jurisdictions, airport operators*)
9. Participate in SACOG's development of the McClellan Field ALUCP update to ensure that any potential impacts from ongoing operations at McClellan Field to Placer jurisdictions are minimized. (*PCTPA, jurisdictions, SACOG, Sacramento County*)
10. Work cooperatively with TTALUC to address Truckee-Tahoe Airport ALUCP coordination issues. (*PCTPA, NCTC*)
11. Encourage Placer County and the City of Auburn to initiate the State-mandated requirement to update its General Plan and supporting planning documents to be consistent with the Placer County ALUCP. (*PCTPA, Placer County*)

12. Amend the Placer County ALUCP, as necessary, to reflect future Airport Master Plan and Airport Layout Plan Updates. *(PCTPA)*

Long Range

1. Continue to implement the actions outlined in the short range action plan. *(PCTPA, jurisdictions, airport operators)*
2. Encourage more flexible use of airport revenues for off-airport ground access projects. *(PCTPA, jurisdictions, Caltrans, FAA)*

Goods Movement Action Plan

Short Range

1. Identify obstacles that prevent or impede goods movement. *(PCTPA, jurisdictions, industry)*.
2. Encourage industry to maximize use of rail and air for the transportation of goods. *(PCTPA, jurisdictions)*
3. Support the development of grade separation projects where necessary. *(PCTPA, jurisdictions, Caltrans)*
4. Support the designation of hazardous waste routes by federal and state regulators. *(PCTPA, jurisdictions)*
5. Designate a subregional or countywide backbone truck route system. *(PCTPA, jurisdictions, Caltrans)*
6. Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods. *(PCTPA, jurisdictions, Caltrans)*
7. Support local development of truck parking strategies. *(PCTPA, jurisdiction, industry)*
8. Specially designate roads that connect key agricultural producers with processing facilities and the regional road network. *(PCTPA, jurisdictions, agricultural industry)*
9. Act as a resource to local jurisdictions for interrelationship of industrial and wholesale land use and transportation planning. *(PCTPA)*

Long Range

1. Continue to implement the actions outlined in the short-range action plan. (*PCTPA, Caltrans, jurisdictions, industry*)
2. Continue to support accelerating truck and rail modernization, with cleaner technologies, in order to reduce current and long-term impacts of the goods movement system on public health and air quality. (*PCTPA, SACOG, APCDs, jurisdiction and industry*)
3. Coordinate goods movement plans and projects. (*PCTPA, Caltrans, jurisdictions, SACOG*)

Active & Alternative Transportation (NEV) Action Plan

Short Range

1. Identify issues and problems pertaining to active and alternative transportation. (*PCTPA, jurisdictions*)
2. Develop policies for the allocation of funds and processing of claims active and alternative transportation projects. (*PCTPA, jurisdictions*)
3. Promote active and alternative transportation as a viable transportation control measure for the mitigation of air quality and congestion problems. (*PCTPA, jurisdictions, air district*)
4. Work with PCTPA member agencies and Caltrans to connect the urbanized centers of the region through active and alternative transportation facilities. (*PCTPA, jurisdictions, Caltrans*)
5. Work with PCTPA member jurisdictions to encourage the development of support facilities, such as secure bicycle parking or storage lockers, shower and changing space, appropriate signage, and adequate lighting, at new commercial and industrial sites, transit centers, park-and-ride lots, and all transit buses. (*PCTPA, jurisdictions, Caltrans, transit operators*)
6. Encourage PCTPA member jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay projects. (*PCTPA, jurisdictions*)

7. Pursue new revenue sources for active and alternative transportation development. *(PCTPA, jurisdictions)*
8. Review existing abandoned railroad corridors for possible conversion to active and alternative transportation facilities. *(PCTPA, jurisdictions)*
9. Promote the beneficial aspects of active and alternative transportation through Spare the Air, May is Bike Month, and other similar programs. *(PCTPA, jurisdictions, Caltrans)*
10. Expand the use of the Safe Routes to Schools program, and conduct bicycling and walking audits, in an effort to make walking and crossing the street safer enroute to and from school. *(Local jurisdictions, school districts, Caltrans, CHP, and PCTPA)*

Long Range

1. Continue to implement the actions outlined in the short range action plan. *(PCTPA, jurisdictions)*

Transportation System Management (TSM) Action Plan

Short and Long Range

1. Work cooperatively with neighboring jurisdictions to implement ITS improvements that would support TSM efforts in the region. *(PCTPA, SACOG, TRPA, NCTC, EDCTC, Sierra County, Caltrans)*
2. Continue to work cooperatively with SACOG, SMAQMD, and the City of Roseville on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation. *(SACOG, SMAQMD, PCTPA, City of Roseville, local employers)*
3. Continue to work cooperatively with area school districts on outreach to children which educates them about the benefits realized through the use of alternative transportation. *(PCTPA, school districts, transit operators)*
4. Implement traffic flow improvements on regionally significant roadways. *(PCTPA, jurisdictions, Caltrans)*
5. Improve and expand public transportation systems (bus and rail) as feasible, to maintain existing ridership and increase new ridership. *(PCTPA, CCJPA, transit)*

operators)

6. Develop and expand facilities to support the use of active and alternative transportation options such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations. *(PCTPA, CCJPA, jurisdictions, Caltrans)*
7. Increase the awareness of active and alternative transportation options in Placer County through outreach, educational, and incentive programs. *(PCTPA, jurisdictions, transit operators)*
8. Encourage SACOG to develop a periodic regional survey of traveler choices, which would monitor trends in traveler choices related to external influences and the impact of public policy programs.
9. Continue to implement regional Transportation Demand Management (TDM) programs as a strategy for education and promotion of alternative travel modes for all types of trips toward reducing Vehicle Miles Traveled (VMT) by 10 percent.

Transportation Safety & Security Action Plan

Short and Long Range

1. Encourage jurisdictions to develop a systematic approach to identify and review existing or potential high incident accident locations, including rural areas to prevent animal-vehicle collisions. *(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*
2. Prioritize projects that implement preventative and routine maintenance. *(Local jurisdictions, transit operators, CCJPA, Caltrans, PCTPA and SACOG)*
3. Prioritize infrastructure in need of replacement, relocation or upgrade to meet current safety and design standards, including implementation of safety measures, enforcement, and educational activities. *(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*
4. Continue to participate in the SHSP planning process and various interagency coordination efforts to exchange information on ongoing safety activities and best practices, as well as identify training opportunities, and exercise capabilities. *(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*

5. Encourage a regional approach to maximize public outreach and education and related enforcement initiatives that target high risk behavior issues and that improve safe driving practices. *(Local jurisdictions, CCJPA, Caltrans, CHP, PCTPA and SACOG)*
6. Encourage jurisdictions and transportation agencies to continue to coordinate with the Placer County OES on emergency preparedness activities. *(Local jurisdictions, transit operators, Caltrans, CHP, Placer County OES, PCTPA)*
7. Encourage the preparation of transportation security assessments, and emergency preparedness plans, including continuity of operations, business resumption and recovery. *(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*

Intelligent Transportation Systems (ITS) Action Plan

Short Range

1. Maximize the operating efficiency of the existing surface transportation system. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)*
2. Improve the safety of travel into, through, and out of the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)*
3. Ensure that accurate and reliable traveler information regarding traffic and weather conditions is available to those entering the region as well as those traveling within the region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)*
4. Provide more effective and convenient transit services. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, transit operators, SACOG)*
5. Ensure efficient commercial vehicle operations into, through and out of the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)*
6. Ensure the long-term viability of ITS in the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, FHWA)*
7. Maintain an ITS program that is compatible and supported by National ITS efforts. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans, FHWA)*
8. Coordinate with communication utilities to include rural broadband, where possible, as part of the implementation of jurisdiction ITS projects.

Long Range

1. Continue implementation (deployment, operations, and maintenance) of the Tahoe Gateway Counties ITS. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*
2. Continue implementation (deployment, operations, and maintenance) of the Sacramento Region ITS. *(PCTPA, El Dorado County, Sacramento County, Sutter County, Yolo County, Yuba County, jurisdictions, Caltrans, SACOG, FHWA)*
3. Continue regional ITS management via each member County, neighboring regions, and other agencies, organizations, and individuals. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*
4. Mainstream or incorporate ITS technologies into the planning process as stand-alone projects and/or as part of larger transportation projects. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*
5. Ensure that the Regional ITS Architecture Maintenance Plan continues to be implemented. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*

Recreational Travel Action Plan

Short and Long Range

1. Promote and use intelligent transportation systems (ITS) to improve recreational travel. *(PCTPA, Caltrans, SACOG, TRPA, FHWA)*
2. Work with SACOG and other regional partners to implement and expand the 511 traveler information system (electronic information system) so it can be used to provide accurate and timely information on roads, traffic, transit, and alternative routes. *(SACOG, Caltrans, PCTPA, transit operators)*
3. Provide education and marketing of alternatives to the personal automobile. *(PCTPA, employers, resorts, TNT TMA, transit operators)*
4. Identify public infrastructure in need of expansion, as well as maintenance and repair to support tourism and recreation. *(PCTPA, jurisdictions, Caltrans, transit operators)*
5. Expand the availability of alternative transportation options (transit, rail, bike, pedestrian, airport shuttles) to driving the personal (private or rental) automobile. *(transit operators, PCTPA, jurisdictions, Capitol Corridor, employers, resorts)*

6. Provide coordinated feeder transit services to parks and attractions. (*transit operators, resorts, employers, Caltrans*)
7. Coordinate transportation planning with the tourism and resort industry to cooperatively develop, recommend, and implement transportation-related programs for improving recreational travel. (*resorts, employers, Caltrans, TNT TMA, transit operators*)
8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. (*PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers*)
9. Work with primary marketing organizations to develop travel guides, way finding signage and to designate tourism routes. (*PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resort, business and merchant associations, visitors bureau, chambers of commerce's, recreation providers*)

Integrated Land Use, Air Quality, & Transportation Action Plan

Short Range

1. Continue to coordinate with jurisdictions and agencies inside and outside of Placer County to help establish county-wide transportation priorities, implement studies and projects in cooperation with other counties, facilitate joint transportation projects, and anticipate impacts on Placer County from governmental decisions. (*PCTPA, jurisdictions, SACOG, Caltrans, PCAPCD, CCJPA, Nevada County, Sacramento County, El Dorado County, Yuba County, Sutter County*)
2. Review local general and specific plans, and land use entitlement applications for consistency with airport land use plans. (*PCTPA, jurisdictions*)
3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. (*PCTPA, jurisdictions, PCAPCD, Caltrans*)
4. Continue to participate in the SACOG regional Blueprint and Sustainable Communities Strategy planning efforts. (*PCTPA, jurisdictions, SACOG*)
5. Develop guidelines and/or implement policies to prioritize transportation projects that have air quality benefits, while providing cost effective movement of people and goods. (*PCTPA, PCAPCD*)
6. Provide support for projects consistent with Placer County's Ozone Reduction Ordinance, and also lead to reduced Greenhouse Gas emissions. (*PCTPA, PCAPCD*)

7. Encourage jurisdictions to develop transportation corridors that complement Blueprint planned and Sustainable Communities Strategy growth patterns, infill development, economic development programs, and requirements of infrastructure to support planned land uses. *(PCTPA, jurisdictions)*
8. Encourage jurisdictions to review and assess the impact of new development proposals consistency with Blueprint principles, and the impact on local circulation plans and transit system demand and supply. *(PCTPA, jurisdictions, transit operators)*
9. Continue active participation in local and regional coordinating groups as well as statewide forums to maximize opportunities for transportation improvements in Placer County. *(PCTPA)*
10. Provide written support for development projects which may increase residential and employment densities near existing transit and rail stations, as well as future rail stations that may emerge as a result of expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. *(PCTPA)*
11. Plan for new/expanded facilities such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations where development projects will provide increased residential and/or employment densities. *(PCTPA, jurisdictions, Caltrans, CCJPA)*
12. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities. *(PCTPA, jurisdictions)*
13. Work with jurisdictions to include the needs of all transportation users in the planning, design, construction and maintenance of roadway (complete streets) and transit facilities where feasible. *(PCTPA, jurisdictions, transit operators, Caltrans)*
14. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities. *(PCTPA, jurisdictions, transit operators)*
15. Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. *(PCTPA, jurisdictions, transit operators, Caltrans)*
16. Where possible, support jurisdictions' efforts to maintain their adopted Level of Service (LOS) on local streets and roads in accordance with the applicable general plan Circulation Element. *(PCTPA, jurisdictions)*
17. Encourage jurisdictions to require land uses which produce significant trip generation to be served by roadways with adequate capacity and design standards to provide safe usage for all modes of travel. *(PCTPA, jurisdictions, Caltrans)*

18. Encourage jurisdictions to include transit-oriented development Blueprint principles in designing neighborhoods and communities to reduce vehicle miles traveled (VMT) and to deal with more short trips. (PCTPA, jurisdictions, transit operators, Caltrans)

Long Range

1. Integrate land, air, and transportation planning, in order to build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental quality standards. (PCTPA, jurisdictions, SACOG, PCAPCD, SMAQMD)
2. Continue to coordinate with SACOG, the Placer County Air Pollution Control District, and the Sacramento Metropolitan Air Quality Management District to ensure transportation projects meet all applicable budgets for air quality conformity standards. (PCTPA, PCAPCD, SMAQMD, SACOG)
3. Encourage the use of general plan designations, zoning controls, access management, acquisition, development easements, and development agreements to help secure and protect future right of way for essential transportation corridors. (PCTPA, jurisdictions)
4. Coordinate and arrange for regional workshops focused on the incorporation of “smart growth” and transportation project planning. (SACOG, PCTPA, jurisdictions, Caltrans)

Chapter 7 Air Quality, Global Warming, Climate Change & Greenhouse Gas

Element describes federal and State air quality related law, the roles of air quality regulators, and the impact of these laws on the RTP. The Sacramento Area Council of Governments (SACOG) is the responsible agency that conducts the air quality determination for the six county region (Sacramento, Yolo, Yuba, Sutter, El Dorado and Placer counties) to ensure that the RTP conforms to federal air quality regulations. This chapter also provides an overview global warming, climate change, and greenhouse gas planning and analyses that are occurring in the Sacramento region under the leadership of SACOG. The associated short and long range action plans are listed below as well.

Air Quality Action Plan

Short Range and Long Range

1. Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs and projects. (PCTPA, jurisdictions, Caltrans, PCAPCD)

2. Prioritize and recommend transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods. *(PCTPA, jurisdictions, PCAPCD, SACOG)*
3. Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system. *(PCTPA, jurisdictions, PCAPCD, SACOG)*
4. Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and also lead to reduced greenhouse gas emissions. *(PCTPA, jurisdictions, PCAPCD, SACOG)*
5. Work with the Sacramento Area Council of Governments to evaluate the impacts of transportation plans and programs on the timely attainment of ambient air quality standards; regional greenhouse gas emission reduction targets; and health risks of sensitive receptors from exposure to mobile source air toxics. *(PCTPA, jurisdictions, PCAPCD, SACOG)*
6. Ensure transportation planning efforts comply with SB375 and AB32. *(PCTPA, jurisdictions, transit operators, PCAPCD, Caltrans, SACOG)*
7. Participate in SACOG efforts to develop a Regional Climate Action Plan. *(PCTPA, jurisdictions, PCAPCD, SACOG)*
8. Expand the use of alternative fuels to reduce impacts on air quality and GHG emissions. *(PCTPA, jurisdictions, PCAPCD, SACOG)*
9. Encourage jurisdictions and Caltrans to develop a green construction policy, the recycling of construction debris to the maximum extent feasible, and to use the minimum feasible amount of GHG emitting materials in the construction of transportation projects. *(PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)*
10. Encourage jurisdictions and Caltrans to mainstream energy efficiency in transportation projects, using energy efficient lighting technology in traffic signals, crosswalk lights, street lighting, railroad crossing lights, and parking lot lights. *(PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)*
11. Encourage jurisdictions and Caltrans to use lighter colored pavement with increased reflectivity in pavement rehabilitation projects, to reduce the urban heat island effect. *(PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)*
12. Encourage jurisdictions and Caltrans to protect, preserve, and incorporate trees and natural landscaping into transportation projects to provide shade, buffer winds,

encourage people to walk, and to sequester CO₂. (*PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG*)

Chapter 8 Financial Element assesses the financial issues associated with implementing the transportation projects and programs that implement the goals, objectives, and policies contained in the 2036 RTP. This chapter also examines current and potential funding sources; identifies transportation improvements that would be implemented; and provides a summary of estimated revenues considered to be reasonably available to fund the implementation of the projects contained in the 2036 RTP. Several actions are identified below to further support the objectives and policies contained within the Policy Element.

Financial Element Action Plan

Short and Long Range

1. Promote funding of transportation projects identified in the RTP's Action Element consistent with the provisions included in the Plan's Policy Element. (*PCTPA, jurisdictions, transit operators, SACOG, Caltrans, CCJPA, California Transportation Commission, California State Transportation Agency, Federal Highway Administration*)
2. Maximize the use of federal and state transportation funding sources. (*PCTPA, jurisdictions, transit operators, Caltrans, CCJPA*)
3. Make the most efficient use of federal, state, regional and local transportation revenues and allocations in the programming and delivering projects. (*PCTPA, jurisdictions, Caltrans, SACOG, CCJPA*)
4. Actively pursue new funding sources, such as a countywide transportation sales tax measure, to address shortfalls in addressing critical transportation needs. (*PCTPA, jurisdictions*)
5. Encourage multi-agency packaging of projects for federal and State funding programs, where a regional strategy may improve chances of funding success. (*PCTPA, jurisdictions, Caltrans, SACOG, CCJPA*)
6. Assist local jurisdictions to identify and obtain federal and state grant funding. (*PCTPA*)
7. Develop and update the Regional Transportation Improvement Program, the Metropolitan Improvement Program, and the Project Delivery Plan. (*PCTPA, jurisdictions, Caltrans, SACOG*)

Chapter 9 Environmental Considerations summarizes environmental considerations in the developing the 2036 RTP. The FAST-ACT (Fixing America's Surface Transportation Act,

December 4, 2015) surface transportation bill signed into law following the release of the Draft RTP, continues on the requirements of MAP-21 (Moving Ahead for Progress in the 21st Century Act, July 6, 2012) that the 2036 RTP include an environmental mitigation program that links transportation planning to the environment. This chapter serves this purpose. This chapter also discusses program and project level activities that may potentially affect the environment; the recommended strategies needed to mitigate any resultant impacts, and summarizes potential growth related impacts of the Plan. Further, air quality documentation requirements to demonstrate the RTP's conformity to the SIP is described.

PUBLIC INVOLVEMENT IN 2036 RTP DEVELOPMENT

PCTPA actively solicits the participation of the general public as part of its ongoing transportation planning work program. The reader should refer to Appendix A for a description of PCTPA's Community Information and Participation Program and to Appendix B documenting the milestones and identifying the stakeholders contacted during the Interagency and Public Involvement Process for the 2036 RTP.

Once a draft RTP and the environmental document are produced, general public involvement is solicited through the public hearing process. In addition, citizen comments are encouraged and accepted at any point during the plan development process. The draft RTP and environmental documentation are made available at county libraries, at jurisdiction offices, on the PCTPA web page, and at PCTPA offices. In accordance with state law, a noticed public hearing takes place prior to plan adoption by the PCTPA Board of Directors. The public hearing for the RTP is advertised in newspapers of general circulation at least 30 days prior to the hearing date. The environmental documentation is also made available for public review in accordance with the California Environmental Quality Act (CEQA). The number of days required for notification depends upon the type of environmental documentation required.

CHAPTER 1

INTRODUCTION

The 2036 Regional Transportation Plan (RTP) was developed under the direction of the Placer County Transportation Planning Agency (PCTPA). This chapter describes the purpose of the RTP; provides an overview of the plan requirements; and describes the process to update the document.

The 2036 RTP is designed to be a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system, including but not limited to, regional roadways, public transit, passenger rail, aviation, goods movement, active transportation facilities, transportation systems management, transportation safety and security, and intelligent transportation systems. In addition, the RTP is action oriented and pragmatic, considering both the short-term and long-term time periods.

This RTP is developed to fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082), the specific guidance of the California Transportation Commission (CTC) Regional Transportation Plan Guidelines (2010), which reflect state and federal funding requirements, relative to the California Environmental Quality Act (CEQA), have been considered in developing the 2036 RTP.

1.1 Regional Transportation Plan Purpose

Regional Transportation Plans are developed to provide a clear vision of the regional transportation goals, objectives, policies and strategies. This vision must be realistic and be within fiscal constraints. In addition to providing a vision, RTPs have many specific functions, including:

- Providing an assessment of the current modes of transportation and the potential of new travel options within the region excluding the Lake Tahoe basin (north and west shores).
- Predicting the future needs for travel and goods movement;
- Identifying needed transportation improvements, in sufficient detail, to serve as a foundation for the:
 - Development of the federal Metropolitan Transportation Improvement Program (MTIP), the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP);
 - Facilitation of the National Environmental Protection Act (NEPA)/404 integration process decisions;
 - Identification of project purpose and needs;

- Development of an estimate of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan (SIP).
- Integrating transportation with land use and air quality;
- Promoting consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs;
- Providing a forum for:
 - Participation and cooperation
 - Facilitation of partnerships that reconcile transportation issues which transcend regional boundaries; and
- Involving the public, federal, state and local agencies, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

1.2 Need for the 2036 RTP

The 2036 RTP is intended to address the many transportation needs within Placer County, including and not limited to:

- Insufficient resources within Placer County to meet all of maintenance, preservation, and improvement needs of the transportation system;
- Increasing amount of traffic congestion;
- Insufficient supply of non-motorized facilities;
- Limited public transit service and inadequate pedestrian and bicycle access to transit services;
- Improvement of regional and inter-regional goods movement via rail, truck, and air to accommodate future growth and to reach intended destinations with limited delay;
- Existing street designs that do not safely accommodate all forms of travel; and
- Insufficient Intelligent Transportation Systems (ITS) and transportation system and demand management strategies that would improve system operation.

- Enhance the integration between land use and transportation options through Blueprint principles in support of achieving greenhouse gas reductions as required by AB 32 and SB 375.

The 2036 RTP is needed to provide a comprehensive strategy to approach the many transportation issues and environmental challenges faced by Placer County as population, employment and housing continues to grow and the urbanized area expands over the next two decades. These issues and challenges are discussed further in Chapter 4.0.

1.3 Regional Transportation Plan Requirements

REQUIRED ELEMENTS

Government Code Section 65080 states that Regional Transportation Plans shall include the following components:

A ***policy element*** that identifies the mobility goals, objectives, and policies of the region. This element outlines the process for implementation of the Regional Transportation Plan to guide decision-makers.

An ***action element*** that identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the policy element. The institutional and legal actions needed to implement the RTP and action plans are also discussed in this section, followed by a detailed assessment of all transportation modes. It is within the action element that priorities for regional transportation programs are established. In addition, the RTP is required to include a short-range (approximately five years) and a long-range action plan (approximately 20 years), identifying a list of specific projects to be implemented over these timeframes. To qualify for federal or state funding, projects nominated by jurisdictions and transportation agencies must be included in or be consistent with the RTP.

A ***financial element*** that summarizes the cost of implementing the projects in the RTP considering a financially constrained environment. All anticipated transportation funding revenues are compared with the anticipated costs of the transportation programs identified in the action element. If shortfalls are identified, strategies are identified to fund the otherwise unfunded projects.

The RTP also serves as the locally developed transportation plan for the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS). As the designated Metropolitan Planning Organization (MPO) for the six counties of Sacramento, Sutter, Yolo, Yuba, El Dorado, and Placer, SACOG is responsible for implementing Senate Bill 375 (SB 375, Statutes of 2008) by documenting the regions ability to reduce greenhouse gas (GHG) emission reductions as set by the California Air Resources Board as well as conforming to the State Implementation

Plan for air quality in the Sacramento Region. The incorporation of the RTP projects into SACOG's MTP/SCS contributes to the regional goals of developing an integrated land use and transportation system that improves transportation choices and reduces GHG emissions while satisfying air quality standards.

REQUIRED DOCUMENTATION

Environmental documentation is required under the California Environmental Quality Act (CEQA). The environmental documentation states whether there will be an environmental impact of the plan and, if so, what that impact will be. Depending upon the scope of the plan and the local environment, environmental documentation may be a negative declaration, a mitigated negative declaration, or a full, supplemental or subsequent environmental impact report (EIR).

1.4 Regional Transportation Plan Process

2036 RTP UPDATE PROCESS

PCTPA is the Regional Transportation Planning Agency (RTPA) for Placer County, except for that portion of the County within the Tahoe Regional Planning Agency (TRPA). One of the fundamental responsibilities which results from this designation is the preparation of the county's RTP.

The 2036 RTP is an update of the Placer County 2035 RTP, adopted by the PCTPA in September 2010. The 2035 RTP served as the transportation blueprint for the Placer County portion of the SACOG 2035 MTP/SCS (2012), the first SCS in the region. Under the terms of a Memorandum of Understanding between PCTPA and SACOG, entered into in 1993 and affirmed in 2001 and 2005, PCTPA submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS). This process is important to both the SACOG MTP and the PCTPA RTP, as it allows for a locally developed RTP to be included in the regional air quality conformity process. This locally developed RTP process includes a local consensus of policies, projects, programs and funding decisions which then become an integral part of the regional MTP/SCS. The 2036 RTP, pending review by SACOG will serve as the transportation blueprint for the Placer County portion of the 2016 MTP/SCS update.

The 2036 RTP short-term projects are also consistent with the Placer County portion of the Metropolitan Transportation Improvement Program (MTIP). Further, the 2036 RTP is consistent with the goals of the adopted California Transportation Plan.

SB 375

The approval of SB 375 in 2008 required MPO's to integrate regional land use, housing, transportation, and climate change planning in MTPs. SB 375 also required the California Air

Resources Board (ARB) to set performance targets for passenger vehicle emissions in each of 18 MPOs in the state for 2020 and 2035, requires an MTP to include a Sustainable Communities Strategy (SCS) that integrates the land use and transportation components, and amends the California Environmental Quality Act (CEQA) to provide incentives for residential and residential mixed use projects that help to implement an MTP/SCS that meets the ARB targets. The ARB set a reduction of GHG emission by 7 percent from 2005 to 2020, and a 16% decrease from 2005 by 2035 for the Sacramento six-county region. .

SACOG as the MPO, is responsible for the development of the MTP/SCS within the six-county area that consists of three RTPAs and twenty two cities. PCTPA is a partner in the development of the building blocks that form the Placer County portion of the plan. Due to the parallel development schedules, PCTPA and SACOG coordinated closely on the identification of transportation projects, and forecasted population growth and revenue projections. The close coordination also offered efficiencies in local jurisdiction staff meetings, early consultation with the United Auburn Indian Community of the Auburn Rancheria, and a joint public outreach effort in Rocklin in 2014.

At the heart of the SCS is the evaluation of multiple land use and transportation scenarios that consist of different combinations of land use patterns and transportation options. The scenarios are used to illustrate trade-offs and effects of different development patterns and transportation investments. Through coordination with SACOG on the scenario planning, the analysis highlighted sections of the roadway network that was congested or underutilized. This analysis led to refinements in project timing or scope to reflect the anticipated interactions between the land use forecasts and transportation demands. Based on the scenario planning and the SACOG Board of Directors approval of a preferred scenario, the Draft 2016 MTP/SCS identified that numerous improvements in transportation options, reduced VMT, environmental impacts, and most importantly meeting the ARB GHG reduction targets of 7 percent between 2005 and 2020 and 16 percent between 2005 and 2035.

RTP AMENDMENT PROCESS

Revisions to a project's cost, scope, funding, and schedule can occur as part of the overall project development process. Projects included in the RTP short-term element are typically programmed in the SACOG MTIP. Any changes to RTP projects programmed in the MTIP can also be considered an amendment to PCTPA's RTP. Likewise, development of SACOG's MTP/SCS will lead to refinement of projects submitted as part of PCTPA's RTP. Any changes to RTP projects included in the MTP/SCS can also be considered an amendment to PCTPA's RTP.

There may also be other changes proposed besides revisions to projects that require an amendment to the RTP, such as plan policies. An amendment to the RTP in this regard would require an evaluation demonstrating that the amendment is consistent with the goals, objectives and policies of the plan; that the amendment maintains financial constraint; that the amendment meets the air quality conformity requirements inherent to the adopted plan; and

that there is an opportunity for review and comment by the public of the proposed amendment.

2036 RTP APPROVALS

As the designated Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the preparation and adoption of the 2036 RTP. PCTPA is also the lead agency for the environmental review of the 2036 RTP, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050.

Although adoption of the RTP itself will not require permits or other regulatory approvals of resource or trustee agencies, separate future, environmental review, permits and approvals may ultimately be required by project lead agencies to implement transportation system improvements identified in the 2036 RTP.

The following public agency reviews would need to occur before the 2036 RTP can be adopted:

- California Transportation Commission;
- California Department of Transportation (Caltrans) District 03;
- Sacramento Area Council of Governments (SACOG);
- PCTPA member jurisdictions, including:
 - *Placer County*
 - *City of Rocklin*
 - *City of Auburn*
 - *City of Roseville*
 - *City of Colfax*
 - *Town of Loomis*
 - *City of Lincoln*
- South Placer Regional Transportation Authority;
- Other responsible transportation agencies.

CHAPTER 2

ORGANIZATIONAL SETTING

The Placer County Transportation Planning Agency (PCTPA) has a number of different roles and responsibilities in the transportation activities of Placer County. This chapter describes PCTPA’s organization and its different roles and responsibilities; the roles and responsibilities of other transportation agencies; and the relationship of these various roles and responsibilities to the development of the RTP.

2.1 Regional Transportation Planning Agency (RTPA) Designation

As a result of the passage of the Transportation Development Act (TDA) in 1971, each county must have a regional transportation planning agency (RTPA) to administer transit funding. Pursuant to Title 7.91 of the California Government Code, Title 7.91, Section 67910, PCTPA was created as a local area planning agency in 1975 to provide regional transportation planning for the area of Placer County exclusive of the Lake Tahoe Basin. Further, California Government Code Section 29532.1(c) identifies PCTPA as the designated regional transportation planning agency for Placer County, exclusive of the Lake Tahoe Basin. Previous to this designation, PCTPA operated under the name of the Placer County Transportation Commission (PCTC) and operated as a local county transportation commission as specified under Section 29532(c) of the Government Code.

State Transportation Planning and Programming

PCTPA has executed a memorandum of understanding and Master Fund Transfer Agreement with the Caltrans on January 26, 1996, and updated in 2012 and 2014 respectively, identifying the responsibilities of PCTPA as the RTPA and providing the administrative structure to implement these responsibilities.

As an RTPA with an urbanized population over 50,000, PCTPA is responsible for preparing the county’s RTP. PCTPA’s jurisdiction, which represents the area covered by the RTP, is shown in Figure 2.1. PCTPA is also responsible for preparing a Regional Transportation Improvement Program (RTIP) pursuant to Section 65080 of the Government Code. Under SB 45, RTPAs are responsible for the selection of RTIP projects, to be funded with the county’s share of STIP funds. This responsibility requires that PCTPA monitor projects included in the county’s RTIP, and that they are completed on schedule and within budgetary constraints.

Under AB 1012, agencies are also held responsible for ensuring State and Federal funding is spent promptly and projects delivered within specified time limits. This requirement is backed up by “use it or lose it” timely use of funds deadlines. Some of the major projects

subject to these provisions are the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) programs.

Federal Transportation Planning and Programming

Federal statutes require adherence to eight planning objectives in the development of regional transportation plans:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

All of these federal objectives coincide with the adopted goals in this RTP, and are considered in defining the policies and reflected in the actions for the plan.

PCTPA executed a memorandum of understanding (MOU) with Caltrans and SACOG in April 2001 to govern federal transportation planning and programming in Placer County. This agreement, as updated in 2005, integrates the PCTPA RTP and RTIP within the SACOG process.

Pursuant to this agreement, PCTPA receives a “fair share” allocation of both federal urbanized Surface Transportation Program (STP) funds and Congestion Air Quality Mitigation Improvement Program funds (CMAQ). PCTPA nominates projects for these funds, and SACOG has agreed to select these nominated projects unless they fail to meet a federal requirement. SACOG cannot add projects to the PCTPA nominations.

PCTPA submits the state mandated RTP, developed pursuant to Section 65080.5 of the Government Code, to SACOG for inclusion in the federal Metropolitan Transportation Plan. As part of this agreement, SACOG conducts a federal air quality conformity test on the Placer County transportation program and plan.

PCTPA receives an allocation of federal STP funds for Placer County. Pursuant to Section 182.6 of the Streets and Highways Code, PCTPA can exchange the non-urbanized funds for State gas tax funds. PCTPA allocates these exchange funds to jurisdiction projects based upon an MOU signed by all Placer jurisdictions approved in November 1994. The STP funding exchange formula and allocation was updated to reflect federal transportation law and approved by the PCTPA Board in January 1999. The exchange formula and allocation is updated annually as appropriate.

Federal Aid Project Administration

PCTPA executed a Local Agency - State Agreement for Federal Aid Projects (Agreement 03-6158) with the State of California in March 1994. This is reauthorized every 10 years, most recently in January 2014. The execution of this agreement qualifies PCTPA to administer federally funded projects.

Local Transportation Fund Administration

As the transportation planning agency, PCTPA allocates the Local Transportation Fund (LTF) to Placer County public transportation agencies pursuant to Section 29532 of the Government Code. The administration of these funds includes the establishment of a Social Service Transportation Advisory Council, the implementation of a citizen participation process appropriate for Placer County, annual recommendations for productivity improvements for transit operators, the performance of an annual fiscal audit of all LTF claimants, the implementation of a triennial performance audit of all LTF claimants, and the preparation of an annual unmet transit needs determination.

PCTPA receives an allocation of LTF funds for the administration of the LTF fund pursuant to Section 99233.1 of the Public Utilities Code and for transportation planning pursuant to Section 99233.2 of the Public Utilities Code and Section 6646 of the Government Code.

It is the responsibility of PCTPA to establish rules and regulations to provide for administration and allocation of the LTF and State Transit Assistance (STA) Funds in accordance with applicable sections of the Government Code, Public Utilities Code and Administrative Code included within the Transportation Development Act. It is also the responsibility of PCTPA to adhere to the applicable rules and regulations promulgated by the (former) Secretary of the Business, Transportation and Housing Agency (now the California State Transportation Agency) of the State of California as addressed in the Transportation Development Act, Title 3, Division 3, Chapter 2, Article II, Section 29535.

RTP Consistency

The RTP is consistent with SACOG's 2016 MTP/SCS, transportation plans of adjacent regions, short range transit plans, human services transportation plan, the air quality State

Implementation Plan (SIP), local general plans, airport plans, and regional plans for intelligent transportation systems (ITS).

The RTP is also consistent with other statewide plans and regulations, including: the 2040 California Transportation Plan, a statewide document with policies that should be followed in all regional transportation plans; the California Environmental Quality Act (CEQA) through the development of an environmental document describing impacts and mitigation; the California Clean Air Act, a state regulation that specifies air quality management strategies that must be adopted; and the 2015 State Wildlife Action Plan (SWAP), a statewide plan for conserving California's wildlife resources while responding to environmental challenges that identifies several transportation-related challenges, including barriers to fish migration from road construction; the introduction and movement of invasive plants when adding to or improving the region's roadways; harm to sensitive wildlife habitat; public health impacts as a result of increase particulate matter; and the effects of rural roads on wildlife migratory patterns, and the potential impact from climate change which are all evaluated in Chapter 3.4 of the environmental document.

The RTP must conform to the federal Clean Air Act, which requires demonstration that emissions from transportation activities in the plan decline steadily until the 2019 deadline by which federal clean air standards must be reached in the Sacramento region.

The RTP addresses interregional transportation, such as Amtrak stations, freight railyards, and airports, but does not include planning for those systems, which are owned and operated by other entities. A discussion of interregional transportation can be found within Chapter 6.

Relationship of RTPA and RTP

As the RTPA for Placer County, PCTPA has prepared and/or updated the Regional Transportation Plan for Placer County every four to five years since 1978. Prior to 1978, Caltrans prepared the RTP for the county. PCTPA is responsible for developing and adopting a plan that conforms to the most recent version of the California Transportation Commission's *Regional Transportation Plan Guidelines*, in order to ensure that PCTPA and its member jurisdictions continue to receive state and federal transportation planning and construction funds.

2.2 Airport Land Use Commission (ALUC) Designation

Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics (Public Utility Code Sections 21670 et seq.) in 1967. The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in the present statutes, the purpose is:

To protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

PCTPA was designated the ALUC for the Auburn Municipal, Lincoln Regional, and Blue Canyon airports in January, 1997. As ALUC, PCTPA has two principal powers. First, PCTPA acts as the hearing body for land use planning for Placer County airports. PCTPA is also responsible for development of airport land use plans for Placer County airports, and must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan. The Placer County ALUC (PCTPA Board of Directors) adopted the updated Placer County Airport Land Use Compatibility Plan Update in February 2014.

Relationship of ALUC and RTP

The RTP includes an Aviation Action Element, which incorporates capital improvements for each airport according to the local agencies' adopted airport master plans. As the ALUC, PCTPA approves the master plans for each airport. In this way, PCTPA's role as the ALUC is consistent with its transportation planning responsibilities and duties.

2.3 Congestion Management Agency (CMA) Designation

In June 1990, the voters of California approved Proposition 111, which increased the tax on gasoline to fund improvements on congested roadways. This proposition amended Government Code Section 65089 to require counties containing urbanized areas with populations of 50,000 or more, such as Placer County, to designate an agency as a Congestion Management Agency (CMA); however, the CMA designation has since been made optional. PCTPA was designated the CMA for Placer County in 1991.

Under SB 437, CMA's have the option as to whether to continue their Congestion Management Program (CMP). PCTPA maintains this effort through an alternative transportation outreach effort in an effort to provide trip reduction programs to those who reside and work in Placer County.

Relationship of CMA and RTP

The purpose of the CMA is to recognize and address the interrelationship between land use, air quality, and transportation, and to maintain transportation mobility by establishing standards that encourage a balance of transportation modes. In Placer County, PCTPA implements an alternative transportation outreach effort, which is discussed in the Transportation Systems Management section of this RTP. This is one of the methods proposed to assist in the effort to improve air quality and make maximum use of existing transportation systems.

2.4 Passenger Rail Administration

PCTPA is a statutorily designated member of the Capitol Corridor Joint Powers Authority (CCJPA), pursuant to Section 140762(b) of the Government Code. Through an interagency agreement with Caltrans, the CCJPA administers the intercity rail service on the San Jose-Colfax corridor.

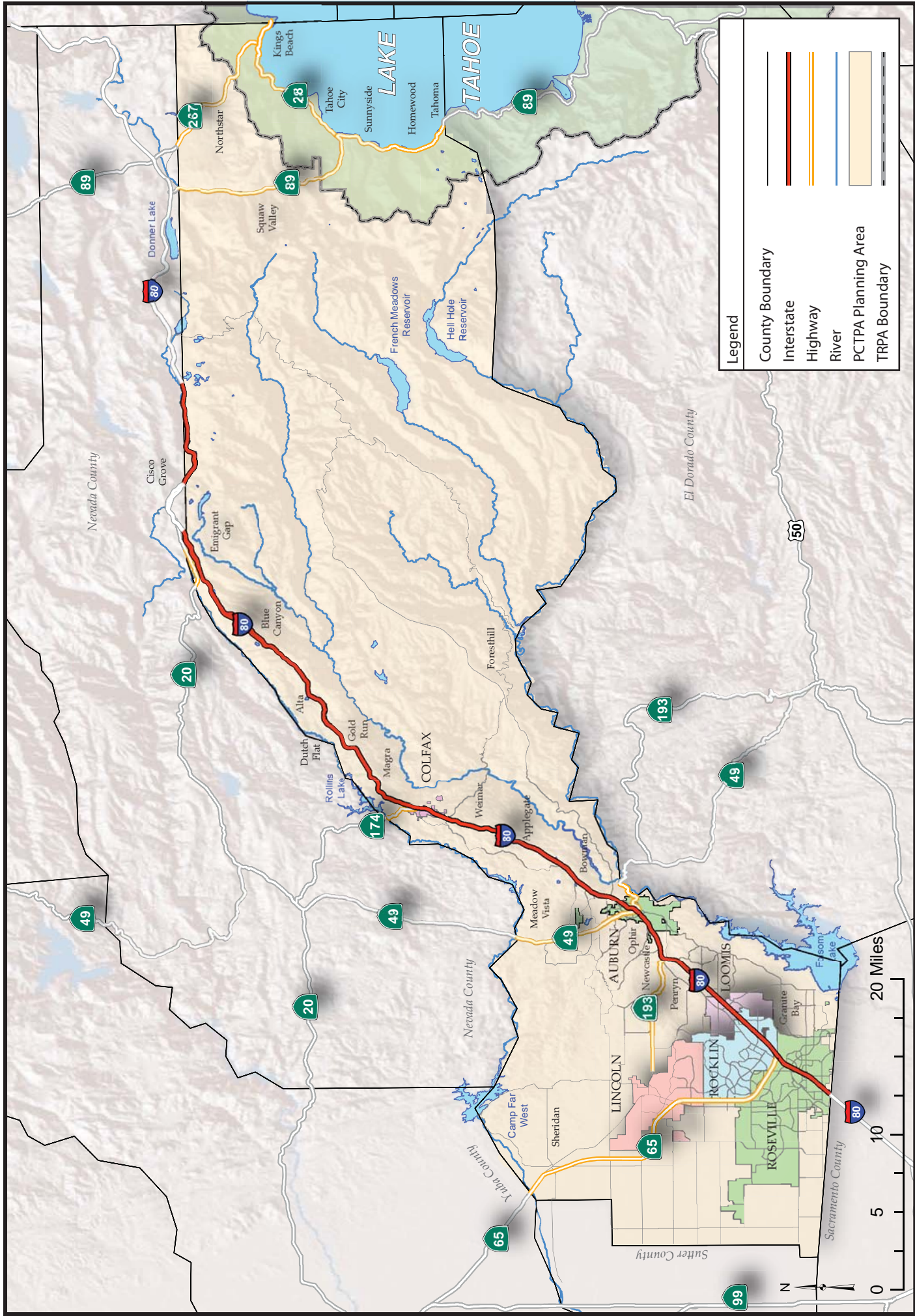
Relationship of CCJPA and RTP

The RTP Action Element includes a Passenger Rail Chapter, which incorporates regionally significant and passenger rail improvement projects, including services provided by the CCJPA. CCJPA projects are included in the 2036 RTP. Freight rail improvements are identified in the Goods Movement Chapter.

2.5 South Placer Regional Transportation Authority (SPRTA) Administration

PCTPA adopted a Regional Transportation Funding Strategy in August 2000, which included the development of a regional transportation impact fee program and mechanism to implement this impact fee. The South Placer Regional Transportation Authority (SPRTA), formed in January 2002, is the result of that effort. PCTPA was designated as the administrator of the SPRTA under the terms of the Authority's Joint Powers Agreement dated January 22, 2002. As the administrator, PCTPA provides staffing and management of the Authority, and is reimbursed for these services under a staffing agreement.

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Legend

- County Boundary
- Interstate
- Highway
- River
- PCTPA Planning Area
- TRPA Boundary



Figure 2.1
PCTPA Planning Area

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Relationship of SPRTA and RTP

The RTP includes an Action Element, which incorporates regionally significant and local transportation improvement projects. Several of the regionally significant projects are funded through a regional development impact fee, adopted by SPRTA. PCTPA as the administrator of SPRTA includes these projects in the RTP and the MTP/SCS, and programs them in the SACOG MTIP.

2.6 Transportation Sales Tax Authority Administration

PCTPA was designated as the transportation sales tax authority for Placer County by the Placer County Board of Supervisors in August 2006. In the event that a transportation sales tax is proposed for voter approval and is subsequently passed by a 2/3 majority of Placer voters, PCTPA would be designated as the entity to administer the sales tax expenditure plan.

Relationship of Transportation Sales Tax Expenditure Plan and RTP

The RTP includes an Action Element, which incorporates regionally significant and local transportation improvement projects. Several of the projects included in the RTP could be potentially funded via a transportation sales tax. The revenue from a proposed transportation sales tax is included in the Financial Element of this plan.

2.7 Western Placer Consolidated Transportation Services Agency (WPCTSA) Administration

PCTPA was designated as the administrator of the WPCTSA under the terms of the Agency's Joint Powers Agreement approved in October 2008. As such, PCTPA provides staffing and management of the Agency, and is reimbursed for these services under a staffing agreement.

Relationship of WPCTSA and RTP

The RTP includes an Action Element, which incorporates regionally significant and local public transit improvement projects, including services provided by the WPCTSA. WPCTSA projects are included in the RTP, as well as the CTSA short range transit plan, and SACOG's human services transportation plan. PCTPA as the administrator of WPCTSA includes these projects in the RTP and the MTP/SCS, and programs them in the SACOG MTIP.

2.8 Other Agencies

PCTPA coordinates with a variety of agencies, including Caltrans, SACOG, and other agencies, as indicated below, regarding various planning activities, transportation programs and specific projects.

MEMBER JURISDICTIONS

Each of the six cities/towns within Placer County, (the Cities of Auburn, Colfax, Lincoln, Rocklin, and Roseville and the Town of Loomis), as well as the County of Placer are members of PCTPA. As members, each of the jurisdictions has direct input into PCTPA's decision-making process, both on a staff and board level. The PCTPA Board of Directors is comprised of nine elected officials, with three members appointed by the Placer County Board of Supervisors and one member each from the incorporated Cities of Auburn, Colfax, Lincoln, Rocklin, Roseville and the Town of Loomis. In addition, the Technical Advisory Committee includes public works and planning staff from each jurisdiction.

Relationship of Member Jurisdictions and RTP

The input provided by the member jurisdictions directly affects the content and direction of the RTP. Each jurisdiction's concerns and perspectives on pertinent transportation issues are sought. Further, jurisdictions recommend projects to be included in the action plan of the RTP. Participation in the development of the RTP is also in the best interests of the jurisdictions. Any project which requires federal or state funding must be included in the RTP in order to be eligible. Many of the goals, objectives, and policies delineated in the RTP are implemented by the jurisdictions..

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The California Transportation Commission (CTC) is composed of members appointed by the Governor to oversee transportation funding in California. The CTC biennially adopts the State Transportation Improvement Program (STIP). Regional Transportation Improvement Programs (RTIP) from regions of California, together with the Caltrans Interregional Transportation Improvement Program (ITIP) forms the STIP. The STIP is a five year capital improvement programming document listing all major projects to be funded from State and federal transportation funds allocated by the CTC. Under State law, the CTC may accept or reject a region's RTIP in its entirety but may not reject specific projects in the RTIP. The RTP is consistent with the ITIP.

Relationship of CTC and RTP

PCTPA is responsible for preparing a Regional Transportation Improvement Program (RTIP) pursuant to Section 65080 of the Government Code. Projects in the PCTPA RTIP are included in or are consistent with the adopted RTP. RTIP projects are recommended by PCTPA for consideration by the CTC for inclusion in the STIP. The RTP and RTIP are both consistent with the adopted STIP.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the State Department of Transportation, Caltrans has numerous roles and responsibilities for planning, programming, constructing, operating, and maintaining the State's transportation system. Virtually all federal and state planning and construction funds are administered through Caltrans to PCTPA and its member jurisdictions. As a result, Caltrans is responsible for monitoring and reviewing the activities of PCTPA to ensure that transportation planning and programming requirements associated with these funding programs are met. The RTP is a cornerstone of these requirements, as local areas plan a comprehensive transportation system which identifies what improvements are most needed and how they will be funded.

California Transportation Plan

Caltrans is also responsible for preparing the California Transportation Plan (CTP). The CTP is a statewide, long range transportation plan for meeting California's future mobility needs. The CTP provides a vision for the State's future transportation system; a fully integrated, multimodal, sustainable transportation system that supports a prosperous economy, a quality environment, and furthers social equity. The CTP offers a policy framework to guide future transportation decisions and investments, better link transportation and land use, improve air quality, and reduce petroleum energy consumption. The CTP also provides guidance for developing RTPs.

A draft CTP for a planning horizon year of 2040 has been released, but has proven somewhat controversial and is not expected to be completed until after adoption of this RTP. The update is being developed in consultation with regional transportation planning agencies through the Rural Counties Task Force.

Caltrans System Planning Process

Caltrans system planning is a long range (20 years) transportation planning process that evaluates current and future operating conditions and deficiencies on the State's transportation system. The planning process is not financially constrained, and is focused primarily on the State highway system. Caltrans District 3 system planning elements include the:

- District System Management and Development Plan (DSMDP), is the District's long-range strategic planning document that identifies key policies, programs and projects that are intended to maintain, manage and enhance overall system mobility with the District, with a primary focus on the State Highway System. This plan was last updated in January 2013. The DSMDP also includes the comprehensive list of actual proposed improvement projects which was previously included in the separate District 3 Transportation System Development Program. The document will be regularly updated to respond to changing land use, transportation demand, financial, legal, community, and environmental conditions. The DSMDP is a 20-year strategic plan, focused primarily on the State Highway System, defining and describing how the transportation system will be managed with enhancement activities positioned in terms of multi-modal and multi-jurisdictional cooperation.

- District Mobility Action Plan (DMAP), which describes the District’s vision for State highway system development, maintenance, management, and ways to enhance mobility within District 3 over the next 20 years and identifies key strategies, including specific projects and costs.
- Transportation Corridor Concept Report (TCCR), which is a long term planning document for each State Highway Route that identifies how the highway will be improved and managed over a 20-year period so that it maintains a minimum acceptable concept level of service. TCCR’s also identify an “ultimate concept,” which is a long term vision for the highway beyond the 20-year planning horizon. For routes that have a CSMP, the CSMP serves as the TCCR.
- Transportation System Development Program (TSDP), which consists of a broad list of programmed and planned (financially unconstrained) projects to maintain and improve regional and interregional mobility, including the needed improvements identified in each TCCR and priority congestion relief projects on the heaviest travel corridors. The TSDP identifies three priority congestion projects in Placer County:
 - Reconstruct SR65/I-80 interchange;
 - Add HOV lanes from I-80 to Industrial Boulevard; and
 - Construct the Placer Parkway.
- Corridor System Management Plans (CSMPs), which evaluates existing and projected corridor traffic conditions and outline transportation improvements and management strategies to enhance mobility within the State’s most congested corridors associated with the Corridor Mobility Improvement Account. The primary focus is on low-cost, operational improvements, and daily system operational activities. Current CSMP’s in Placer County cover three major freeway corridors, I-80, SR65 and SR49.
- 10-Year State Highway Operation and Protection Plan (SHOPP), which summarizes the District’s maintenance and system operational needs for the next ten years, including the necessity to address the growing inventory of distressed lane miles.

Most Caltrans projects identified in the District Mobility Action Plan, the Transportation Corridor Concept Reports, the Transportation System Development Program, and the Corridor System Management Plans for District 3 are included in the 2036 RTP.

Relationship of Caltrans and RTP

The RTP is consistent with Caltrans mission to “Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability;” and specifically, the RTP goals, objectives and policies are consistent with Caltrans goals:

- **Safety and Health** - Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.
- **Stewardship and Efficiency** - Money counts. Responsibly manage California’s transportation-related assets.

- **Sustainability, Livability and Economy** - Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.
- **System Performance** - Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.
- **Organization Excellence** - Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

Most federal and state programs administered by Caltrans require projects to be identified in a current RTP which meets state and federal guidelines in order for that project to be funded. Without an adopted RTP, Caltrans could not distribute funds to PCTPA and its jurisdictions to build those projects, nor could Caltrans build its own projects within the region. As the owner-operator of the state highway system, Caltrans has a vested interest in ensuring that a complete and conforming RTP is adopted.

Caltrans representatives participate in the development and review of the RTP. The agency is represented on the Technical Advisory Committee. Caltrans' perspective on pertinent transportation issues is sought, and Caltrans recommends projects to be included in the action plan. When the draft RTP is completed, it is sent to Caltrans District 3 and Headquarters for comments. Further, Caltrans District 3 distributes the draft RTP and environmental document to the High Speed Rail Authority and appropriate Caltrans divisions, such as Transportation Planning, Rail and Mass Transportation, Environmental, and Aeronautics, for more specific review. The comments received as a result of the review conducted by the various divisions of Caltrans is then included, as appropriate, in the final RTP.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)

The Sacramento Area Council of Governments (SACOG) is the Regional Transportation Planning Agency for Sacramento, Sutter, Yolo and Yuba counties. In addition, SACOG is the federally designated Metropolitan Planning Organization (MPO) for the Sacramento Metropolitan Area. As a result, SACOG acts as the MPO for those portions of Placer County excluding Lake Tahoe and within the Federal Ozone Non-attainment Area.

Relationship of SACOG and RTP

PCTPA has the responsibility for the development and adoption of the RTP and the RTIP for Placer County. SACOG has the responsibility for the development and adoption of the MTP/SCS and the MTIP. SACOG also has the responsibility for making findings of conformity required under Section 176 of the Federal Clean Air Act with the designated Federal Ozone Non-attainment Area. Under the terms of a Memorandum of Understanding between PCTPA and SACOG entered into in 1993 and amended in 2001 and 2005, PCTPA submits the RTP for inclusion into the SACOG MTP/SCS. PCTPA also represents the Placer jurisdictions in various federal planning and programming issues. The RTP is designed to be consistent with SACOG's adopted MTP/SCS and the MTIP, as amended.

Rural Urban Connection

The SACOG Rural Urban Connections Strategy (RUCS) began in January of 2008. RUCS followed the lead of the SACOG Blueprint, which engaged a new approach to addressing land use, transportation, and environmental quality issues. It is anticipated that the RUCS project will provide an economic and environmental sustainability strategy for rural areas. PCTPA has been involved throughout the RUCS process to ensure the county's interests are represented in this analysis of the Sacramento region's rural growth and sustainability objectives.

PLACER COUNTY AIR POLLUTION CONTROL DISTRICT (PCAPCD)

The Placer County Air Pollution Control District (PCAPCD) establishes and implements regulations to achieve air quality standards in Placer County (see Chapter 7 for additional information). The PCAPCD works in concert with the other air pollution control districts in the Sacramento region including Sacramento Metropolitan Air Quality Management District, El Dorado Air Quality Management District, Yolo-Solano Air Quality Management District, and Feather River Air Quality Management District.

PCAPCD also works with PCTPA to support various programs promoting alternative transportation, such as the annual Spare-the-Air campaign. Further, PCAPCD has provided funding for a Freeway Service Patrol program in Placer County.

Relationship of PCAPCD and RTP

PCAPCD participates on PCTPA's Technical Advisory Committee (TAC). The PCAPCD reviews the RTP to ensure the accuracy of information and consistency with air quality plans. The RTP is designed to be consistent with the adopted plans and programs of the PCAPCD as well as the adopted SIP.

OTHER AGENCIES' REGIONAL TRANSPORTATION PLANS

PCTPA also coordinates regional transportation planning activities outside the Sacramento region. These include adjacent RTPAs, such as the El Dorado County Transportation Commission (EDCTC), the Nevada County Transportation Commission (NCTC), and the Tahoe Regional Planning Agency (TRPA).

Relationship of Other Agencies and RTP

PCTPA conducts appropriate consultation and coordination with other RTPAs as part of the RTP planning process and during the normal course of overall work program planning activities. The RTP is designed to be consistent with the adopted RTPs of the adjacent RTPAs.

TRIBAL GOVERNMENTS

PCTPA consults with the United Auburn Indian Community of the Auburn Rancheria on a regular basis, particularly regarding transportation and access issues. PCTPA and SACOG consulted with the United Auburn Indian Community in 2014 on the development of each the RTP and MTP/SCS.

Relationship of Other Agencies and RTP

PCTPA conducts appropriate consultation and coordination with the United Auburn Indian Community as part of the RTP planning process and during the normal course of overall work program planning activities. The

LOCAL GENERAL PLANS AND CAPITAL IMPROVEMENT PROGRAMS (CIP)

Local jurisdictions prepare circulation elements governing streets and roads and other transportation system improvements for incorporation into their local general plans and capital improvement programs. By State law, circulation elements and capital improvement programs (CIP) must be internally consistent with the land use elements of their general plans in order for the local general plan as a whole to be considered legally adequate. The CIP contains improvements that are needed for implementation of the goals, policies and land uses designated by the general plan for the jurisdiction.

Relationship of Local General Plans and CIP and RTP

Locally significant transportation improvements are proposed for inclusion in the RTP if State or federal funds are used, or if the improvement is considered regionally significant. The RTP is designed to be consistent with jurisdiction's adopted general plans and CIPs.

OTHER PLANS AND PROGRAMS

Transportation planning is conducted by many agencies at all levels of government in Placer County.

Relationship of Other Agencies and RTP

The RTP outlines the region's goals and policies for meeting existing and future transportation needs and provides a foundation for transportation investment decision making. PCTPA conducts appropriate consultation and coordination with agencies as part of the RTP planning process and during the normal course of overall work program planning activities. The RTP is designed to be consistent with the adopted plans and programs of other agencies.

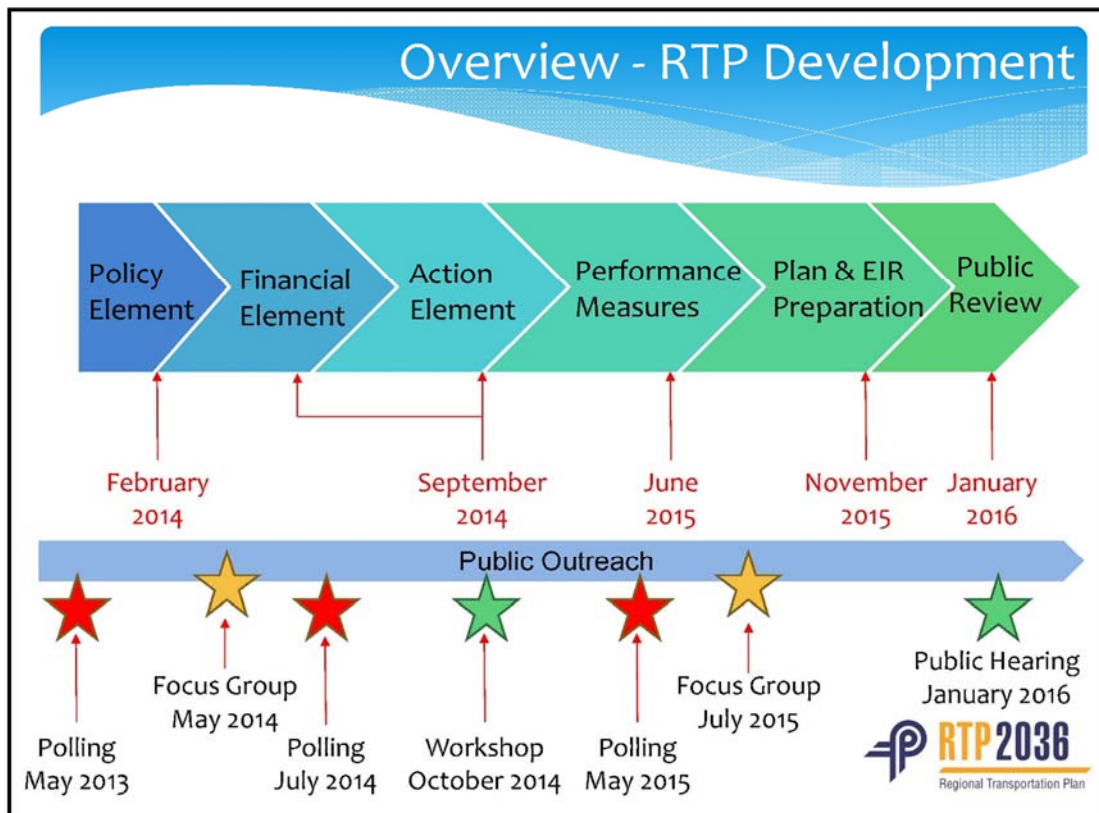
PUBLIC INVOLVEMENT PLAN

All residents of Placer County are affected by transportation and, as such, are an important component of the transportation planning process. It is the public’s needs and actions that determine the effectiveness of transportation plans.

Public Involvement and the RTP

PCTPA is continuously exploring new methods of reaching out to the general public. PCTPA actively solicits the participation of the general public as part of its ongoing transportation planning work program to ensure the public has the opportunity to participate in the development of plans, projects and programs. Through the development of the 2036 RTP, PCTPA conducted a continuous and comprehensive public outreach by engaging citizens through a variety of means such as focus groups, statistically valid polling, PCTPA Board Meetings, presentations to civic groups and governmental agencies, social media, and mailers. The outreach efforts are discussed below and further expanded upon in Appendix A, Community Information and Participation Program and Appendix B, Interagency and Public Involvement Process for the 2036. Figure 2.2 illustrates the public involvement process during the RTP development.

**Figure 2.2
RTP Public Involvement Process**



Governmental and Tribal Consultation

The development of the draft Placer County 2036 RTP was initiated in parallel with the SACOG MTP/SCS update in 2013. Early consultation with local agencies and Caltrans began in fall 2013 and a consultation meeting with the United Auburn Indian Community of the Auburn Rancheria (UAIC) occurred on February 18, 2016. The early consultation efforts focused on summarizing the RTP update process, highlighting transportation issues and concerns, existing land entitlements and future development proposals, and providing a point of reference for future communications. Consultation efforts were conducted with SACOG to ensure consistency in the identification of transportation projects, forecasted population growth and revenue projections, and public outreach given the similar and overlapping nature of the plans.

PCTPA's working relationship and consultation efforts with the UAIC extend beyond the development of the RTP. The UAIC receives copy of PCTPA's monthly Board of Directors Agenda and the two governmental bodies meet regularly to discuss access issues, future transportation projects, and cultural resources areas in Placer County. PCTPA is currently consulting with the UAIC on the I-80/SR 65 Interchange project, SR 65 Widening project, Placer Parkway project, and the I-80 Auxiliary Lanes project, all projects in the financially constrained project list.

Consultation continued through fall 2014 with the development, review, and refinement of transportation projects and programs to address short- and long-term transportation needs. The project lists developed through this process were constrained to future funding forecasts to develop and financially constrained and unconstrained project list. The financially constrained project list was submitted to SACOG for inclusion in their Sustainable Communities Strategy scenario development and evaluation.

Federal, state, and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation were involved in the development of the RTP and EIR through PCTPA's Initial Study/Notice of Preparation for the 2036 RTP EIR. The Initial Study/Notice of Preparation was released to the public and responsible agencies on June 5, 2015 through a public notice in the Auburn Journal and through the Governor's Office of Planning and Research State Clearinghouse office. A public scoping meeting was held on June 30, 2015 at the PCTPA offices. Comment letters were received from the City of Rocklin, Sierra Club Mother Lode Chapter, Caltrans District 3, Central Valley Regional Water Quality Control Board, and the United Auburn Indian Community of the Auburn Rancheria.

These agencies were also consulted with during the public review period for the draft RTP EIR and draft RTP released on November 3 and November 20, 2015, respectively. Notification of the availability of these documents were published in local newspapers, through distribution at the State Clearinghouse, direct distribution to government and tribal entities, and was placed on the www.pctpa.net website.

Public and Private Sector Involvement

Involvement of the public and private sector occurred at several milestones throughout the RTP development process. The first opportunity to gain insight on the public's perception of transportation issues, projects to address those issues, and funding options to pay for the improvements occurred through a statistically valid phone polling May 16-20, 2013. The polling drew insight from 501 high propensity voters and was used to frame future discussion on transportation projects and how the county would approach the prioritization and funding for projects. Two follow up polling session (statistically valid) occurred July 16-20, 2014 and May 17-20, 2015. The subsequent polling sessions tested public sentiment for specific transportation projects stemming from input received during the 2013 polling session as well as a willingness to support a countywide half cent local transportation measure. The feedback received ultimately led the PCTPA Board to consider a countywide half cent local transportation measure as a reasonable foreseeable revenue stream within the horizon of the RTP (see Chapter 8 for more information). Appendix B-1 contains summaries from the polling sessions.

In order to better understand community view on transportation projects and funding, two focus group meetings were held with high propensity voters selected at random to ensure a broad sampling of ages, income levels, employment status, and gender. The focus group meetings occurred on May 14-15, 2014 and August 3-4, 2015. These meetings offered more detailed discussions on transportation issue than reasonable during the public polling.

Outreach to the public at large targeted existing meetings for civic organizations, business groups, Municipal Advisory Committees, and community groups with the expressed intent to reach a wider audience. These meetings occurred over the course of the RTP development to highlight the ongoing process, educate community members on the long-range planning process, identify projects to address short- and long-term transportation needs, and how to participate in the planning process. Over 30 presentations were provided to groups such as the Placer Business Council, Lincoln Chamber of Commerce, Construction Management Association Committee, Roseville Chamber Government Affairs Committee, and the South Placer Women's Leadership Group. The full list of organizations consulted with during the outreach process is contained in Appendix B.

PCTPA and SACOG also conducted a joint public outreach meeting at the Rocklin Johnson-Springview Park during a Rocklin Food Truck event in October 2014. Notices for this meeting were broadcast to individuals and groups in the county through email distribution lists, chambers of commerce, print ads, on the pctpa.net website and through social media.

A series of Townhall meetings were conducted in each jurisdiction during November 2015. Mailers were sent to out to over 70,000 individuals throughout Placer County in addition to a targeted social media and email distribution campaign. The meeting served as an opportunity to talk directly with the approximately 500 individuals who attended the meetings about specific projects contained in the RTP, long-range transportation plans and programs, and to educate the community about a potential half cent local transportation sales tax measure that was being considered. This was one of the largest public outreach efforts ever for PCTPA.

State and Local Representatives Consultation

PCTPA included elected local representatives in the RTP process through a series of public meetings with the PCTPA Board of Directors. These meetings are open to the public and recorded for viewing and available on the pctpa.net website. PCTPA staff updated the Board of Directors at key milestone points during the RTP development to receive direction on future work elements and approve elements of the document. PCTPA used the February 11, 2014 Board of Directors meeting to publically presented on the joint efforts of PCTPA's RTP and SACOG's MTP updates. The presentation highlighted the development, significance, and schedules for the respective RTP and MTP updates. At this meeting the PCTPA Board of Directors also approved the draft policy element of the RTP.

Other milestone dates included the September 24, 2014 Board of Directors meeting, where the Board reviewed and adopted a draft project list of financially constrained and unconstrained projects that accompanied the draft revenue estimate for the financial element of the RTP. A Elected Officials meeting occurred on February 25, 2015 in coordination with SACOG to jointly discuss the RTP and MTP development and draft scenarios contained in SACOG's Sustainable Communities Strategy. On October 28, 2015, PCTPA staff presented an overview of the draft RTP's action element, financial element, air quality element, and performance measures associated with the draft plan. The PCTPA Board directed staff to review the draft RTP for public review.

Once a draft RTP and the environmental document were produced, general public involvement was solicited through the public workshop and public hearing process. The draft RTP and environmental documentation were made available at county libraries, on the PCTPA web page, and at PCTPA offices. In accordance with state law, a noticed public hearing took place prior to plan adoption by the PCTPA Board of Directors. The public hearing for the RTP was advertised in newspapers of general circulation at least 30 days prior to the hearing date. The environmental documentation was also made available for public review in accordance with the California Environmental Quality Act (CEQA) and noticed prior to public hearing.

CHAPTER 3

PHYSICAL & SOCIO-ECONOMIC SETTING

3.1 Physical Setting

To set the framework in which the current and future transportation systems of Placer County function, a complete characterization of the area is needed. This chapter describes the location, population, employment, housing of Placer County, as well as demographic projections.

LOCATION

Placer County is located in the foothills and mountains of the Sierra Nevada, extending eastward from the eastern portion of California's Central Valley. Placer County is bordered by Nevada and Yuba Counties to the north, Sutter County to the west, Sacramento and El Dorado Counties to the south and the State of Nevada to the east. A portion of Lake Tahoe is located in Placer County. Placer County contains 1,506 square miles or 898,820 acres, ranging in elevation from 160 feet above sea level to nearly 9,500 feet above sea level. Figure 3.1 shows the location of Placer County in the context of surrounding counties.

Six incorporated cities are located within the political boundary of Placer County. These include the Cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and the Town of Loomis. Numerous unincorporated communities also dot Placer County, including Foresthill, Granite Bay, Weimar, Newcastle, Meadow Vista, and Sheridan. Refer to Figure 3.2.

Capital improvement projects identified in the RTP are located on state highways, county roads, local streets, and publicly owned rights-of-way.

CLIMATE

The climate of the Sacramento Valley Air Basin portion of Placer County is characterized by hot, dry summers and cool rainy winters. During the winter, the North Pacific storm track intermittently dominates valley weather. Moderate, dry days and cool nights characterize the summer months in Placer County. The temperature during the summer varies between the Valley and High Country areas. Typically, valley temperatures are higher in summer and winter, while mountain temperatures are lower. The rainy season in Placer County occurs between November and April, but excessive rainfall and damaging windstorms are rare. The Sierra Nevada snow fields are a major source of water during the dry summer months. Table 3.1 shows average temperatures and precipitation in Placer County.

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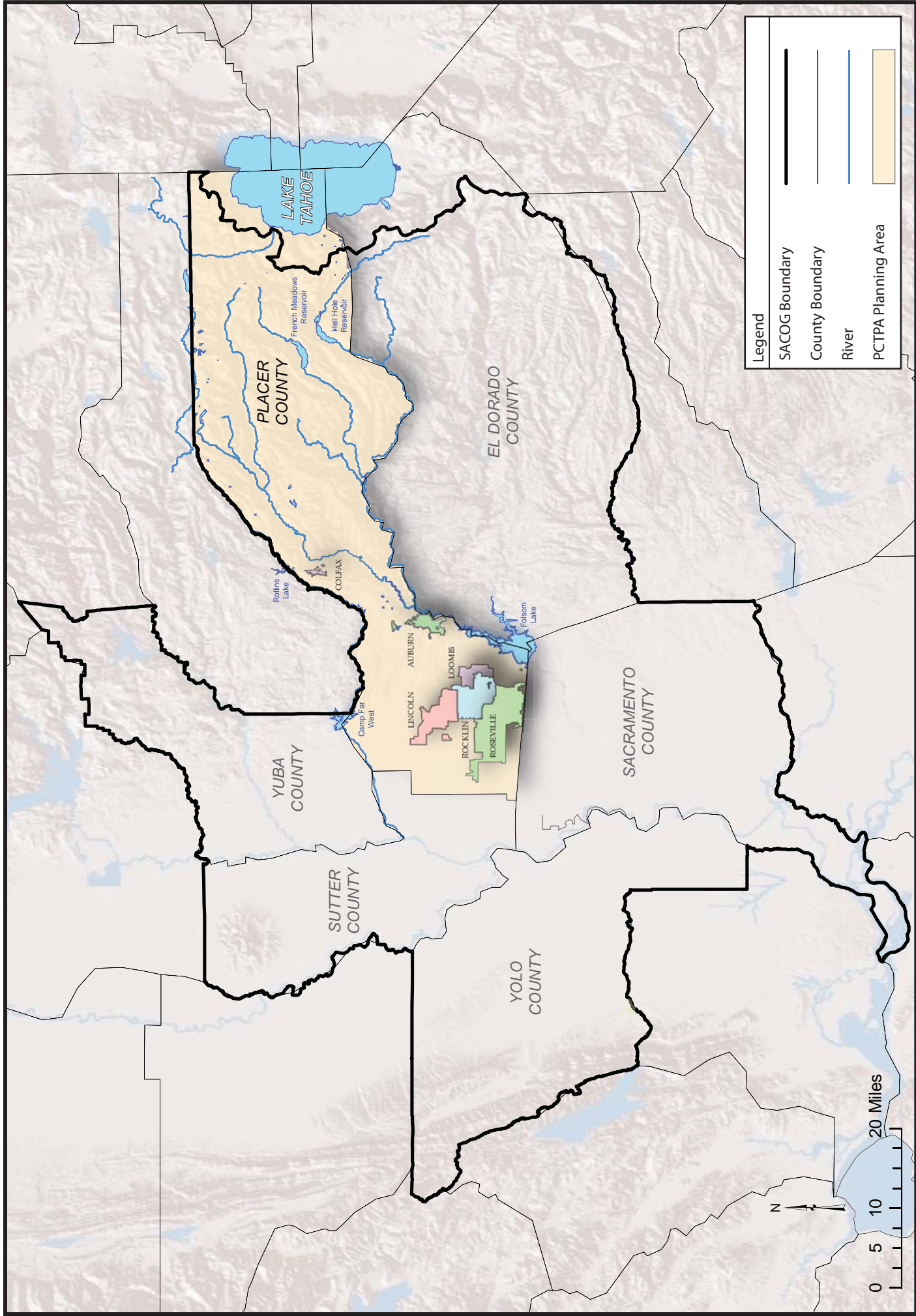


Figure 3.1
Placer County Location with the SACOG Region

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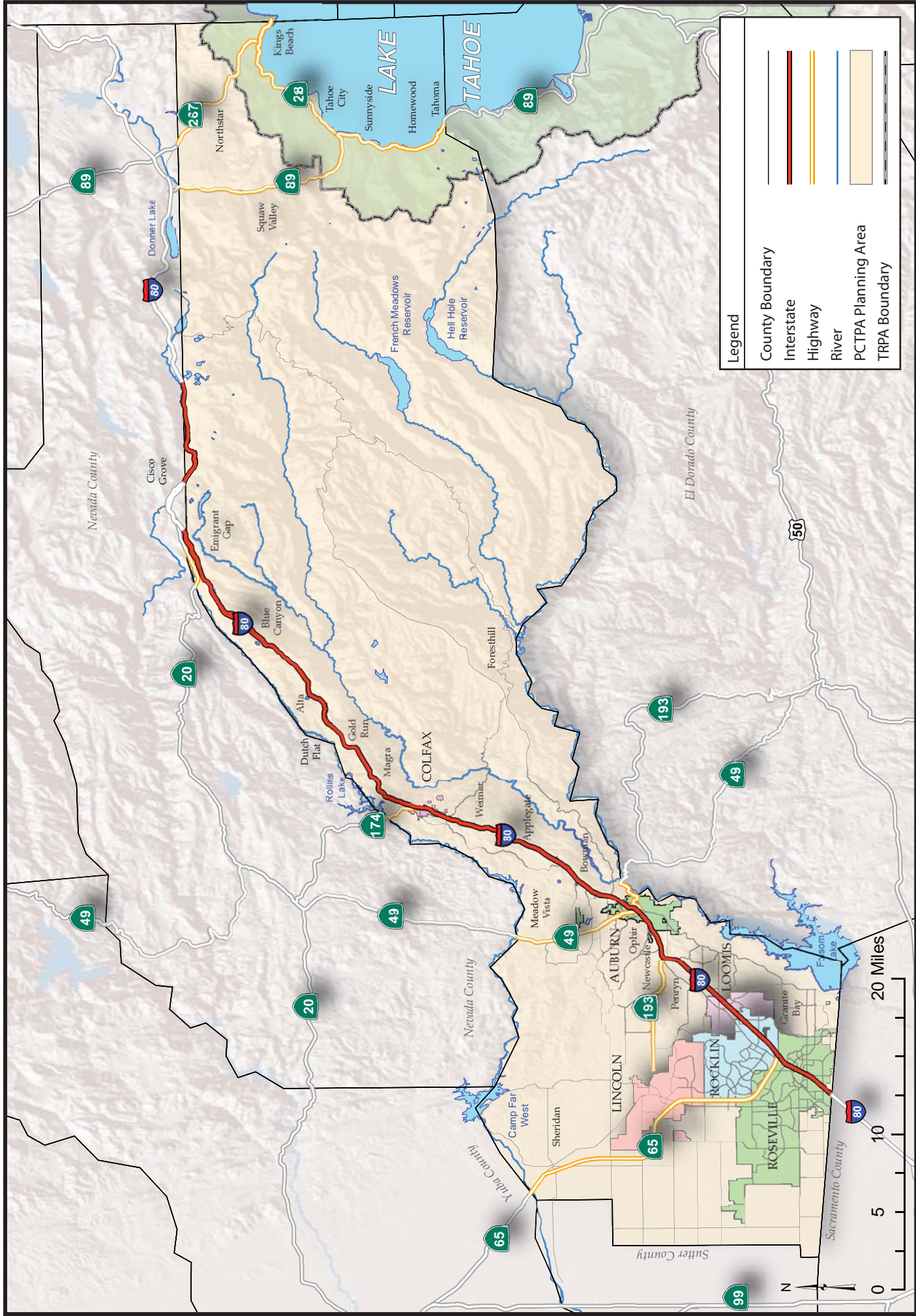


Figure 3.2
 Cities and Unincorporated Communities

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**Table 3.1
Temperature and Precipitation in Placer County 1905-2015 Monthly Normal**

Area	Average Maximum Temperature	Average Minimum Temperature	Average Total Precipitation	Average Total Snowfall
Rocklin	74.7°F	45.4°F	22.8"	0.3"
Auburn	72.4°F	48.3°F	34.9"	1.3"
Colfax	70.7°F	46.2°F	45.2"	18.9"
Gold Run	67.9 °F	45.7 °F	54.4"	14.9"
Iowa Hill	67.3 °F	46.3 °F	52.9"	N/A
Blue Canyon	58.3 °F	43.0 °F	67.1"	240.3"
Squaw Valley	57.7 °F	27.3 °F	51.0"	246.6"
Tahoe City	56.0°F	30.5°F	31.5"	190.7"

Note:

1. Period of monthly climate summary 1/1/1905 to 1/20/2015.

Source:

2. Western Regional Climate Center, <http://www.wrcc.dri.edu/summary/Climsmnca.html>, Accessed October 2015.

CHARACTER

Placer County’s climate, geography, and historical richness contribute to an unusually high quality of life. The geography of the county encompasses the grasslands of the valley, the woodlands of the foothills, the snow-capped Sierra Nevada mountain range, and numerous rivers, lakes, state and national forests, and ski resorts. The Valley Area of Placer County represents rich agricultural lands, recreational amenities, and cultural activities. The world-famous Gold Country features well-stocked lakes with tree-lined shores. Lake Tahoe, the internationally acclaimed lake in the High Country, is a place of unparalleled natural beauty and provides opportunities for water skiing, sailing, scuba diving, jet skiing, and fishing.

The comparative solitude of country living and the magnificent mountains provide a perfect retreat from urban life. Placer County offers hiking, biking, camping, snow skiing, snowboarding, horseback riding, fishing, water sports, ice skating, and hunting. In addition to the recreational opportunities, Placer County offers a diverse array of cultural attractions. South Placer is one of the fastest growing business communities in California and commercial activities and shopping opportunities are abundant. The choice of rural, urban and suburban living creates unique lifestyle opportunities for work and play.

3.2 Socio-Economic Setting

Placer County’s economy is diverse and includes a mix of available jobs. The resorts in North Lake Tahoe are the leading employers in that region’s growing tourism industry. In the South Placer area, several high tech companies are present and contribute to the economy and high quality jobs, but the prominent job sectors are in trade, transportation, utilities; government; education and health services; professional and business services; and leisure and hospitality. Table 3.2 summarizes the changes in Placer County employment sectors during the recession as well as their current share of the employment base.

Employment Sector	% Growth 2007-2012¹	% Total in 2012
Agriculture	33.3	0.3%
Construction	-42.9	6.4%
Financial Activities	-9.7	7.7%
Information	-11.5	1.7%
Trade, Transportation, Utilities	-5.8	20.9%
Natural Resources and Mining	-100	0.0%
Government	-6.5	14.2%
Educational and Health Services	29.1	15.5%
Other Services	11.1	3.8%
Professional and Business Services	-2.8	10.5%
Leisure and Hospitality	-2.1	14.2%
Manufacturing	-25.9	4.8%
Source: 1. Placer County Economic and Demographic Profile, County of Placer Office of Economic Development, 2014		

Placer County’s job growth has remained relatively strong compared to California, the Bay Area, and the Sacramento area. During the 1980’s and 1990’s, the county’s manufacturing sector grew steadily with expansion of high technology industries. Services, retail trade, and government employment sectors also increased to meet the needs of the county’s expanding population base.

During the 2000 decade, the principle sectors that continued to produce jobs are trade, transportation and utilities; government; leisure and hospitality; education and health services; professional and business services; and construction. The fastest growing sector is currently education and health services. Momentum for employment growth is also in transportation, warehousing, wholesale and retail trade, leisure and professional services. Employment in manufacturing activities has been declining since the mid-1990’s. Employment in construction and financial services are slowly returning as housing production and homes sales rebound from the great recession.

The county’s unemployment rate has returned to pre-recession levels at 4.4%¹ in September 2015. In 2007 the unemployment rate was 4.8% and hit a high of 11.5 percent in 2011 and then began trending downward in 2012 at 9.4%.

3.3 Recent Growth Trends 2010 - 2013

Placer County’s communities, cultural amenities, economic opportunities, and ideal climate continue to attract new residents, workers, and businesses, creating a dynamic environment in which to plan for and implement transportation improvements. To examine how growth has impacted transportation, it is useful to examine trends that unfolded during the decade between 2010 and 2013. Table 3.3 displays some of the key growth indicators shaping travel behavior in Placer County. The data shown in Table 3.3 represents data collected over a five year period prior to the year shown and does not represent a single point in time.

Characteristics	2010	2013	Percent Change
Demographic Characteristics			
Total Population	336,477	355,924	5.8%
Male	164,341	173,709	5.7%
Female	172,136	182,215	5.9%
Median age (years)	39.8	40.4	1.5%
Under 5 years	20,659	20,727	0.3%
18 years and over	252,929	270,539	7.0%
65 years and over	49,765	57,161	14.9%
Housing Characteristics			
Total Housing Units	149,188	153,886	3.1%
Occupied Housing	129,153	132,709	2.8%
Owner-occupied	94,206	93,656	-0.6%
Renter-occupied	34,947	39,053	11.7%
Vacant housing	20,035	21,177	5.7%
Owner-occupied Median Value (\$)	427,600	342,000	-20.0%
Median Monthly Owner Costs with Mortgage	2,430	2,307	-5.1%
Economic Characteristics			
Labor Force (population 16 and over)	263,152	175,975	-33.1%
Median Household Income	74,447	72,725	-2.3%
Median Family Income	89,196	87,352	-2.1%
Per capita income	35,680	34,886	-2.2%
Unemployment Rate	9.0%	11.5%	27.8%
Social Characteristics			
Average Household Size	2.58	2.66	3.1%
Average Family Size	3.05	3.15	3.3%
Speak language other than English at home	43,795	50,172	14.6%

¹ <http://www.labormarketinfo.edd.ca.gov>, accessed October 2015

Table 3.3 (cont.) Summary of Placer County Growth Trends 2010 – 2013			
Characteristics	2010¹	2013²	Percent Change
Ethnicity Characteristics			
White	262,970	268,514	2.1%
Hispanic or Latino	43,268	46,425	7.3%
African American	4,297	4,147	-3.5%
American Indian	2,173	1,805	-16.9%
Asian	20,048	21,953	9.5%
Native Hawaiian	637	537	-15.7%
Another race	773	691	-10.6%
Two or more races	9,388	11,852	26.2%
Transportation Characteristics			
Mean travel time to work in minutes	27.0	26.9	-0.4%
% of Workers with 30 Minutes or less Commute	60.9%	61.9%	1.6%
% of Workers with 30 Minutes or more Commute	39.1%	38.2%	-2.3%
Drove Alone	119,847	122,038	1.8%
Carpooled	14,782	13,976	-5.5%
Used Public Transportation	1,644	2,016	22.6%
Walked	2,431	2,565	5.5%
Other	2,776	2,786	0.4%
Worked at Home	11,741	12,191	3.8%
No Vehicle Available at Home	4,881	5,060	3.7%
1 Vehicle at Home	35,000	37,418	6.9%
2 Vehicles at Home	55,370	55,569	0.4%
3 or more Vehicles at Home	33,902	34,662	2.2%
Sources: ¹ U.S. Census Bureau, 2006-2010 American Community Survey ² U.S. Census Bureau, 2009-2013 American Community Survey			

Table 3.4 compares the primary commuting patterns for Placer County residents and residents of other counties commuting into Placer County for 2000, 2010, and 2013. Between 2000 and 2013, the share of Placer County residents working within the County has increased from 60 to 62 percent. At the same time, the share of residents commuting to other counties and the inflow of commuters has decreased slightly. In 2013, approximately 47 percent of Placer County workers commuted within the County’s boundaries, 28 percent commuted to surrounding counties, and surrounding counties contributed to approximately 25 percent of the workers commuting into Placer County.

Area of Residence	2000	2010	2013	Percent Change	
	Number of Workers ¹	Number of Workers ²	Number of Workers ³	2000-2013	2010-2013
Residents Employed in Placer County					
Placer County	69,554	94,857	96,938	39.4%	2.2%
<i>% of Total Commuters</i>	43%	46%	47%		
Outflow of Residents to Other Counties					
Sacramento County	35,458	43,598	41,928	18.2%	-3.8%
Yolo County	2,497	2,633	3,190	27.8%	21.2%
Nevada County	1,877	2,073	2,421	29.0%	16.8%
El Dorado County	872	1,702	1,460	67.4%	-14.2%
Washoe County , NV	1,040	1,051	1,043	0.3%	-0.8%
Yuba County	565	809	1,303	130.6%	61.1%
Solano County	285	743	967	239.3%	30.1%
All Other Locations	4,261	5,755	6,322	48.4%	9.9%
Outflow Subtotal	46,855	58,364	58,634	25.1%	0.5%
<i>% of Total Commuters</i>	29%	29%	28%		
Placer County Commuting Total	116,409	153,221	155,572	33.6%	1.5%
Inflow Workers from Other Counties					
Sacramento County	29,788	34,539	34,975	17.4%	1.3%
Nevada County	5,215	6,170	5,617	7.7%	-9.0%
El Dorado County	3,663	3,505	3,852	5.2%	9.9%
Yuba County	1,694	2,425	2,323	37.1%	-4.2%
Sutter County	1,487	1,617	1,337	-10.1%	-17.3%
Washoe County, NV	422	1,009	999	136.7%	-1.0%
Yolo	856	1,008	802	-6.3%	-20.4%
All Other Locations	1,917	2,233	2,478	29.3%	11.0%
Inflow Subtotal	45,042	52,506	52,383	16.3%	-0.2%
<i>% of Total Commuters</i>	28%	26%	25%		
Commuting total	161,451	205,727	207,955	28.8%	1.1%
Source: 1.County to County Worker Flows, 2000 Decennial Census, U.S. Census Bureau, 2003 2. Residence County to Workplace County Commuting Flows, U.S. Census Bureau, 2006-2010 American Community Survey. 3. Residence County to Workplace County Commuting Flows, U.S. Census Bureau, 2009-2013 American Community Survey.					

3.4 Growth Assumptions

As the Regional Information Center for the Sacramento area, the SACOG prepared population, housing, and employment forecasts for the development of the 2016 MTP/SCS. The SACOG Board of Directors adopted a revised set of forecasts in April for years 2012, 2020, and 2036. These forecasts are the basis of the growth assumptions for the 2036 RTP update. Appendix C summarizes the process and assumptions used by SACOG to develop the land use allocation for the 2016 MTP/SCS.

The population, housing, and employment forecasts reflect the growth that is anticipated to occur within Placer County during the twenty year horizon of this plan. SACOG develops the population, housing, and employment forecasts in consultation with member local jurisdictions, the 2010 census, the State Department of Finance, the State Employment Development Department, and the State Department of Housing and Community Development.

POPULATION PROJECTIONS

Population forecasts are household population only and are based on persons per household rates by housing type. Households represent about 86 percent of total housing units, with the average persons per household at 2.66 people. Population forecasts are identified milestone year increments and reflect the net increase and percent growth of each jurisdiction, as shown in Table 3.5.

Jurisdiction	2012	2020	2036	Net Increase (2012-2036)	% Growth
Auburn	12,734	13,939	16,530	3,796	30%
Colfax	1,986	2,054	2,267	281	14%
Lincoln	47,845	56,311	80,859	33,014	69%
Loomis	6,481	6,821	8,693	2,212	34%
Rocklin	56,105	66,625	77,826	21,721	39%
Roseville	124,041	144,428	180,184	56,143	45%
Unincorp. ¹	97,792	107,072	145,686	47,894	49%
County Total	346,984	397,250	512,045	165,061	48%

Note: ¹Excludes the unincorporated area of the Tahoe Basin that falls within TRPA planning area.
Sources: SACOG Household Population Projections for 2016 MTP/SCS, 2015

EMPLOYMENT PROJECTIONS

The employment forecasts were derived from the expected increase in building square footage or acreage factor consistent with each local general plan. SACOG converted the building

square footage or acreage factor into employment using calculated holding capacities consistent with those assumed for the local general plans. Employment forecasts are identified in milestone year increments and reflect the net increase and percent growth of each jurisdiction, as shown in Table 3.6.

Jurisdiction	2012	2020	2036	Net Increase	% Growth
Auburn	7,761	8,411	10,060	2,299	30%
Colfax	814	1,006	1,497	683	84%
Lincoln	8,416	11,340	19,348	10,932	130%
Loomis	3,284	3,457	4,913	1,629	50%
Rocklin	17,885	22,139	28,436	10,551	59%
Roseville	64,638	74,730	98,265	33,627	52%
Unincorp. ¹	26,103	31,819	47,516	21,412	82%
County Total	128,901	152,901	210,034	81,133	63%

Note: ¹Excludes the unincorporated area of the Tahoe Basin that falls within TRPA planning area.
Sources: SACOG Employment Projections for 2016 MTP/SCS, 2015

HOUSING PROJECTIONS

Housing forecasts are identified in milestone year increments and reflect the net increase and percent growth of each jurisdiction, as shown in Table 3.7.

Jurisdiction	2012	2020	2036	Net Increase	% Growth
Auburn	6,124	6,279	7,389	1,264	21%
Colfax	911	929	1,016	105	12%
Lincoln	18,246	20,373	29,087	10,841	59%
Loomis	2,469	2,529	3,248	779	32%
Rocklin	22,280	24,862	29,269	6,989	31%
Roseville	49,247	54,504	68,143	18,896	38%
Unincorp. ¹	43,306	45,251	58,975	15,669	36%
County Total	142,582	154,726	197,126	54,544	38%

Note: ¹Excludes the unincorporated area of the Tahoe Basin that falls within TRPA planning area.
Sources: SACOG Housing Projections for 2016 MTP/SCS, 2015

JOBS TO HOUSING BALANCE

Jobs/housing balance refers to the relationship of residences to jobs in a given area. Assuming a reasonable match between the affordability of housing and the incomes of jobs in the local area, if the number and proximity of residences is proportionate to the number and proximity of jobs, the majority of the employees would have the opportunity to work and reside in the

same area. A well balanced ratio of jobs and housing can contribute to reductions in the number of vehicle trips, less congestion on area roadways and intersections, and lower levels of air pollutant emissions due to employment opportunities in closer proximity to residential areas.

SACOG calculates an area’s jobs to housing ratios using total employment divided by total households. A ratio greater than 1.0 indicates a jobs rich jurisdiction; likewise, a ratio less than one indicate a housing rich jurisdiction. Jobs to housing ratios are identified for each jurisdiction for 2012 and 2036, as shown in Table 3.8. It should be noted that the ongoing recession in 2012 resulted in a lower than average jobs to housing ratio. In 2012 the countywide jobs to housing ratio was 0.98; whereas in 2008 prior to the recession, the jobs to housing ratio was 1.14

Table 3.8
Jobs to Housing Ratios by Jurisdiction 2012-2036

Jurisdiction	2012	2036
Auburn	1.38	1.43
Colfax	0.97	1.54
Lincoln	0.50	0.70
Loomis	1.44	1.59
Rocklin	0.87	1.02
Roseville	1.42	1.51
Unincorp. ¹	0.65	0.84
Countywide Total	0.98	1.12
Note: ¹ Excludes the unincorporated area of the Tahoe Basin that falls within TRPA planning area. Sources: SACOG Housing Projections for 2016 MTP/SCS, 2015		

3.5 Other Recent Economic Forecasts

Table 3.9 presents the Placer County Economic Forecast as projected through 2036. This forecast is updated annually by Caltrans. This forecast tracks closely to the recent set of projections prepared for SACOG by the Center for Continuing Study of the California Economy. In the near-term (through 2020) Placer County is expected to lead employment growth in the State at 2.6 percent annual growth due to relative affordability and higher production of homes. Real per capita income growth will average approximately 1.4 percent per year and the total taxable sales is expected to increase 3 percent annually during this same time period.

**Table 3.9
Placer County Economic Forecast 2012 - 2036**

Year	Population	Households	New Homes Permitted	Personal Income	Real Per Capital Income (\$1,000)	Total Employment (1,000)	Registered Vehicles	Total Taxable Sales (\$1,000)
2012	360,098	134,358	1,320	\$19,982,780	\$55.5	133	379,804	\$5,670,724
2015	375,231	138,537	2,248	\$22,870,324	\$60.9	150	407,096	\$6,886,013
2020	408,633	150,308	2,439	\$30,971,947	\$75.8	170	437,709	\$9,258,356
2025	439,689	160,313	2,063	\$39,479,529	\$89.8	180	457,745	\$11,407,353
2030	468,841	169,379	2,002	\$48,458,829	\$103.4	189	478,092	\$13,563,013
2036	502,881	180,073	1,921	\$61,244,512	\$121.8	201	502,674	\$17,168,251
<p>Notes: Caltrans County level forecast project was initiated in 2000 to assist local and regional agencies in their planning and travel forecasting efforts. The project provides a consistent set of long-term socio-economic forecasts for each county. The forecasts were conducted from May 2015 through August 2015. Actual information for the state and the nation was used through May and June of 2015 to conduct the forecasts. The projections span the 2015 to 2040 period.</p> <p>Source: California County-Level Economic Forecasts 2015-2040, Office of Transportation Economic, Caltrans, 2015</p>								

CHAPTER 4

REGIONAL TRANSPORTATION ISSUES & ENVIRONMENTAL CHALLENGES

The purpose of this chapter is to introduce the various transportation modes and their interrelationships, and to discuss the key regional transportation issues and environmental challenges currently facing Placer County and the greater Sacramento metropolitan area. Subsequent chapters will build on this information, identifying overall goals and objectives for the transportation system, then addressing the specific needs and developing an action plan for each transportation mode.

4.1 Modal Issues

Placer County is a growing, dynamic, and diverse community. Population, housing, employment, and other key parameters all show continuous, significant growth. This growth brings increasing demands on our transportation systems to maintain and enhance safety, offer multimodal transportation options, preserve existing resources, reduce congestion, improve air quality, and coordinate efforts both locally and regionally.

HIGHWAYS / STREETS / REGIONAL ROADWAYS

Maintenance and Rehabilitation

As traffic increases, the issue of roadway rehabilitation and maintenance, including vegetation management, becomes increasingly important to ensure safe and effective travel. In particular, investing in the maintenance of the existing infrastructure will be a focus of road projects during the planning period. Roadways, bridges, and the associated infrastructure have a limited life, and funding must be available to maintain and, if needed, rehabilitate these facilities. In addition, rehabilitation projects may be needed to accommodate changes in travel patterns. Interchanges may need to be upgraded to accommodate more and varying types of traffic. Additional paving work may be needed to prevent the faster breakdown of pavement integrity resulting from increased truck traffic. Lanes may need to be added and shoulders may need to be widened or added.

Providing sufficient funding when it is needed to keep up with wear and tear and changes in traffic demands/patterns is crucial. A 2014 survey of the unfunded rehabilitation, maintenance, and operations needs of the existing road system resulted in a 20-year cost estimate of over \$59 billion for state facilities, and another \$78 billion for local streets and roads. For Placer County alone, the annual need for maintenance and rehabilitation is estimated at \$75 million annually. As maintenance and rehabilitation projects are undertaken, it will be important to include all modes in their design so that pedestrians, bicyclists, drivers,

truckers, and transit can move efficiently and safely. These improvements will necessarily be coordinated with land use and air quality decisions and considerations.

Expansion

In order to address the transportation needs associated with existing and projected growth, PCTPA and the local jurisdictions are planning for expansion and construction of the existing roadway systems and new regional connections. These plans, detailed in Chapter 6 – Action Element, focus on regional connectors such as Interstate 80, State Route 65, State Route 49, and the Placer Parkway. These efforts involve regional partnerships with SACOG, Caltrans, the private and public sectors, local jurisdictions, and all users (present and future) of these roadways.

Complete Streets

Governor Schwarzenegger signed Assembly Bill 1358 (AB 1358), the California Complete Streets Act of 2009, into law in September 2008. AB 1358 requires a city or county’s general plan to identify how the circulation of all users of the roadway, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation will be accommodated. Accommodations may include sidewalks, bike lanes, crosswalks, wider shoulders, medians, and bus turnouts, among other complete street type improvements. AB 1358 is also a key strategy to help improve air quality and reduce GHG emissions. Further, integrating complete street improvements into the initial design of a project is more cost-effective than making retrofits later.

PUBLIC TRANSIT

Placer County ranges from sparsely populated rural areas to more densely populated urban areas. With the county’s increasing population and enlarging urban areas comes an increasing demand for transit service to more and larger areas. As the emphasis shifts from local bus service to regional services, the creation of multi-jurisdictional agreements for ongoing funding of transit will become even more important. The convenience, comfort, frequency, accessibility, and reliability of transit services will play a key role in encouraging transit use as opposed to drive-alone commuting. In particular, convenience can be provided by designing transit services that are as seamless as possible. Transit can also play a role in mitigating the jobs/housing imbalance by providing tailored commuter services such as that proposed for implementation between Reno and North Tahoe. Bus Rapid Transit services along selected corridors may prove helpful in enhancing convenience and providing a viable alternative to driving.

Other more specific factors also contribute to the need for increased transit:

- The Americans with Disabilities Act requires the expansion of paratransit services to specific areas complementary to fixed-route service.
- SB 375 as well as state and federal clean air legislation and transportation demand management principles call for the increased use of transit to offset and reduce

automotive vehicle emissions. Commuter bus service to provide quick connections between Auburn, Roseville, Rocklin, Lincoln and Downtown Sacramento has been a consistent need cited by Placer County citizens in the Unmet Transit Needs process.

- The aging of the population also contributes to the demand for transit and paratransit services, as people become unable to drive themselves.

PASSENGER RAIL

The Capitol Corridor train service, which currently has its eastern terminus in Auburn, has been experiencing significant growth in ridership. The effort to add rail capacity between Sacramento and Roseville has brought significant progress towards a goal of bringing ten round trips of Capitol Corridor service to Roseville. Studies of Regional Rail, a commuter service that would supplement the Capitol Corridor service providing half-hour train frequency during commute periods, and the potential for extension of Capitol Corridor service to Reno have shown promise. Given the anticipated increases in congestion along the Interstate 80 corridor, the Capitol Corridor and Regional Rail train services can potentially play a significant role in removing intercity drivers and commuters from that corridor. Close coordination with Union Pacific Railroad and significant additional funding will be needed in order to procure equipment and construct track improvements required for more frequent trains.

Another possible corridor for rail service may be the segment north from Sacramento to Lincoln and Marysville. This corridor was explored in 1995, and, under current and projected growth conditions, may indeed now be feasible. Such service could potentially relieve the growing congestion on Highway 65.

To be truly effective, rail improvements will need to incorporate convenient access at multimodal stations including adequate park-n-ride capacity, bus/rail transfer capability, secure bike storage, and safe pedestrian/handicapped access.

AVIATION

PCTPA will continue to support the local jurisdictions, which operate airports (Lincoln, Auburn, and Placer County) in their efforts to identify and utilize available funding at the state and federal level for airport infrastructure improvement and expansion as warranted. These projects are typically included in the capital improvement plans for each jurisdiction. Aviation will probably continue to play a key role in moving goods throughout the region and beyond.

PCTPA's other role with regard to aviation will be to continue to function as the Airport Land Use Commission, ensuring that local land use in the vicinity of airports is compatible with airport operations and promote the safety of all concerned.

GOODS MOVEMENT

As population increases along with traffic, the ability to move goods efficiently and safely within and through Placer County will be an ever-increasing challenge. Efficient goods movement is essential for the local and regional economy.

Most goods movement in Placer County is provided by truck transportation. As the only all weather crossing of the Sierras for 1,000 miles, Interstate 80 is one of the most important truck routes in Northern California. In 2014, truck traffic on various segments of Interstate 80 ranged from just over 5% in Roseville to nearly 20% in the Colfax area. With the growth of intermodal container freight at the Port of Oakland, rail is playing an increasing role in ensuring efficient goods movement. This change creates several challenges, including the following:

- Ensuring the safety of at-grade railroad crossings.
- Anticipating longer waits at railroad crossings on key arterials.
- Avoiding conflicts between freight and passenger rail services.
- Promoting freight yard expansions and other capital improvements needed to accommodate this growth.

Regional air freight, utilized extensively by manufacturers in Roseville, Rocklin and Lincoln, is handled either at Sacramento International Airport or at Mather Airport. Because air freight is market-driven, it is impossible to reliably predict the nature and extent of future demand. It will be important to consider the needs of all road users (e.g., residents, truckers, buses, bicyclists) when planning for goods movement.

NON-MOTORIZED AND LOW-SPEED TRANSPORTATION

As mentioned, bicyclists and pedestrians share the use of transportation facilities with motorized vehicles. Non-motorized and low-speed transportation can provide a viable transportation choice when design of new and/or rehabilitated facilities considers their needs for safe travel, direct routes, and off-road options. Non-motorized and low-speed travel, when it is carefully planned for, can be an increasingly used mode. To that end, this plan recommends inclusion of non-motorized and low-speed travel needs in all phases of both land use and transportation planning and design.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

PCTPA is the Congestion Management Agency (CMA) for Placer County. As such, staff works with the Placer County Air Pollution Control District (PCAPCD), local agencies, and employers to promote alternatives to drive-alone commuting. As part of these TSM efforts, PCTPA continues to implement its Congestion Management Program (CMP), which offers various sources of information on alternative transportation modes, coordinates public transit marketing campaigns for all of Placer County's transit operators, and provides incentives for

those who carpool, vanpool, bicycle, or ride transit through such programs as a the Guaranteed Ride Home program, Spare the Air, and Bucks for Bikes.

The PCAPCD provides funds collected from vehicle registration fees for projects that improve air quality, including PCTPA's Congestion Management Program (CMP). The PCAPQD has also funded the Freeway Service Patrol in Placer County, which reduces congestion and emission of pollutants by providing assistance to disabled motorists on Interstate 80 between the Placer / Sacramento County line and Sierra College Boulevard. PCTPA and the PCAPQD work in partnership with the Sacramento Metropolitan Air Quality Management District to conduct the Spare the Air campaign, which educates the public about air quality issues and promotes activities and habits that will improve air quality.

The passage of AB 32 and SB 375 have put greater focus on the need to coordinate land use and transportation to reduce emissions so that the Sacramento region can achieve federal clean air standards and state greenhouse gas targets. Achievement of these standards will play a key role in allowing important transportation infrastructure improvements to move forward.

RECREATIONAL TRAVEL

The transportation needs of the recreation and tourism industries are increasingly impacting the transportation infrastructure. The natural and cultural resources draw visitors. This increases the need to plan for the unique demands for recreation-oriented travel since there are peak seasons and times of day different from the typical commute patterns. One of the challenges will be to provide a public transportation system that is convenient, flexible, and reliable enough to encourage visitors not to drive to their destination. Linking different modes seamlessly (air, rail, bus, shuttles) is also important for providing transportation to scenic and recreation venues. The Bay to Tahoe Basin Tourism and Recreational Travel Impact Study (EDCTC, 2014) comprehensively evaluated the travel patterns of tourists to the Gold Country and Tahoe Basin from the bay area and made recommendations to improve the travel experience both in route and at their final destination. The study also looked at the tourism industry and trends of Amador, El Dorado, Placer, and Nevada Counties.

INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING

One of the prime motivations for the establishment of PCTPA in 1975 was to provide a forum for interjurisdictional coordination on countywide and regional issues. Although not technically a transportation mode, interjurisdictional coordination is a key component of an effective and efficient transportation system, as it is necessary to ensure connectivity of roads, transit, bicycle and pedestrian paths, and other transportation systems between communities.

In a time of scarce governmental resources, coordination is even more important to ensure that those funds that are available are spent in the most efficient and effective manner possible. Intergovernmental coordination furthers this goal by developing county-wide transportation priorities, implementing studies and projects in cooperation with other counties,

facilitating joint transportation projects, and anticipating and mitigating impacts of governmental decisions of one jurisdiction onto another.

SB 375 takes the interjurisdictional coordination concept a step further, by adding a focus on the interrelationship between land use, air quality, and transportation. SACOG's development of a Sustainable Communities Strategy for the six-county region evaluates future land use patterns, development types, and the complimentary transportation improvements necessary to accommodate future growth while satisfying air quality conformity and meeting greenhouse gas reductions set by the Air Resources Board. PCTPA and the seven jurisdictions in Placer County, coordinated with SACOG on the land use and transportation inputs contained in SACOG's three SCS scenarios. The SCS alternatives analysis conducted by SACOG illustrates the trade-offs and benefits of different land use and transportation options.

4.2 Regional Transportation Issues

INTER-JURISDICTIONAL COORDINATION

Inter-jurisdictional coordination is a key component of an effective and efficient transportation system. Such coordination is necessary to ensure connectivity of the transportation system and access between communities. Coordination is also critical to addressing transportation-related regional impacts, such as air quality and traffic congestion. In a time of limited funding, coordination becomes even more important to ensure that those funds that are available are spent in the most efficient and effective manner possible. Inter-jurisdictional coordination furthers this goal by developing county-wide transportation priorities, implementing studies and projects in cooperation with other counties, facilitating joint transportation projects, and anticipating and mitigating impacts of governmental decisions of one jurisdiction onto another.

CONGESTION

As Placer County continues to grow, congestion on Interstate 80, state highways, and local roads continues to increase. Commute times become longer, and the capacity of many roadways during peak periods is exceeded, slowing traffic to a crawl. This diverts regional and interregional auto and truck traffic to parallel local roadways that are not equipped to handle the increased traffic volumes.

From the public's perspective, the most noticeable effect of congestion is increased traffic delay. Rush hour traffic no longer occurs during the morning and evening peak periods but extends throughout the day. Truck traffic and recreational travelers are especially sensitive to congestion due to tightly scheduled freight distribution procedures and personal activities.

It is estimated by FHWA that roughly half of the traffic congestion experienced is what is known as recurring congestion – caused by recurring demands that exist virtually every day, where road use exceeds existing capacity. The other half is due to non-recurring congestion –

caused by temporary disruptions such as, traffic incidents, work zones, weather and special events.

A mix of strategies will be necessary to address these congestion and capacity issues:

- Improving the availability, reliability, convenience, and frequency of public transportation;
- Increasing the availability of a variety of land uses and densities that support the attractiveness of active transportation and transit;
- Increasing the capacity of existing roadways and interchanges;
- Promoting commute alternatives that remove vehicles from the road (e.g., telecommuting, bicycling, transit); and,
- Implementing bypasses that move traffic around congested areas and/or new roadways that connect growing residential areas to jobs.

Successful implementation of these strategies will require significant additional funding, careful coordination with land use changes, and calculation of positive and negative impacts on air quality.

GROWTH

The Placer region continues to face urban growth and contains some of the fastest growing communities in California. Between 1990 and 2000, the Census-defined urbanized area grew significantly eastward from its previous terminus in Rocklin and Granite Bay to include Loomis, Auburn, and the unincorporated North Auburn area. However, in 2010 the Census Bureau reduced the urbanized area due to new methodologies and once again excluded Auburn, leaving it as a rural area. Between 2000 and 2010, Placer County as a whole grew by over 40 percent. Between 2012 and 2036, the total county-wide population is projected to grow at approximately 48 percent.

Despite the current slowdown in residential growth and the realignment occurring in the Sacramento region's economy, projections show that housing and employment will increase significantly. Between 2012 and 2036, the numbers of housing units and jobs are each projected to grow approximately 38 percent and 63 percent throughout Placer County, respectively. New growth areas to accommodate jobs, universities, and residents are being planned in western Placer County. Along with continuing commercial and industrial growth, these trends indicate that transportation within, into, and out of Placer County will be key issues. Balancing the types and location of housing available with the types and location of available employment will continue to be important factors that play into both land use and transportation planning over the next twenty years.

In addition to this RTP, jurisdictions in Placer County are also addressing growth in their communities by updating their general plans to address the long-term future and provide policies and strategies to meet those needs.

Mobility is a major concern for seniors, who are a growing portion of the State's and Placer County's population. By year 2036, the over-65 population in California and Placer County¹ is expected to comprise 21 and 24 percent of the population, respectively. This age group is anticipated to increase by 86 percent and 72 percent greater than the total population growth percentage, respectively. Those over 80 years of age, is expected to increase by 62 percent. This means there will be a larger than ever group of people who are dependent on family, friends, or public transportation services for mobility, and who in some cases have serious limited mobility and life activities as a result of this dependence.

TRANSPORTATION PLANNING

The RTPs adopted in 2005 and 2010 have been moving towards the greater integration and timing with SACOG's MTP. That integration has been accelerated by the passage of SB 375 and new requirement for a six county regional Sustainable Communities Strategy (SCS), as spearheaded by SACOG. SACOG's MTP/SCS is scheduled for adoption in 2016. A number of regional transportation planning issues are being addressed as part of this MTP update including:

- Update of the regional growth forecast in employment (type), population, and demand for housing through year 2036;
- Update of the regional financial plan that reflects current economic trends and growth rates, both which affect many of the revenue streams, especially at the state and local level;
- Inclusion of a regional greenhouse gas emission target, provided by the California Air Resources Board (CARB);
- Meeting the requirements of SB375 that the MTP must meet a regional greenhouse emissions target provided by CARB through a Sustainable Communities Strategy (SCS) or through an Alternative Planning Strategy (APS) that meets the target; and
- Meeting the requirements of SB375 that the Regional Housing Needs Allocation process now must be consistent with the MTP for the first eight years of growth under the SCS, which will affect local jurisdiction allocations for market rate and affordable housing.

TRANSPORTATION FUNDING

Funding for transportation projects originates at federal, state, and local levels. Detailed descriptions of these funding sources are provided in the Financial Element and Appendix G of this RTP.

The 2036 RTP reflects a continuing climate period of revenue uncertainty and declining federal and state revenues for transportation. In spite of a more encouraging economic and

¹ State and County Population Projections by Race/Ethnicity and Age (5-year groups) 2010 through 2060, California Department of Finance Demographic Research Unit (12/15/2014)

employment picture, the environment of increasing funding risk remains. Limited flexibility in transportation funding creates further challenges.

However, the passage of the Fixing America's Surface Transportation Act (FAST-Act) December 4, 2015 provides much needed stability in transportation funding over the five years of the plan. The FAST Act maintains current program structures and funding shares between highways and transit and estimates an 11 percent increase in funding over the five years of the bill. The FAST-Act is also anticipated to streamline the approval processes for new transportation projects, provide new safety tools, and establish new programs to advance critical freight projects.

In California, state transportation funding has fluctuated wildly over the past decade. The passage of Propositions 1A and 1B in 2006 spurred a significant cash influx to transportation, but by 2009 was in jeopardy of shutting down because of continuing state budgetary issues. By 2013, virtually all of these bond funds had been expended, leaving only the state's gasoline tax and price based excise tax to address state's transportation needs. Sadly, these funding sources are less than half of the needed amounts for simple maintenance and operations.

AB 32 created the Cap and Trade system to allow payments from polluters to offset their greenhouse gas emissions. Some of these funds are being directed towards transportation needs, but the high competition, complex requirements, and transitory nature make this a very speculative funding source for Placer needs.

One option that the state is considering to reduce the volatility in state funding is through the Road Charge Pilot Plan. Senate Bill 1077, signed into law September 29, 2014, requires the state to formulate recommendations for the design, implementation, and evaluation a road charge pilot project. The project will explore the risks and benefits of charging drivers by the mile of travel rather than through the traditional gas tax. The current gas tax financing system has become ineffective at meeting California's transportation needs because it has been steadily generating less revenue as cars become more fuel efficient and as alternative fueled vehicles have emerged. A nine month pilot plan is anticipated to begin in 2016 that will evaluate 5,000 volunteers travel throughout the state concluding with a report due back to the California Transportation Commission July 2017.

At the local level many transportation projects substantially depend on development fees. All of the jurisdictions in Placer County implement local impact fees so that new development "pays its way" for additional infrastructure required to accommodate it. PCTPA has taken the lead in developing and implementing the South Placer Regional Transportation Authority (SPRTA), which now collects a transportation mitigation fee on all new development that impacts regional roadways in Roseville, Rocklin, Lincoln, and south Placer County. This effort provided the framework for a regional strategy for funding transportation projects. At the local level, cities and counties may provide funds for transportation projects. These may include dedicated sales taxes, redevelopment funds, general funds, special grants, or other sources.

The housing slowdown has reduced the flow of developer fees in most jurisdictions. This has resulted in the postponing of transportation projects funded with those fees. As growth is slowly picking up again, it is expected those projects will again move forward, albeit at a cautious pace.

Overall, there are many more transportation projects than there are funds available to implement them. Future funding sources for state and local projects will continue to be dependent on the condition of the state budget and the state legislature's development of statewide transportation funding programs, but it is expected those will largely be geared towards alternative transportation. Innovative approaches to transportation funding and development of new funding sources will also be needed to provide for the multi-modal transportation needs of the residents of Placer County. Some of these possible approaches include: a dedicated sales tax, increased existing taxes such as the gasoline/fuel tax, expansion of developer impact fees, and public/private partnerships.

A funding shortage offers opportunities for those who can deliver projects because scarce funds tend to flow to projects ready to be delivered, rather to projects still working on delivery. Delivering projects within estimated cost, scope and schedule will remain a key issue in transportation policy for many years to come.

TRANSPORTATION SAFETY & SECURITY

Ensuring the safety and security of all travelers on all modes is a theme throughout all of the transportation projects in this plan. Safety and security issues will be incorporated from the policy and standards level through to implementation of safety and security improvement projects. Such projects might include rail crossings, addition of shoulders where little or none exist, bikeways, newly designed intersections and interchanges that reduce the potential for car/bicycle collisions, pedestrian and bicycle bridges and walkways, airport improvements, interchange improvements/upgrades, additional transit shelters and benches, signal additions, ITS and/or video surveillance improvements on transit vehicles and at rail stations.

Safety and security projects are a high priority when it comes to transportation. State and federal funding exist for safety and security improvement projects for highway, public transit, passenger rail, safe routes to schools (including bicycle and pedestrian modes), bridge rehabilitation, airport upgrades, and land use plans for airport influence areas. However, the need for safety and security improvement projects will continue to far exceed the funding available.

4.3 Environmental Challenges

AIR QUALITY

One of the primary sources of air pollution in California is vehicle exhaust. As a result, transportation and air quality are closely linked. In fact, the Sacramento region, including

Placer County, has been designated as a non-attainment area for air quality standards, which are specified by the California Clean Air Act of 1988 and the federal Clean Air Act Amendments of 1991. PCTPA works closely with the Sacramento Area Council of Governments (SACOG) and the Placer County Air Pollution Control District (PCAPCD) to assess the impact of all transportation projects on air quality in the region. Since 1991, Placer County has been eligible to receive an apportionment of Congestion Mitigation and Air Quality (CMAQ) funds from the federal government for projects designed to reduce congestion and improve air quality. Since that time, PCTPA has approved millions of dollars in CMAQ funds for alternatively-fueled transit buses, transit facilities, bikeways, rail station improvements, and pedestrian safety projects.

CLIMATE CHANGE, GLOBAL WARMING, AND GREENHOUSE GAS EMISSIONS

California leads the nation in an effort to mitigate the impacts of motor vehicle generated Greenhouse Gas (GHG) emissions. Assembly Bill 32 (AB 32), signed into law as part of the California Global Warming Solutions Act of 2006, requires that by 2020 the state's GHG emissions be reduced to 1990 levels, about a 25 percent reduction under business as usual estimates. Senate Bill 375 (SB 375), is more focused on reducing GHG emissions through the regional transportation planning efforts of the Metropolitan Planning Organization (MPO). PCTPA will work closely with SACOG to reduce GHG emissions through the MTP planning process. The impacts and fulfillment of the requirements of these legislative efforts are woven throughout this document.

Furthermore, many state, regional, and local governments are beginning to explore how potential climate change impacts could affect their natural and man-made resources. SACOG recently completed the Sacramento Region Transportation Climate Adaptation Plan² (2015) that considered the potential climate change impacts such as extreme temperatures, increased precipitation, runoff and flooding, increased wildfires, and landslides. The Climate Action Plan contained a vulnerability assessment, policy recommendations, and a series of implementation actions to address potential damage from extreme events. Placer County is incorporated into the Climate Action Plan that evaluated potential risks and climate trends through the horizon of the 2016 MTP/SCS and beyond.

² <http://www.sacog.org/mtp/pdf/Climate%20Vulnerability%20Assessment.pdf>, accessed November 2015.

CHAPTER 5

POLICY ELEMENT

As part of the planning process, the Regional Transportation Plan establishes goals, objectives, and policies to guide the development and management of the region's transportation systems.

- **Goals** are general statements of what we want the future to be like. These statements should reflect the region's needs and priorities.
- **Objectives** are specific, quantifiable steps towards the realization of those goals.
- **Policies** are statements that provide direction for decisions to help attain these goals and objectives.

The goals and objectives are used as guiding principles to choose among various options for transportation improvements. Therefore, they should be attainable and realistic. In addition, the goals should relate to present conditions and expected changes in those conditions. Performance measures are also identified and apply to the entire RTP in order to assess priorities for implementation.

5.1 Overall Goals

The purpose of the RTP is to guide the long-range planning and development of transportation projects in Placer County.

The process of updating the RTP provides an opportunity to participate in both planning and priority setting. The process allows the community to focus their attention on transportation in the context of the Placer County as well as the entire Sacramento region, building both local and regional coalitions. The longer time frame of twenty years gives the community a chance to step back from day-to-day concerns and deliberate on how to achieve the desired transportation system.

The RTP defines the goals of the transportation system and sets priorities for project implementation within the context of six regional planning principles:

- Support well-planned growth and land use patterns;
- Improve environmental quality through better stewardship of the transportation system;
- Fit within financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain;

- Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets;
- Improve access and mobility opportunities for all people to jobs, services and housing; and
- Provide real, viable travel choices for all people within a diverse county.

The RTP contains the following overall goals that provide the framework for the action and financial elements. The overall goals of the RTP are listed below.

1. Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region.
2. Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.
3. Improve the availability and convenience of passenger rail service.
4. Promote general and commercial aviation facilities and services that complement the countywide transportation system.
5. Provide for the safe and efficient movement of goods through, within, and into Placer County.
6. Promote a safe, convenient, and efficient non-motorized transportation system, for bicyclists, pedestrians, and users of low speed vehicles, which is part of a balanced overall transportation system.
7. Provide an economical solution to the negative impacts of single-occupant vehicle travel through the use of alternative transportation methods.
8. Promote a transportation system that integrates and facilitates recreational travel and uses, both motorized and non-motorized.
9. By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental quality standards.
10. Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.
11. Incorporate all-inclusive public outreach efforts as part of the planning process, and encourage input from all interested groups and persons.

The RTP contains ten specific goals, each with supporting policies and objectives, for roadways, public transit, rail transportation, aviation, goods movement, non-motorized transportation, transportation systems management (TSM), recreation, integrated land use, air quality, and transportation planning, and funding. There are no specific goals defined for Safety and for Intelligent Transportation Systems (ITS). Rather, Safety and ITS are addressed within the goals, objectives and policies of the other subject areas of the Policy Element.

5.2 Goals, Objectives & Policies

GOAL 1: HIGHWAYS/STREETS/ROADWAYS

Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and the movement of goods through and within the region.

Objective A: Identify and prioritize improvements to the roadway system.

Policies:

1. Work with Caltrans and local jurisdictions to identify roadways in need of major upgrading to meet standards for safety and design, maximize system efficiency and effectiveness, and plan their improvement through regional planning, corridor system management planning, and capital improvement programming.
2. Encourage jurisdictions to implement and utilize pavement management systems that identify and prioritize road maintenance projects.
3. Provide technical support to jurisdictions' local roadway improvement efforts through circulation system analysis, and other transportation studies, as requested.

Objective B: Construct, maintain, and upgrade roadways to meet current safety standards.

Policies:

1. Work in partnership with Caltrans and local jurisdictions to identify, improve, and enhance safety conditions on state highways.
2. Prioritize roadway projects, including maintenance and repair, required to maintain safety standards.
3. Maintain roads in the most cost effective manner given available resources.

Objective C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.

Policies:

1. Maintain and improve the Interstate 80 Corridor as one of the major connections for freight distribution to and from destinations east of California.
2. Improve State Route 65 in order to facilitate goods movement and access to jobs.
3. Continue to identify funding for the Placer Parkway, a connector between State Route 65 and State Routes 70 and 99 including access to the Interstate 5 corridor in northern Sacramento County and the Sacramento International Airport.
4. Provide for convenient access, on all modes of travel, to tourist and recreational destinations within Placer County.
5. Incorporate Intelligent Transportation System (ITS) strategies in roadway improvements as economically feasible.
6. Implement capacity-increasing strategies that encourage use of alternative modes, such as HOV lanes, bus rapid transit, and bus-only lanes.

GOAL 2: PUBLIC TRANSIT

Provide effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone commute.

Objective A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”

Policies:

1. Work with transit operators, social service agencies, the Social Services Transportation Advisory Council, and the general public to identify unmet transit needs.
2. On an annual basis, administer the unmet transit needs process, including hearings and findings, in accordance with the Transportation Development Act.

3. Work with transit operators to implement any transit services identified as reasonable to meet in the unmet transit needs process.

Objective B: Tailor transit service provisions to the area’s population characteristics and special needs.

Policies:

1. Encourage jurisdictions to prioritize fixed route and dial-a-ride transit service within the urbanized area where the greatest operational efficiencies exist.
2. Encourage jurisdictions to develop alternative transit systems in non-urbanized/rural areas where transit needs exist, such as park-and-ride commuter services, lifeline fixed route deviation services, non-emergency medical transport programs, subsidized taxi services, and volunteer transport programs.
3. Encourage jurisdictions to work with transit operators to pursue improvements to transit access whenever opportunities arise.
4. Support transit projects which will serve residents, employees and visitors within the North Lake Tahoe “Resort Triangle” (area bordered by SR28, SR 89, and SR 267) destinations for both commute, recreation and daily trip purposes.

Objective C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.

Policies:

1. Work with transit operators, social service agencies, and the Consolidated Transportation Service Agency to update and implement the Social Service Transportation Action Plan.
2. Assist transit operators in the implementation of the Americans with Disabilities Act.
3. Encourage transit operators to provide discount fares for elderly and disabled groups.
4. Encourage some level of “lifeline” transit service between all communities where feasible.
5. Work with transit operators to assist social service agencies in providing transportation for clients to the extent feasible.
6. Work with transit operators to identify and secure funding to implement adopted short range transit plans.

Objective D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.

Policies:

1. Implement and maintain transit services at levels recommended in adopted Short Range and Long Range Transit Master Plans, and update these plans at regular intervals.
2. Work with transit operators and jurisdictions to develop and fund routes that serve key commute corridors.
3. Develop and implement a coordinated marketing program to promote public transit as a viable transportation option, raise public awareness of the various systems, and increase understanding of how to use them.
4. Ensure that transit services continue to meet all state and federal requirements for funding, including those for fare box recovery ratios, while developing fares and pricing that encourage non-riders to give transit a try.
5. Work with transit operators to develop and enforce ridership rules that ensure the safety of passengers and transit employees alike.
6. Develop working relationships with the business and industrial sector of the region to better understand and to the extent feasible meet the transportation needs of their employees and clients.

Objective E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.

Policies:

1. Work to provide convenient, coordinated transit schedules that provide for seamless regional connections both within Placer County and the Sacramento region.
2. Encourage transit operators to develop agreements that maximize convenience and minimize transfers when making trips that involve crossing jurisdictional boundaries.
3. Coordinate public transit schedules and rail passenger schedules to allow passengers to utilize bus service to access rail services to the extent feasible.

4. Work with transit operators and other RTPAs in the region to develop and implement a centralized, one-stop consumer access center for transit information and trip planning.
5. Work with social service agencies and the CTSA to utilize available resources and coordinate social service transportation to the extent feasible.
6. Establish and maintain a performance monitoring system which evaluates the effectiveness of transit service as outlined in the Transportation Development Act.

GOAL 3: PASSENGER RAIL

Improve the availability and convenience of passenger rail service.

Objective A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.

Policies:

1. Support the Capital Corridor Joint Powers Board's Business Plan to increase the number of intercity passenger trains serving the entire Capital Corridor route, including increased service frequency to Placer County.
2. Support extension of regular Capital Corridor rail service to Reno.
3. Work with the Capital Corridor Joint Powers Board, Amtrak, Union Pacific, and other agencies to improve reliability of trains serving Placer County.
4. Encourage continued implementation of passenger information systems, convenient ticketing systems, and security upgrades on trains and at rail stations.
5. Work with jurisdictions and pursue funding resources to improve rail station facilities, including bus transfer, parking, lighting, and amenities.
6. Develop and implement regional rail service during peak commute periods between Auburn, Sacramento, and Oakland.

GOAL 4: AVIATION

Promote general and commercial aviation facilities and services that complement the countywide transportation system.

Objective A: Promote the development, operation, and maintenance of a regional system of airports.

Policies:

1. Promote the development of aviation system facilities and services necessary to satisfy user requirements.
2. Recognize and support the role of privately-owned, public use airports in accommodating the county's general and agricultural aviation needs.
3. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts.

Objective B: Update and revise Airport Master Plans as necessary.

Policies:

1. Work with jurisdictions to develop Airport Master Plans for public airports that address current and forecast conditions, and recognize the need for comprehensive, coordinated aviation planning.

Objective C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.

Policies:

1. Support projects that integrate air transport facilities with other modes of transportation, including street and road access, public transit, and pedestrian and bike paths.
2. Integrate air transportation planning and development with other modes of transportation.
3. Support projects that facilitate goods movement utilizing the regional system of airports.

Objective D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).

Policies:

1. Update, as necessary, the PCALUCP to provide for orderly growth around public use airports and to safeguard public welfare.
2. Encourage local agency general plan consistency with the PCALUCP.
3. Review proposed local agency planning documents, regulations, and certain land use actions for consistency with the PCALUCP.

GOAL 5: GOODS MOVEMENT

Provide for the safe and efficient movement of goods through, within, and into Placer County.

Objective A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.

Policies:

1. Prioritize grade separation projects for railroad crossings which accommodate high traffic volumes, produce frequent delays and/or resolve significant safety concerns.
2. Support projects that facilitate multi-modal goods transport to commercial and industrial areas wherever feasible.
3. Support projects that facilitate goods movement utilizing the regional system of airports.
4. Support projects that address the timely and efficient movement of goods and service on local, regional and interregional routes.

Objective B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.

Policies:

1. Prioritize projects that improve site distances, warning signals, pavement quality and other safety features of at-grade rail crossings, which have deteriorated to an unacceptable level.

2. Encourage jurisdictions to provide proper road geometry on roadways intended to accommodate truck traffic.
3. Support projects that bring interchanges on Interstate-80 into compliance with height standards for truck traffic.
4. At at-grade rail crossings, consider implementing new safety / quiet zones to eliminate train horn noise provided that the crossing accident rate meets Federal Railroad Administration (FRA) standards and supplemental or alternative safety measures are in place in accordance with the FRA Final Train Horn and Quiet Zone Rule (effective June 2005).

GOAL 6: ACTIVE & ALTERNATIVE TRANSPORTATION (NEVs)

Promote a safe, convenient, and efficient transportation system for bicyclists, pedestrians, and users of low speed vehicles, as part of a balanced overall transportation system.

Objective A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.

Policies:

1. Work with jurisdictions to update their bicycle and pedestrian plans in compliance state standards.
2. Encourage cross-jurisdictional coordination in the completion of existing and planned bicycle, pedestrian, and low-speed vehicle systems and facilities, with an emphasis on closing gaps.
3. Consider Class I and II bikeways as preferred linkages in the bicycle facilities network. Use Class III bike routes as connectors only when necessary.
4. Regularly update the Placer County Bike Map.
5. Encourage jurisdictions to develop an implementation plan for accommodating Neighborhood Electric Vehicles (NEV) on appropriate roads.
6. Encourage the development of abandoned railroad right-of-way for bicycle and pedestrian facilities.

7. Encourage the development of trails to increase access to wilderness and recreational areas of the region.

Objective B: Provide a bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.

Policies:

1. Encourage the adoption of bicycle and NEV ordinances.
2. Encourage local jurisdictions to install bicycle safe drain grates and bicycle detection at signalized intersections.
3. Encourage secure facilities for bicycle and NEV storage at industrial, governmental, commercial, recreational, and educational locations.
4. Require all bicycle facilities funded through the Transportation Development Act to be designed in accordance with the state and federal bikeway design criteria.

Objective C: Integrate pedestrian, bicycle, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.

Policies:

1. Improvements to the existing roadway network should consider provisions to properly accommodate bicycles, pedestrians, and NEVs.
2. Priority should be placed on roadway and street designs that avoid collisions between bicycles, autos, NEVs, and pedestrians.
3. Encourage jurisdictions to build complete street improvement projects, which incorporate bicycle, pedestrian, and transit facilities.
4. Encourage jurisdictions to require developers to incorporate pedestrian, bicycle, and NEV friendly designs in commercial centers and parking lots.
5. Encourage jurisdictions to implement safe bicycle and pedestrian routes to schools.

Objective D: Promote the development of multi-use trails in rural and other areas.

Policies:

1. Support pedestrian/equestrian paths and bicycle trails within open spaces adjacent to creeks, canals, and major traffic corridors.
2. Support regional hiking and equestrian trails that link residential areas.

Objective E: Provide an informational/educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.

Policies:

1. Distribute pamphlets on “rules of the road” to bicycle shops, schools, and the Department of Motor Vehicles.
2. Encourage the Department of Motor Vehicles to include bicycle and NEV rules and regulations on driver licensing tests.

GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Provide an economical alternative to the single-occupant vehicle travel through the use of alternative transportation methods.

Objective A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.

Policies:

1. Consider proximity to major travel origins and destinations in siting of new multi-modal transportation facilities.
2. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities.

Objective B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.

Policies:

1. Support the use of public transportation as a transportation control measure to reduce traffic congestion and vehicle emissions.
2. Prepare and distribute transit service information to educational, commercial, recreational, and large employment centers.
3. Work with Caltrans and local jurisdictions to locate and develop park-and-ride lots.
4. Work with the Regional Rideshare Task Force to coordinate ridesharing activities and goals.
5. Provide outreach to media, employers, and the general public to promote awareness of alternative transportation.
6. Continue to organize, coordinate, and publicize alternative transportation events and programs such as May is Bike Month, Spare the Air, Way to Go, Bucks for Bikes, and Summer Youth Bus Pass.
7. Continue to implement regional Transportation Demand Management (TDM) programs as a strategy for education and promotion of alternative travel modes for all types of trips toward reducing Vehicle Miles Traveled (VMT) by 10 percent.

Objective C: Promote the use of technology to reduce work-related, education-related, and personal trips.

Policies:

1. Encourage employers to develop and implement telecommuting and flexible work hour programs for their workers.
2. Encourage employers to use teleconferencing to reduce the need for face-to-face meetings.
3. Provide informational resources to businesses and individuals regarding telecommuting, teleconferencing, and satellite work locations.
4. Encourage the use of technology to pay bills, shop, bank, obtain travel information, and completed other tasks.
5. Encourage the development and use of technological advances that enable students to participate in classroom instruction from their homes.

GOAL 8: RECREATIONAL TRAVEL

Promote a transportation system that integrates all available modes and facilitates recreational travel and activities.

Objective A: Incorporate access to recreational centers in the transportation infrastructure.

Policies:

1. Consider peak recreational seasons and times when designing facilities for all modes, including transit services, new roadways, bike routes, pedestrian paths, and electronic information systems.
2. Promote the advantages of “leaving your car behind” to travelers, and inform them of alternatives.
3. Consider the transportation needs of employers and employees in the recreation industry when designing transit services.

GOAL 9: INTEGRATED LAND USE, AIR QUALITY & TRANSPORTATION PLANNING

By integrating land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental benefit.

Objective A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.

Policies:

1. Where possible, support jurisdictions’ efforts to maintain their adopted Level of Service (LOS) on local streets and roads in accordance with the applicable general plan Circulation Element.
2. Provide comment on the consistency of county and local general and specific plans with airport land use plans.

3. Encourage jurisdictions to require land uses which produce significant trip generation to be served by roadways with adequate capacity and design standards to provide safe usage for all modes of travel.
4. Encourage jurisdictions to protect corridors and rights-of-way, when identified, for future road and transit corridors through the adoption of specific plans and general plans.
5. Encourage jurisdictions to design neighborhoods and communities to reduce vehicle miles traveled (VMT) and enable shorter length trips to be made using alternative modes.
6. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities.

Objective B: Provide transportation infrastructure that meets existing and future needs.

Policies:

1. Encourage jurisdictions to develop roadways and transit investments that complement growth patterns, infill development, economic development programs, and requirements of infrastructure to support planned land uses.
2. Encourage jurisdictions to review and assess the impact of new development proposals consistency with the regional sustainable communities strategy, and the impact on local circulation plans and transit system demand and supply.
3. Encourage jurisdictions to require street patterns for new roadways, especially in commercial, industrial, and high-density residential areas, that take into consideration the requirements of public transit.
4. Explore and analyze opportunities to add additional rail stations and infrastructure, while maintaining and expanding existing rail infrastructure as necessary.
5. Encourage jurisdictions to include the needs of all transportation users in the planning, design, construction, reconstruction, and maintenance of roadway (complete streets), bridge, and transit facilities.
6. Encourage jurisdictions to diversify their transportation energy infrastructure.

Objective C: Ensure that transportation projects satisfy regional air quality conformity standards.

Policies:

1. Prioritize and recommend transportation projects that provide cost effective movement of people and goods while minimizing vehicle emissions.
2. Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system.
3. Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and also lead to reduced greenhouse gas emissions.
4. Work with the Sacramento Area Council of Governments to evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards, and regional greenhouse gas emission reduction targets.
5. Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs, and projects.

Objective D: Work with local jurisdictions, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that Placer County jurisdictions have maximum participation and control in the transportation decision-making process.

Policies:

1. Use mechanism such as Memorandums of Understanding and joint powers agreements between jurisdictions to accomplish sound planning and implementation of multi-jurisdictional transportation projects and programs.
2. Facilitate the coordination and implementation of local, county-wide, and regional transportation programs to improve mobility and air quality.
3. Build coalitions with key private sector and community groups to involve the community in developing transportation solutions.
4. Monitor state and federal legislative proposals and provide input regarding their impacts on local and regional transportation programs.

Objective E: Participate in state, multi-county and local transportation efforts to insure coordination of transportation system expansion and improvements.

Policies:

1. Continue to coordinate with local jurisdictions in transportation improvement efforts.
2. Continue to participate in statewide forums such as the Regional Transportation Planning Agencies group, Rural Counties Task Force, California Association of Council of Governments, and the California Association for Coordinated Transportation in order to maximize opportunities for transportation improvements in Placer County.
3. Work with appropriate agencies, including Caltrans and SACOG, to ensure coordination of interjurisdictional transportation corridor projects.

GOAL 10: FUNDING

Secure maximum available funding; pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services; and educate the public about the need for funding for transportation projects.

Objective A: Obtain funding of vital transportation needs through all conventional sources.

Policies:

1. Maximize use of federal and state transportation funding sources to achieve RTP policies and objectives, and advocate for full funding of transportation programs, including the State Transportation Improvement Program (STIP).
2. Assist jurisdictions to identify and obtain grant funding.
3. Seek funding for public transportation implemented to serve social service programs from the agencies responsible for the programs.
4. Work with the California Transportation Commission, Caltrans, local jurisdictions, the United Auburn Indian Community, and other regional agencies to maximize allocations of statewide funds, such as State Highway Operation Protection Program and Interregional Transportation Improvement Program, for Placer County projects.

5. Promote the funding of operational improvements that will improve traffic flows and increase the capacity of person trips at relatively low cost.
6. Promote the funding of operational improvements, maintenance, and modernization of public transit services and facilities.
7. Promote funding of maintenance for existing infrastructure as a top priority.
8. Promote funding for transportation investments in non-urbanized/rural areas.
9. Promote the funding of bicycle, pedestrian, low-speed vehicle projects which are part of a regional or community-wide plan.
10. Promote the funding of bicycle, pedestrian, low-speed vehicle projects which increase accessibility to recreational, commercial, or educational facilities.
11. Work with State and Federal officials to resist attempts to divert or reduce transportation funding.
12. Manage Federal and State funding so as to simplify, expedite, and maximize project delivery, including working out ways to exchange various types of funds among jurisdictions and projects.
13. Continue to fund some project development to create a shelf list of key ready to implement projects for ad hoc funding opportunities.

Objective B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.

Policies:

1. Encourage jurisdictions to devise user charges that link the financing of new or expanded facilities and services to the development that creates or increases the need for such.
2. Consider alternative customized transportation fund sources such as development impact fees, establishment of assessment districts, license and vehicle registration fees.
3. Work with the League of California Cities, California State Association of Counties, legislators, transportation groups, and other interested parties to develop new sources of funding for road rehabilitation, maintenance and operation of the existing transportation system and expansion to meet future needs.

4. Consider implementing a local option sales tax for transportation purposes.
5. Initiate a public education and outreach campaign to inform citizens of the need for additional funding for transportation projects.
6. Encourage multi-agency package of projects for federal and State funding programs, where a regional strategy may improve chances of success.
7. Consider using innovative “best-value” implementation methods, such as design-build or design-sequencing for the design and construction of transportation projects.

CHAPTER 6 - ACTION ELEMENT

The Action Element identifies the projects that implement the 2036 RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. The action element is a multimodal approach to addressing existing transportation issues as well as future transportation needs. These short and long-term projects are categorized into the following action plans (Chapters 6.1 through 6.11):

- 6.1 - Regional Roadways & Maintenance
- 6.2 - Public Transit
- 6.3 - Passenger Rail
- 6.4 - Aviation
- 6.5 - Goods Movement
- 6.6 - Bicycle, Pedestrian, and Low Speed Vehicles (NEV)
- 6.7 - Transportation Systems Management
- 6.8 - Transportation Safety and Security
- 6.9 - Intelligent Transportation Systems
- 6.10 - Recreational Travel
- 6.11 - Integrated Land, Air, and Transportation Planning

The Action Element is financially constrained to the \$5.9 (\$8.1 YOE) billion revenue estimate outlined in the Financial Element. The financial constraints analysis considered all reasonably available revenue based on historical funding trends, current funding sources, and any reasonably foreseeable future funding sources. Table 6.1 on the following page summarizes the distribution of funding contained in the action plans by project type. Each project category is summarized below.

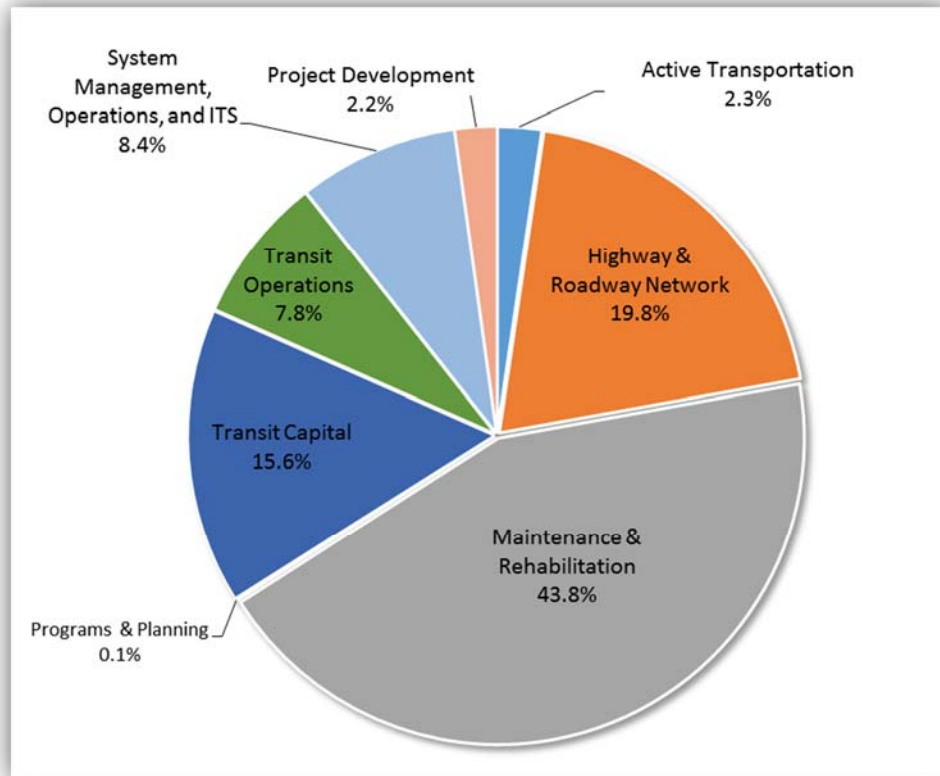
- Active Transportation – Bicycle Facilities, Pedestrian improvements, ADA retrofits
- Highway & Roadway Network – New & widened roads, river crossings, interchanges, etc.
- Maintenance and Rehabilitation – Maintenance of Caltrans highways & freeways, maintenance of local streets& roads, safety investments as part of rehabilitation projects
- Programs & Planning – Project development support and planning for projects that enhance communities, encourage alternative modes of travel, improve air quality, and implement Blueprint principles.
- Transit Capital – Bus replacements, and bus and Capitol Corridor infrastructure expansion and vehicle purchases
- Transit Operations – Bus operations and maintenance, ADA, and CTSA services

- System Management, Operations, and ITS – Safety projects, technology and operational improvements
- Project Development Only - Project development only refers to projects that are not anticipated to be funded by 2036, but are consistent with the goal, objectives, and policies and sufficient funding within the financial development is available to prepare the necessary environmental documentation and preliminary engineering that would allow the project to seek construction funding should it become available.

Type	Total Expenditures By Planning Period	% Share of Expenditures
Active Transportation	\$174,261,476	2.3%
Highway & Roadway Network	\$1,481,942,765	19.8%
Maintenance & Rehabilitation	\$3,268,612,537	43.8%
Programs & Planning	\$7,163,929	0.1%
Transit Capital	\$1,161,730,926	15.6%
Transit Operations	\$580,093,453	7.8%
System Management, Operations, and ITS	\$628,843,847	8.4%
Project Development Only*	\$164,028,867	2.2%
Total Expenditures	\$7,466,677,800	100%
<p>Note: * Represents 10% of the total unconstrained project costs for purposes of the financial constraints analysis.</p> <p>Sources: 2036 RTP Programmed & Planned Master Project Lists, PCTPA.</p>		

Figure 6.1 on the following page summarizes the distribution of funding contained in the action plans by project type.

**Figure 6.1
Expenditure by Project Type**



This plan continues Placer County’s multimodal approach to funding the transportation system. Past efforts have addressed congestion in the I-80 corridor in Roseville, referred to as the “Bottleneck”, ranking within the top five counties in state for pavement quality since the start of the biennial Local Streets and Roads Needs Assessment Report in 2008, complete streets policies incorporated in local roadway design standards, and the continued support of the Capitol Corridor Joint Powers Authority in the development of the Third Track Project. The development of the individual projects contained in the action plans were developed in close coordination with the cities and County, Caltrans, and other transportation agencies to address the complexities of the transportation system. The individual action plans discuss the system components, relationships to prior and ongoing planning activities and studies, and the specific projects anticipated to be implemented. These summaries include project descriptions, cost estimates, and an estimated timing of implementation.

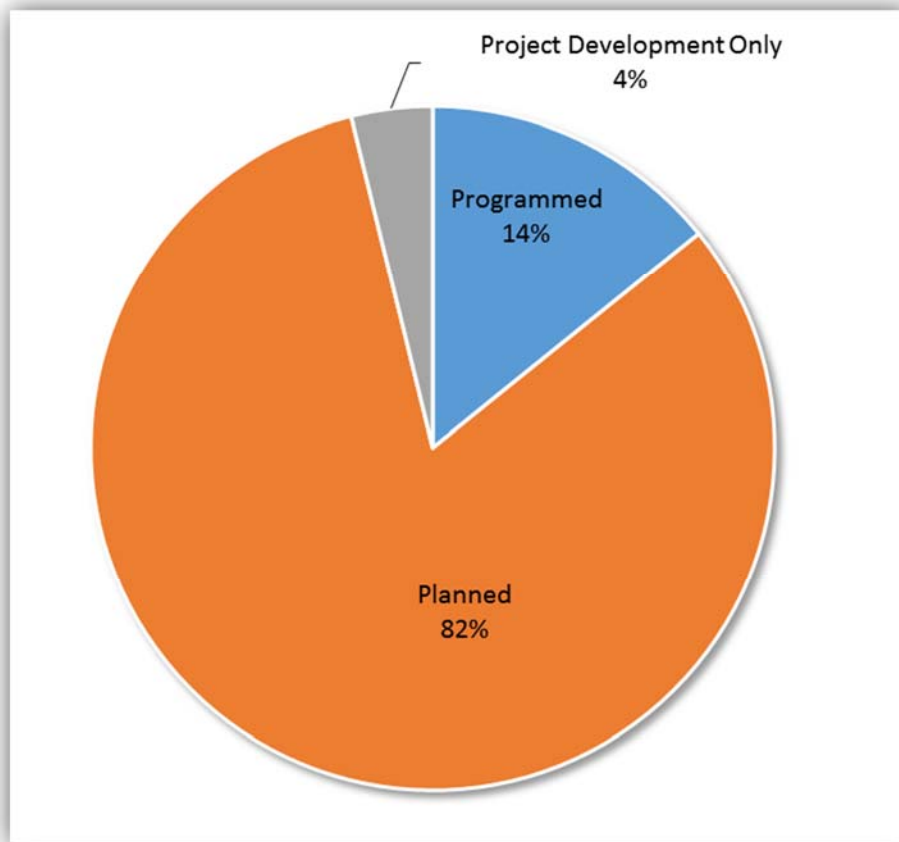
The projects contained in the action plans were incorporated into SACOG’s Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) that addresses Senate Bill 375. SACOG’s MTP/SCS is developed around scenario planning through which SACOG evaluated the benefits of various complimentary combinations of transportation projects and land use patterns anticipated throughout the region. The

projects contained individual action plans in this chapter are consistent with SACOG's preferred scenario of the MTP/SCS.

The projects listed in the individual action plans are also categorized as programmed, planned, or project development only. The categorization of projects complies with federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) that identify short-term projects up to ten years and long-term project or activities up to 20 years and beyond. Programmed funds mean that projects have committed funds and are included in the SACOG Metropolitan Transportation Improvement Program (MTIP), the State Transportation Improvement Program (STIP), and/or the State Highway Operation Protection Program (SHOPP). Planned projects refer to projects for which a specific funding source has not yet been identified, but given the assumptions contained in the Financial Element are reasonably expected to be fully funded by 2036. Project development only refers to projects that are not anticipated to be funded by 2036, but are consistent with the goal, objectives, and policies and sufficient funding within the financial development is available to prepare the necessary environmental documentation and preliminary engineering that would allow the project to seek construction funding should it become available. Many of the project development only projects are still in the conceptual phase or the timing of implementation is uncertain.

Figure 6.2 on the following page summarizes the status of projects contained in the Action Element according to the categories above. Appendix D (financially constrained) contains the full list of programmed and planned projects. Appendix E (financially unconstrained) contains those projects categorized as project development only.

Figure 6.2
Project Status



The short and long range action plans and project lists are consistent with the achievement of the goals, objectives, and policies described in the Policy Element. This consistency is illustrated in the table shown in Appendix F, which matches each action plan in this chapter with the appropriate objective from the Policy Element.

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6.1 Regional Roadways & Maintenance

One of the most important components of the overall transportation system in Placer County is the network of roadways that facilitates the movement of people and goods in and through the region. This chapter identifies those roadways that are of regional significance and discusses the efforts to maintain these critical facilities.

REGIONALLY SIGNIFICANT ROADWAYS

With limited resources for the maintenance and improvement of roadways, priority must be given to those roadways that are most important to the overall transportation system. Roadways are determined to be of regional significance if they meet one or more of the following criteria:

1. Federal and state highways
2. Rural arterials connecting two or more urbanized areas
3. Principal roadways connecting Placer County with other regions or counties
4. Roadways that provide access to significant recreational, commercial, industrial, or institutional activity centers
5. Roadways that are primary emergency evacuation routes for urbanized areas

Based on the above criteria, there are a variety of roadways of regional significance in Placer County (excluding the Lake Tahoe Basin), including one interstate, seven state highways and several local road segments. These regionally significant roadways are illustrated in Figure 6.1-1, *Regionally Significant Roadways*, described below, and are incorporated in the financially constrained project list contained in Appendix D.

Table 6.1-1 provides an inventory of maintained road miles for all rural and urban roads located within Placer County, excluding that portion of the Lake Tahoe Basin outside of PCTPA's jurisdiction.

**Table 6.1-1
Maintained Road Miles in Placer County**

Jurisdiction		Rural	Urban	Total	Percent
Cities:	Auburn	1.59	63.14	64.73	2.8%
	Colfax	11.74	0.00	11.74	0.5%
	Lincoln	157.16	41.13	198.29	8.7%
	Loomis	0.00	37.67	37.67	1.6%
	Rocklin	0.74	167.49	168.23	7.4%
	Roseville	6.47	432.18	438.65	19.2%
County:	Unincorporated (excluding Lake Tahoe Basin)	807.19	136.00	943.19	41.2%
Other:	State Highway	92.42	62.06	154.48	6.8%
	State Park Service	9.10	0.00	9.10	0.4%
	US Forest Service	263.93	0.00	263.93	11.4%
Total		1,350.34	939.67	2,290.01	100.0%
Notes: 1. Maintained road miles data is derived from the Highway Performance Monitoring System (HPMS). Miles shown are road centerline miles and do not account for the number of lanes on each roadway (for the Sacramento urbanized area, roadway lane miles are generally 2.4 times the number of roadway centerline miles). 2. Road miles for unincorporated Placer County exclude the Lake Tahoe Basin, based on Placer County GIS data. Source: 2013 California Public Road Data, Caltrans, November 2014. Email from Kelly Berger re: County Roads, Placer County, August 15, 2014.					

Federal and State Highways

The federal and state highway system is the backbone of the region’s roadway system, connecting the major population centers within the county, and connecting the county with the rest of the state. Federal and state roadways (including federal and state highway, US forest service, and state park service) account for 18 percent of the total Placer County road miles. State and federal highways account for six percent of the total Placer County road miles but carried 51 percent of the total miles traveled in 2013 (Caltrans, November 2014).

All federal and state highways in Placer County are of regional significance based on the regional significance criteria #1. The federal and state highways in Placer County (excluding the Lake Tahoe Basin) include:

Interstate 80 (I-80) is a major route on the Federal Interstate System that runs in California from its western limits in the San Francisco Bay Area to the eastern California/Nevada Border. It continues eastward outside California toward the northeastern United States and terminates in New Jersey. I-80 is a primary transcontinental freeway, serving passenger and goods movement between the San Francisco Bay Area, Northern California, ports and transshipment facilities, transcontinental highway networks, the Midwest, Canada, and the eastern United States. The I-80 corridor is one of the most important corridors in Northern

California and is vital for goods movement as the sole all-weather freeway crossing of the Sierra Nevada mountain range. The corridor also provides access to world renowned recreation areas in the Sierra Nevada Mountains and Lake Tahoe Basin. In 1956, construction on I-80 was completed, linking Placer County to points east and west. The Interstate was built in preparation for the 1960 Olympic Games at Squaw Valley. In Placer County, I-80 is ten lanes, including two existing carpool lanes, from the Placer / Sacramento County line to SR 65; then six lanes from SR 65 to the Applegate/Weimar area, where it decreases to four lanes to the Nevada County line.

State Route 20 (SR 20) is an “ocean to mountains” route which begins at SR 1 near Fort Bragg and ends at I-80 near Emigrant Gap, weaving into Placer County just east of Blue Canyon. SR 20 is predominantly a two-lane conventional facility that serves regional, commercial, agricultural and recreational traffic and interconnects with major routes such as I-5, SR 99, SR 70, and I-80.

State Route 49 (SR 49) is a north/south route connecting Auburn with numerous “gold country” communities in the foothills. At the south end is a connection across the American River to El Dorado County, and at the north end is a connection across the Bear River to Nevada County. It is a major arterial for both local and through traffic in foothill counties. SR 49 is a city street with turn lanes and traffic signals in central Auburn.

State Route 65 (SR 65) runs north/south connecting I-80 to Lincoln and Yuba County. SR 65 is a vital economic link from residential areas to shopping and employment centers in southern Placer County. It is also an important route for transporting aggregate, lumber, and other commodities. In Placer County, the route is a 4-lane freeway between I-80 and Ferrari Ranch Road in Lincoln, then becomes a four-lane expressway along the Lincoln Bypass between Nelson Lane and Wise Road, and is a 2-lane highway to the Placer / Yuba County line.

State Route 89 (SR 89) in Truckee and unincorporated Placer County serves as a key facility for interregional travel, providing the transition between I-80 and the primary access to the Tahoe Basin’s North Shore, as well as Squaw Valley and Alpine Meadows. SR 89 also serves as a key “gateway” to the Tahoe Region and to Truckee. The southern portion of SR 89 is located outside the PCTPA boundary in the Lake Tahoe Basin.

State Route 174 (SR 174) extends 13.1 miles northward from I-80 near Colfax in Placer County to SR 20 in the City of Grass Valley in Nevada County. SR 174 is largely used by commuters between Auburn and Nevada County as a bypass to avoid congestion on SR 49. The route passes through mountainous terrain with grades greater than eight percent.

State Route 193 (SR 193) is a two-lane rural highway running between the Lincoln city limits and I-80 near Newcastle. SR 193 serves as a truck route, including logging trucks, and connector road between I-80 and the City of Lincoln.

State Route 267 (SR 267) is a north-south undivided two-lane conventional highway approximately 13 miles in length that connects I-80 near Truckee in Nevada County to SR 28

near Kings Beach. The route is of local and regional significance providing access to residential, industrial, commercial, and recreational land uses and serves inter-regional, local commuter, and recreational traffic traveling between the Tahoe Basin, Martis Valley, Truckee, and I-80. The southern portion of SR 267 is located outside the PCTPA boundary in the Lake Tahoe Basin.

Regionally Significant Local Roads

Local roads provide comprehensive access to all areas of Placer County and are important for residents, businesses, and visitors. Local streets and roads account for 82 percent of the total Placer County road miles and carried 49 percent of total miles traveled in 2013 (Caltrans, November 2014).

Local roads in Placer County are of regional significance based on the regional significance criteria #2 through #5 above. These roads often serve as alternate parallel routes to congested freeway and highway corridors. The regionally significant local roads in Placer County (excluding the Lake Tahoe Basin) include:

Auburn-Folsom Road: From Sacramento County Line to City of Auburn, this is a regional transportation route connecting Auburn to Granite Bay area, City of Folsom, and northeastern Sacramento County. It is one of three main routes east of Watt Avenue crossing the American River to US 50.

Baseline Road: From Foothills Boulevard to the Sutter County Line, this is a primary commercial connector and commuting route from Roseville to SR 70 and SR 99, City of Sacramento, and the Sacramento International Airport. At the Placer / Sutter County line, Baseline Road becomes Riego Road.

Bell Road: From SR 49 to I-80, this is a bypass route for commute traffic heading from I-80 to North Auburn area and Nevada County. Bell Road also serves the Auburn Municipal Airport and the Placer County DeWitt Government Center.

Blue Oaks Boulevard: From Sunset Boulevard to Fiddymont Road, this is a major arterial connecting the City of Rocklin and City of Roseville, serving residential, commercial, and industrial areas.

Cirby Way: From Sunrise Avenue to Foothills Boulevard, this is a major arterial connecting southwest Roseville to I-80 via Riverside Avenue and to northwest Roseville via Foothills Boulevard.

Douglas Boulevard: From Auburn-Folsom Road to I-80, this is a regional transportation route connecting Roseville and I-80 with the community of Granite Bay and the Folsom Lake Recreation Area at Granite Bay.

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Fiddymment Road/Walerga Road: From Sacramento County Line to Blue Oaks Boulevard, this is a primary connector between the north area of Sacramento County and Roseville. Walerga Road becomes Fiddymment Road north of Baseline Road.

Foothills Boulevard: From Cirby Way to Blue Oaks Boulevard, this is a major arterial connecting southwest Roseville to northwest Roseville.

Foresthill Road/Soda Springs Road: From I-80 north of Auburn to I-80 near Soda Springs, this is a connector route for the community of Foresthill to Auburn and I-80. It also provides significant access to recreational opportunities in the Sierra Nevada mountain range.

Lincoln Boulevard: From SR 65 to Nicolaus Road, this is a minor arterial through Lincoln along the previous SR 65 alignment.

McBean Park Drive: From Lincoln Boulevard to SR 193, this is a minor arterial connecting the terminus of SR 193 to Lincoln Boulevard and ultimately SR 65.

Nicolaus Road: From Lincoln Boulevard to Sutter County Line, this is an arterial serving the Lincoln Regional Airport, a reliever airport to Sacramento International Airport.

Sierra College Boulevard: The segment of Sierra College Boulevard between SR 193 and I-80 is a regional transportation route between the Rocklin, Loomis, and Lincoln areas. The segment between I-80 and the Sacramento County Line is a regional transportation route connecting I-80 to the easterly portion of Roseville, Granite Bay area, and Sacramento County. Sierra College Boulevard becomes Hazel Avenue in Sacramento County and it is one of three main routes east of Watt Avenue crossing the American River to US 50.

Riverside Avenue/Auburn Boulevard: From Sacramento County Line to Cirby Way, this is a minor arterial connecting south Roseville to I-80 and Citrus Heights in Sacramento County.

Sunrise Avenue: From Sacramento County Line to Douglas Boulevard, this is a regional transportation route connecting Roseville with Sacramento County. Sunrise Avenue becomes Sunrise Boulevard in Sacramento County and it is one of three main routes east of Watt Avenue crossing the American River to US 50.

Sunset Boulevard: From Pacific Street to SR 65, this is a major arterial connecting eastern Rocklin to western Rocklin, serving residential and commercial areas.

Taylor Road/Pacific Street: From I-80 in Roseville to SR 193 near Newcastle, this roadway parallels I-80 beginning as Taylor Road in Roseville, then Pacific Street in Rocklin, and Taylor Road in Loomis to Newcastle. This road was previously a portion of the historic Lincoln Highway (Route 40) prior to the establishment of I-80.

Watt Avenue (future Santucci Boulevard): From Sacramento County Line to Baseline Road, this major arterial roadway connects southwest Placer County to I-80 in Sacramento County and across the American River to US 50.

REGIONAL ROAD NETWORK DAILY TRAFFIC VOLUMES

FHWA, Caltrans, and PCTPA monitor traffic congestion and collaborate on transportation improvements needed for federal and state highways in Placer County. For traffic congestion on county or city roads, the appropriate local jurisdiction monitors traffic levels and identifies transportation improvement projects.

Table 6.1-2 summarizes existing (2013) average daily traffic volumes on federal and state highways in Placer County.

Highway	Limits	2013 Average Daily Traffic Volume
State Route 20	Nevada County Line to I-80	2,600
State Route 49	El Dorado County Line to I-80 I-80 to Nevada County Line	13,600 33,000
State Route 65	I-80 to Blue Oaks Boulevard Blue Oaks Boulevard to Yuba County Line	103,000 47,500
Interstate 80	Sacramento County Line to SR 65 SR 65 to SR 49 SR 49 to SR 174 SR 174 to Nevada County Line	165,000 80,000 39,000 25,000
State Route 89	PCTPA Boundary to Nevada County Line	10,000
State Route 174	I-80 to Nevada County Line	6,500
State Route 193	City of Lincoln to I-80	5,100
State Route 267	PCTPA Boundary to Nevada County Line	10,400

Source: 2013 Caltrans Traffic Counts, <http://traffic-counts.dot.ca.gov/>, accessed March 3, 2015

ROADWAY NETWORK NEEDS

PCTPA coordinates with FHWA and Caltrans on needs for the federal and state highway system, and with local agencies on local roadway needs. To that extent, there are several documents and project reports that reflect future needs; some of the reports are summarized below.

Federal and State Highway Maintenance Needs

Caltrans is required to prepare the State Highway Operation and Protection Program (SHOPP) for purpose of collision reduction, restoring damaged roadways, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other

transportation facilities related to the federal and state highway system. The SHOPP is a four year funding program that is updated every two years, and is constrained by the forecast of funding in the adopted State Transportation Improvement Program Fund Estimate (Caltrans, March 2014).

The adopted 2014 Fund Estimate, which relies on current law and revenue projections to estimate available funding, forecasts an average annual of \$2.3 billion of SHOPP program capacity statewide. The estimated goal-constrained need for the rehabilitation and reconstruction of the aging California federal and state highway system is \$8.2 billion per year, resulting in a \$6 billion annual shortfall. The shortfall results in delays of needed rehabilitation and reconstruction projects on the state highway system that cannot be funded, an inability to fix new and ongoing deterioration of the highways, and cost increases when needed rehabilitation work is ultimately undertaken.

Caltrans expects the number of highway lane miles with distressed pavement to increase significantly as less funding is available. Because of limited financial resources, it will likely be necessary for Caltrans to focus its pavement maintenance resources on the highways with the most critical needs, allowing some highways to have poorer pavement and ride quality than travelers have been accustomed to in the past.

Local Streets and Roads Maintenance Needs

The 2015 Rural Counties Pavement Needs Assessment (California Rural Counties Task Force, February 2015) provides a comparison of available revenues versus pavement maintenance needs on local Placer County roadways (excluding federal and state highways). As of 2014, Placer County had 4,196 total local roadway lane miles, with a need of \$766 million over 20 years to maintain the existing local roadways. Figure 6.1-2 shows a scale of 0 to 100 for pavement conditions, with 100 being the best and 0 the worst. In 2014, Placer County local roadways had an average pavement condition score of 69 (at risk condition), compared to 79 (good to excellent condition) in 2008. Placer County's pavement condition score of 79 in 2008 (the highest in California) can be attributed in part to growth that resulted in the development of new roads. However, the cost to repair those same roadways in 2014 with an average score of 69 is five times more than a roadway with a score of 79, as shown in Figure 6.1-3. Table 6.1-3 lists the PCI by jurisdiction and Figure 6.1-3 illustrates the countywide PCI in comparison to two other jurisdictions over the last four biennial pavement needs assessments.

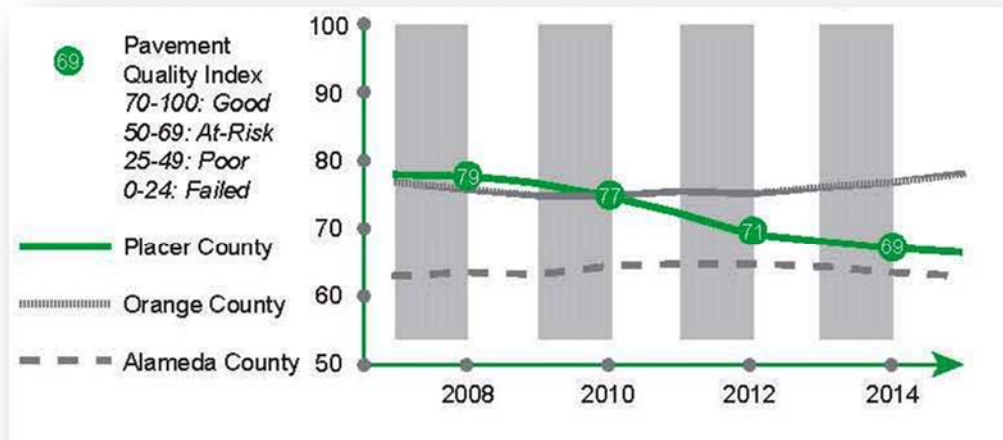
Jurisdiction	Pavement Condition Index
Auburn	70
Colfax	40
Lincoln	85
Loomis	71
Rocklin	72
Roseville	73
Placer County (Unincorporated)	62

Source: 2015 Rural Counties Pavement Needs Assessment (California Rural Counties Task Force, February 2015)

**Figure 6.1-2
Pavement Condition Rating and General Cost to Replace Roadways
in \$/Square Yards (sy)**



**Figure 6.1-3
Countywide Pavement Condition Index Trend**



At the statewide level, local roadway pavement conditions have deteriorated to 66 (at risk) in 2014 based on the California’s Local Streets and Roads Needs Assessment 2014 Update (NCE, 2014). The report included the following findings:

- Total funding for statewide pavements is projected at \$1.657 billion annually over the next ten years. Of this, 59 percent will come from state funds (almost all gas tax), 10 percent from federal sources, and the remainder from local sources (mostly sales taxes).
- Given the existing funding levels, the total funding shortfall for pavement maintenance is \$77 billion over the next ten years, and pavement conditions will decrease from 66 to 55.
- To meet best management practices would require approximately \$7.275 billion annually to eliminate the backlog of pavement maintenance needs and raise statewide pavement conditions to 84 (good to excellent).

High Priority Regional Roadway Projects

PCTPA coordinates with FHWA, Caltrans, and the seven local jurisdictions in Placer County to identify regional roadway network improvements. Current ongoing regional roadway projects are described below. These projects are shown in Figure 6.1-4, *Regionally Significant Roadway Projects* and are contained in the financially constrained project list (Tier I). These projects are subject to change based on ongoing coordination with local jurisdictions and input from the public.

Interstate 80/State Route 65 Interchange Improvements

The I-80/SR 65 interchange is an important regional connector that serves the burgeoning commercial and office spaces along the SR 65 corridor and travelers along I-80. Traffic within the area is fairly congested especially during peak hours. The project proposes to improve the I-80/SR 65 interchange with high speed connector ramps, adding one additional lane to each connector ramp, the addition of a carpool lane direct connector between I-80 and SR 65, and local interchange ramp improvements and street widening to accommodate these improvements.

Phase 1 of the project would include widening northbound and southbound SR 65 from two to three lanes between I-80 and Pleasant Grove Boulevard, widening the westbound to northbound I-80 to SR 65 connector from one to two lanes, and improvements at the Galleria Boulevard/Stanford Ranch Road northbound ramps.

Placer Parkway

The proposed Placer Parkway is a high priority regional transportation project and will connect State Route (SR 99) at Sankey Road to SR 65 at Whitney Ranch Parkway. The Federal Highway Administration (FHWA), Caltrans, and the South Placer Regional Transportation Authority (SPRTA) completed a Tier 1 environmental review (FHWA-CA-FEIS-2009-46 and SCH No. 2003092069) to select and preserve a 500-foot to 1,000-foot wide corridor for Placer Parkway. On December 3, 2009, the SPRTA Board certified the Final Program EIR and adopted Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring & Reporting Program for CEQA compliance (SPRTA Board Resolution #09-06). The Board also selected the Placer Parkway corridor – Alternative #5 with a No-Access Buffer (SPRTA Board Resolution #09-07). On May 7, 2010, FHWA issued a Record of Decision selecting Placer Parkway Corridor Alternative 5 with a non access buffer zone pursuant to the National Environmental Policy Act (NEPA). The proposed alignment is shown in Figure 6.1-5, Placer Parkway Preferred Alternative.

The identification of a precise roadway alignment within the selected corridor for a four-lane (ultimate six-lane) freeway with up to five interchanges will be the subject of a later Tier 2 EIR, which Placer County is currently taking the lead on the first segment between State Route 65 and Foothills Boulevard. The City of Rocklin began construction of the SR 65/Whitney Ranch Parkway interchange in 2015, which is the starting point for Placer Parkway on SR 65.

Interstate 80 Auxiliary Lanes

The project includes widening I-80 between SR 65 and Rocklin Road, and between Douglas Boulevard and Riverside Avenue. The project would include adding an eastbound auxiliary lane between SR 65 and Rocklin Road and a westbound auxiliary lane between Douglas Boulevard and Riverside Avenue. The project is also considering converting the proposed westbound auxiliary lane into a fifth through lane from east of Douglas Boulevard to west of

Riverside Avenue, which would create a continuous five lanes on westbound I-80 from SR 65 to the Capital City Freeway in Sacramento County.

State Route 65 Widening (Roseville to Lincoln)

SR 65 was constructed as a 2-lane expressway in 1971. The Roseville Bypass from I-80 to Blue Oaks Boulevard was constructed in the mid-1980s. SR 65 from Blue Oaks Boulevard to Twelve Bridges Drive was widened to a 4-lane facility in 1999. The SR 65 Widening project would widen SR 65 from the existing four lanes to up to ten lanes from Galleria Boulevard/Stanford Ranch Road to Blue Oaks Boulevard, and up to eight lanes from Blue Oaks Boulevard to Lincoln Boulevard.

State Route 65 Lincoln Bypass

The proposed project is a westerly bypass along SR 65 around the City of Lincoln. Phase 1 was completed in 2012 and Phase 2a, which widen SR 65 to four lanes to north of West Wise Road, was completed in 2014. The remaining Phase 2b includes widening from north of West Wise Road to Sheridan.

Interstate 80 / Rocklin Road Interchange

The proposed project would improve both the eastbound and westbound I-80 ramps at Rocklin Road. Several options are being considered, including roundabouts at both the ramp intersections with I-80.

Sierra College Boulevard Improvements

The improvements to Sierra College Boulevard would consist of widening the roadway to four or six lanes from SR 193 to the Sacramento County line. Improvements include participation from County of Placer, City of Lincoln, City of Rocklin, City of Roseville, and Town of Loomis.

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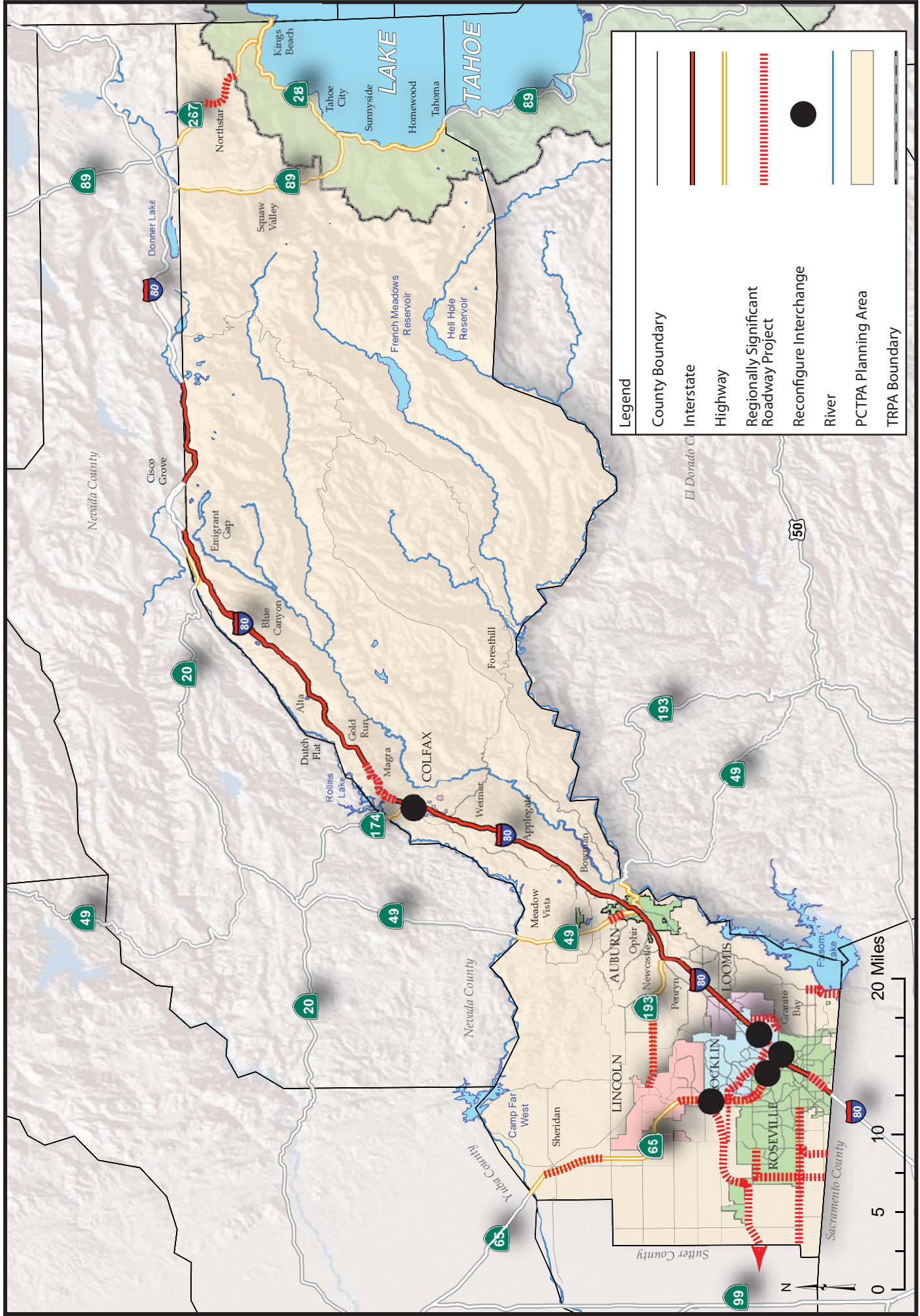


Figure 6.1-4
Regionally Significant Roadway Projects

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TRAVEL TRENDS

MAP-21 shifted state and regional planning efforts to performance based planning and decision making in transportation investments. Performance based planning considers historical trends and future projections to qualitatively or quantitatively evaluate potential outcomes of transportation investments, choices, and the success of the transportation system. With the movement towards performance based planning requirements this RTP begins a movement in this direction to integrate more effective performance measures. The following section discusses VMT, congested VMT, and vehicle hours of delay as measures to evaluate the regional roadway system based on the projected improvements in the Action Element.

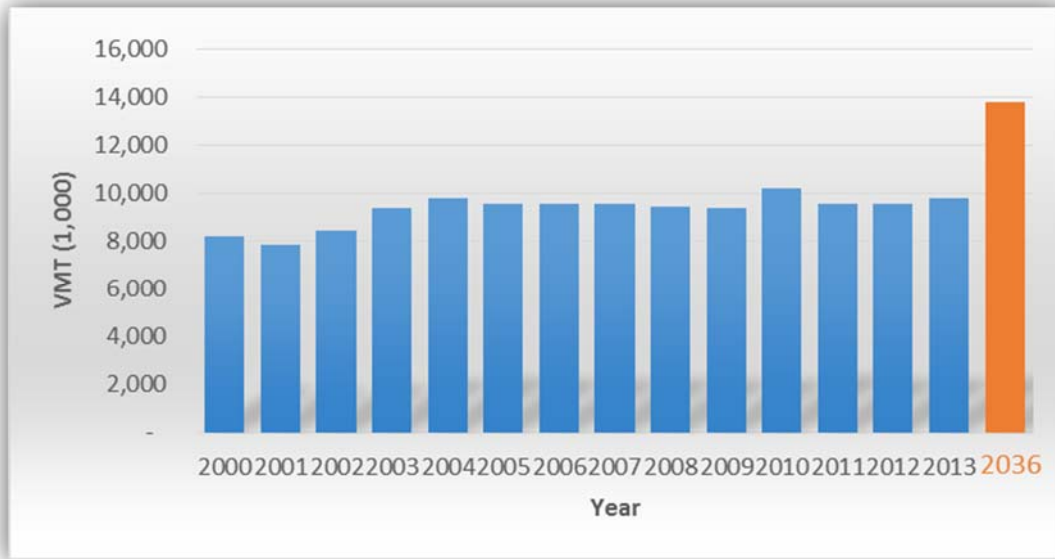
Vehicle Miles Traveled

Vehicle miles traveled (VMT) is one way to measure the amount of travel on Placer County roadways. VMT is a measurement of how many miles each vehicles travel on area roadways and can be estimated based on current travel trends as well as projected into the future. VMT is estimated by counting traffic on roadways at different locations and then summing up the number of vehicles and miles driven between each point. Caltrans estimates existing VMT through the Highway Performance Monitoring System and the annual California Public Road Data report. VMT can be projected into the future through travel demand forecasting models such as SACOG SACSIM regional travel demand model used for the six-county SACOG region. In addition to VMT estimates being readily available for historical and future conditions, VMT also has a direct relationship to calculating vehicle emissions in calculating air quality emissions and a correlation with congestion. In each situation, the more vehicles travel on roadways the greater potential for additional vehicle emissions and congestion.

Figure 6.1-6 illustrates the historical VMT estimates from Caltrans annual California Public Road Data report and the projected 2036 VMT according to SACOG's SACSIM travel demand forecasting model. The SACSIM model takes into account regional growth, travel trends, and transportation projects contained in this Action Element.

Table 6.1-4 compares the SACSIM base year (2012) and horizon year (2036) travel demand model VMT estimates. According to this data, VMT is projected to grow by approximately 41% by 2036. A way to normalize this data is to calculate the change in VMT on a per capita basis, which allows a more meaningful comparison between population growth and travel trends. VMT is anticipated to grow by 41% while population is anticipated to grow by 48%, and the VMT per capita change is expected to decrease by 4.5% over the course of the RTP. The per capita decline in VMT is attributed to many factors such as transportation projects that improve mobility, preferences for travel (e.g., car vs. transit or bike), the interaction between land use options and transportation choices, and a greater balance in jobs and housing options in Placer County that keep local residents employed in the county.

**Figure 6.1-6
Placer County Vehicle Miles Traveled Trends**



**Table 6.1-4
VMT Projections Per Capita**

Measure	2012	2036	% Change
VMT (Daily)	9,770,592	13,762,652	40.9%
Population	346,984	512,045	47.5%
VMT / Capita	28.16	26.88	-4.5%

Source: SACOG SACSIM Travel Demand Forecasting Model, 2015

Congested Vehicle Miles Traveled

Describing roadway congestion can be viewed from several different perspectives, time in traffic, speed at which traffic flows, or how regularly traffic backups occur. In simple terms, congestion occurs when more vehicles are on a particular roadway than the ability of that roadway to handle.

PCTPA coordinated with SACOG to calculate congested VMT as a measurement of how much travel occurs on congested roadways in Placer County. SACOG defined congested VMT (CVMT) as a VMT that occurs on roadways with volume-to-capacity ratios of greater than 1.0. An example of CVMT is a vehicle and its driver and passenger(s) going southbound on SR 65 during the busy morning commute period between Pleasant Grove Boulevard and I-80. Projections for Placer County weekday congested VMT for each type of roadway are shown in Table 6.1-5.

Category	Base Year (2012)	Year 2036	% Change
General Purpose Freeway	58,000	187,000	+129%
HOV Lanes	0	0	0
Freeway Auxiliary/Ramp	0	16,000	+16%
Arterial/Major Surface Streets	127,000	383,000	+256%
Collectors/Other	81,000	36,000	-46%
“Major Roadways”	185,000	586,000	+401%
All Classes	266,000	622,000	+356%
Population	346,984	512,045	47.5%
Congested VMT / Capita	0.77	1.21	58.5%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2015			

Overall, the above results indicate that overall levels of vehicular travel in Placer County are expected to grow substantially over the next approximately 20 years, consistent with the growth in population. Levels of traffic congestion are also anticipated to increase substantially over the time period of the plan. Implementation of the proposed 2036 RTP addresses some of the projected future vehicular delay; however, the RTP is unable to address all future traffic throughout the County. Projects in the unconstrained project list could further reduce future congestion if additional funding became available.

Vehicle Hours of Delay

PCTPA coordinated with SACOG to calculate vehicle hours of delay (VHD) as another measurement of how roadways in Placer County will perform and the amount of time that motorists will be in congestion. SACOG defined congested VHD as the difference between travel time at 35 miles per hour and actual travel time on roadways at a free flow speed. Projections for Placer County weekday congested VHD are shown in Table 6.1-6.

Category	Base Year (2012)	Year 2036	% Change
Total Weekday VHD	255,000	369,000	+44.7%
Population	346,984	512,045	47.5%
Total Weekday VHD / Capita	0.73	0.72	-0.2%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2015			

As described above, as development in the County increases during the next approximately 20 years, there will be an expected increase in VHD of approximately 45%, greater than the approximately 41% increase in daily VMT. This reflects a decreased projected increase in travel time per trip from year 2012 to 2036 considering the anticipated population growth.

REGIONAL ROADWAY & MAINTENANCE ACTION PLAN

Short Range

1. Continually develop and implement innovative approaches to delivering projects as quickly and cost effectively as possible. (*PCTPA, project sponsors*)
2. Obtain funding for and construct regionally significant roadway projects shown in Figures 6.1-4. (*PCTPA, SPRTA, Caltrans, jurisdictions*)
3. Identify deficiencies and/or future congestion impacts on the regional road network. (*PCTPA, Caltrans, jurisdictions*)
4. Identify and pursue additional funding sources, as appropriate. (*PCTPA, Caltrans, jurisdictions*)
5. Maintain street and highway system, including vegetation management. (*Caltrans, jurisdictions*)
6. Identify and implement operational improvements on local streets and roads. (*Jurisdictions*)
7. Consider the concept of complete streets when developing and implementing local roadway improvement projects. (*Jurisdictions*)
8. Improve select rural roads to an urban standard that serve new Blueprint development on the urban edge. (*Jurisdictions*)
9. Continue to participate in the Caltrans system planning and corridor planning processes. (*PCTPA, jurisdictions, Caltrans*)
10. Consider access management strategies along older retail corridors to improve economic performance. (*Jurisdictions, transit operators, Caltrans*)
11. Begin construction of Placer Parkway, in phases, connecting from SR65 to SR70/99. (*PCTPA, SPRTA, Caltrans, jurisdictions, other state/federal agencies*)

Long Range

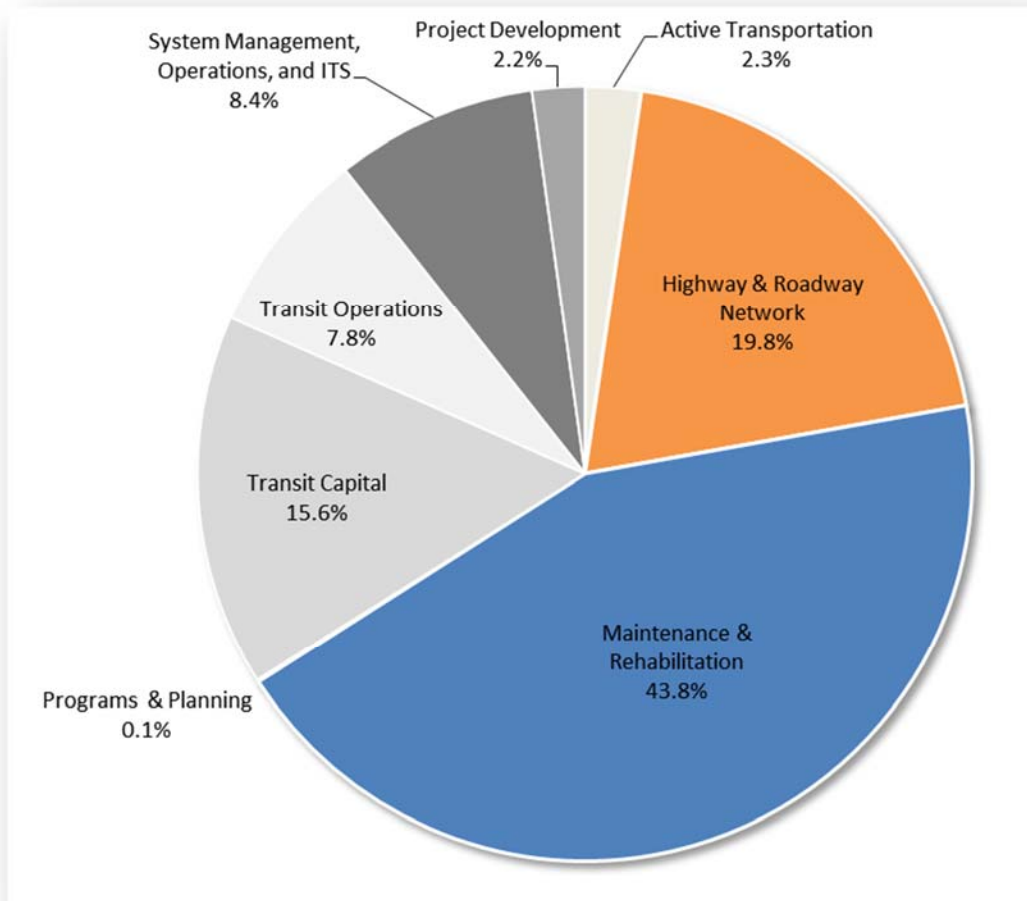
1. Continue to implement the actions called for in the short range action plan. (*PCTPA, Caltrans, jurisdictions, other state/federal agencies*)

CURRENT ROADWAY PROJECTS

Currently programmed and planned roadway and highway capacity projects in Placer County are shown on Table 6.1-7 and all roadway maintenance and rehabilitation projects are contained in Table 6.1-8. Projects identified as “project development only” are included for reference. Bridge projects are incorporated into these tables based on the intended improvements, capacity or rehabilitation. Roadway improvements are proposed to improve mobility, promote safety, maintain the structural integrity of the roadway, support goods movement, and to promote economic growth. Figure 6.1-7 on the following page compares the Regional Roadways Action Plan share of the total expenditures through 2036. Note that the projects in this action plan are disaggregated into two categories according to SACOG’s 2036 MTP/SC:

- Highway and Roadway Network
- Maintenance and Rehabilitation

Figure 6.1-7
Percentage of Regional Roadways Action Plan to Total Expenditures (YOE)



REFERENCES

- California Rural Counties Task Force. (February 2015). *2015 Rural Counties Pavement Needs Assessment*.
- Caltrans. (March 2014). *2014 State Highway Operation and Protection Program*.
- Caltrans. (November 2014). *2013 California Public Road Data*.
- NCE. (2014). *California Local Streets and Roads Needs Assessment 2014 Update*.

**Table 6.1-7
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20630	Caltrans D3	B- Road & Highway Capacity	I-80 Bus/carpool Lanes East of SR65 in both directions	New bus/carpool lanes - one each direction - on I-80 from SR65 east to SR49 in Auburn.	\$200,000,000	N/A	Project complete after 2036	Project Development Only
CAL20633	Caltrans D3	B- Road & Highway Capacity	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	\$55,000,000	N/A	Project complete after 2036	Project Development Only
PLA25136	Caltrans D3	B- Road & Highway Capacity	SR 267 Widening	In eastern Placer County, widen SR 267 from 2 lanes to 4 lanes from Nevada County line (PM 0.001) to Northstar Drive (PM 3.785).	\$10,000,000	N/A	Project complete after 2036	Project Development Only
PLA25234	City of Auburn	B- Road & Highway Capacity	Baltimore Ravine Development	Construct New Road: various roadways in the Baltimore Ravine area of Auburn. Includes: widening and construction of new local roadways as a result of new development.	\$200,000	N/A	Project complete after 2036	Project Development Only
PLA25161	City of Lincoln	B- Road & Highway Capacity	12th St.	Widen: 4 lanes from East Ave. to Harrison Ave.	\$48,700	\$51,000	Project complete by 2020	Planned
PLA20740	City of Lincoln	B- Road & Highway Capacity	Airport Rd.	Construct New Road: 2 lanes from Weco Access Rd. to Wise Rd.	\$550,000	N/A	Project complete after 2036	Project Development Only
PLA18650	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd.	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	\$850,000	N/A	Project complete after 2036	Project Development Only
PLA25304	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd.	Road Extension: 4 lanes from Venture Dr. to Wise Rd.	\$1,500,000	N/A	Project complete after 2036	Project Development Only
PLA18760	City of Lincoln	B- Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Hwy. 65 / UPRR overcrossing.	\$700,000	N/A	Project complete after 2036	Project Development Only
PLA18810	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	\$290,000	N/A	Project complete after 2036	Project Development Only
PLA18790	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway	Widen East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. to Twelve Bridges.	\$1,104,290	\$1,158,000	Project complete by 2020	Planned

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25169	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road	Widen from 2 to 4 lanes from SR 65 to SR 193 to Ferrari Ranch Road	\$275,000	N/A	Project complete after 2036	Project Development Only
PLA25467	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from existing City Limit near Caledon Circle to Moore Road (Village 7 boundary).	\$1,920,000	N/A	Project complete after 2036	Project Development Only
PLA20780	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway	In Lincoln: from Nicolaus Rd.(near K Street)to East Avenue; including overpass over UPRR and SR 65 and connection to 12th Street, construct a new 2 lane roadway.	\$2,300,000	N/A	Project complete after 2036	Project Development Only
PLA18710	City of Lincoln	B- Road & Highway Capacity	Industrial Blvd.	Industrial Blvd., from Route 65 to 12 Bridges Dr.: Widen from 2 to 4 lanes.	\$948,000	N/A	Project complete after 2036	Project Development Only
PLA18720	City of Lincoln	B- Road & Highway Capacity	Industrial Blvd.	Industrial Blvd., from 12 Bridges Dr. to Athens Blvd.: Widen from 2 to 4 lanes.	\$1,876,246	N/A	Project complete after 2036	Project Development Only
PLA25164	City of Lincoln	B- Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Nicolaus Rd. to Ferrari Ranch Rd.	\$344,000	N/A	Project complete after 2036	Project Development Only
	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	\$7,047,977	\$8,600,000	Project complete by 2036	Planned
	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive from Oak Tree Lane to N/S Connector Loop	\$5,971,878	\$7,287,000	Project complete by 2036	Planned
PLA25162	City of Lincoln	B- Road & Highway Capacity	McCourtney Rd.	Widen: 4 lanes from 12th St. to north Lincoln city limits.	\$48,800	N/A	Project complete after 2036	Project Development Only
PLA25595	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Extension	Extend Nelson Lane south of SR-65 Bypass	\$25,000,000	\$39,098,000	Project complete by 2036	Planned
PLA25509	City of Lincoln	B- Road & Highway Capacity	Nelson Ln/Markham Ravine Bridge Replacement	Nelson Ln, over Markham Ravine, 0.25 mi south of Nicolaus Rd. Replace existing functionally obsolete 2 lane bridge with a new 4 lane bridge.	\$8,212,828	\$8,212,828	Project complete by 2020	Programmed
PLA15970	City of Lincoln	B- Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. from 2 to 4 lanes from Airport Rd. to Aviation Blvd.	\$2,250,600	N/A	Project complete after 2036	Project Development Only

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25305	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension	Construct New Road: 2 lanes between Sierra College Blvd. and Wise Rd. / Hwy. 65	\$1,500,000	N/A	Project complete after 2036	Project Development Only
PLA19020	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr.	Twelve Bridges Dr. from Industrial Blvd. to SR 65 Interchange: widen from 2 to 4 lanes, including interchange improvements.	\$2,817,000	N/A	Project complete after 2036	Project Development Only
PLA25166	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr.	Widen: 6 lanes from Hwy. 65 Interchange to Lincoln Pkwy. Includes: interchange improvements.	\$225,200	N/A	Project complete after 2036	Project Development Only
PLA20760	City of Lincoln	B- Road & Highway Capacity	Venture Drive	In Lincoln: from Aviation Blvd. to Lakeside Dr., widen Venture Dr. from 2 to 4 lanes.	\$90,000	N/A	Project complete after 2036	Project Development Only
PLA25315	City of Lincoln	B- Road & Highway Capacity	Village 1-7, SUD A-C local streets	Construct New Road: Local roads for various villages and SUD. Includes: street enhancements.	\$11,800,000	N/A	Project complete after 2036	Project Development Only
PLA25163	City of Lincoln	B- Road & Highway Capacity	Virginiatown Rd.	Widen: 4 lanes from McCourtney Rd. to east Lincoln city limits.	\$50,200	N/A	Project complete after 2036	Project Development Only
PLA25310	City of Lincoln	B- Road & Highway Capacity	Wise Rd.	Road Realignment: between Hwy. 65 Lincoln Bypass and existing Hwy. 65. Includes: overcrossing.	\$6,000,000	N/A	Project complete after 2036	Project Development Only
PLA25272	City of Rocklin	B- Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	\$240,000	N/A	Project complete after 2036	Project Development Only
PLA19400	City of Rocklin	B- Road & Highway Capacity	Rocklin Rd. Widening	In Rocklin, Rocklin Road: widen to 6 lanes from Granite Drive to westbound I-80 ramps.	\$1,320,000	\$1,320,000	Project complete by 2020	Programmed
PLA19401	City of Rocklin	B- Road & Highway Capacity	Rocklin Road	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on- ramps to Sierra College Blvd: widen from 4 to 6 lanes.	\$1,534,000	N/A	Project complete after 2036	Project Development Only
PLA25273	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	\$372,266	N/A	Project complete after 2036	Project Development Only
PLA25345	City of Rocklin	B- Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts at ramp EB/WB ramp terminus.	\$26,150,000	\$26,150,000	Project complete by 2020	Programmed

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA15400	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening	In Rocklin, widen Sierra College Boulevard from 4 to 5 lanes from I-80 to Aguilar Tributary.	\$3,800,000	\$4,637,000	Project complete by 2036	Planned
PLA20460	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 5 lanes.	\$2,750,000	\$3,356,000	Project complete by 2036	Planned
PLA19330	City of Rocklin	B- Road & Highway Capacity	Sierra College Boulevard	In Rocklin, Sierra College Boulevard: widen to 4 lanes from intersection with Valley View Parkway to Loomis Town limits (SPRTA Segment #2a).	\$8,650,000	N/A	Project complete after 2036	Project Development Only
PLA25156	City of Rocklin	B- Road & Highway Capacity	Sunset Blvd. Widening	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	\$1,100,000	\$1,342,000	Project complete by 2036	Planned
PLA15620	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Stanford Ranch Road to Pacific Street	\$4,177,406	N/A	Project complete after 2036	Project Development Only
PLA17910	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard bridge at UPRR from 4 to 6 lanes from South Whitney Blvd. to Pacific St.	\$2,600,000	\$4,066,000	Project complete by 2036	Planned
PLA19360	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes from Stanford Ranch Rd. to Topaz.	\$2,600,000	\$4,066,000	Project complete by 2036	Planned
PLA25268	City of Rocklin	B- Road & Highway Capacity	University Avenue Phase 1	University Avenue: Construct new four lane roadway from the intersection of Whitney Ranch Parkway north to the extension of West Ranch View Drive. One or more phases of this project may require federal permitting.	\$2,500,000	\$2,500,000	Project complete by 2020	Programmed
PLA19250	City of Rocklin	B- Road & Highway Capacity	Valley View Parkway	Valley View Parkway: Construct 2 lanes from Park Drive to Sierra College Blvd.	\$9,575,000	N/A	Project complete after 2036	Project Development Only
PLA25151	City of Rocklin	B- Road & Highway Capacity	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	\$3,500,000	\$4,271,000	Project complete by 2036	Planned
PLA19290	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Blvd. to Whitney Oaks Dr.	\$12,428,000	\$15,166,000	Project complete by 2036	Planned

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25025	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	In Rocklin, Whitney Ranch Parkway: construct four-lane facility from SR 65 to east of Wildcat Boulevard.	\$1,730,000	\$1,730,000	Project complete by 2020	Programmed
PLA25521	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway Interchange Phase 1A	At SR 65 and Whitney Ranch Parkway: Construct Phase 1A of the Whitney Ranch Interchange by constructing NB on- and off- ramps, overcrossing structure, and southbound loop on-ramp.	\$3,800,000	\$3,800,000	Project complete by 2020	Programmed
PLA19810	City of Roseville	B- Road & Highway Capacity	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	\$7,000,000	N/A	Project complete after 2036	Project Development Only
PLA15660	City of Roseville	B- Road & Highway Capacity	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.	\$6,106,889	\$6,106,889	Project complete by 2020	Programmed
PLA15100	City of Roseville	B- Road & Highway Capacity	Baseline Road	In Roseville, Baseline Road from Fiddymment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	\$7,852,055	\$7,852,055	Project complete by 2020	Programmed
PLA25528	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	\$6,000,000	\$6,000,000	Project complete by 2020	Programmed
PLA25539	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	\$6,350,000	\$6,350,000	Project complete by 2020	Programmed
PLA25318	City of Roseville	B- Road & Highway Capacity	Dry Creek	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	\$550,000	N/A	Project complete after 2036	Project Development Only
PLA25496	City of Roseville	B- Road & Highway Capacity	Foothills Boulevard	Widen: 6 lanes from Cirby to Vineyard and from Switchman to Pilgrims.	\$2,390,000	N/A	Project complete after 2036	Project Development Only
PLA15740	City of Roseville	B- Road & Highway Capacity	Galleria Blvd.	Widen: 6 lanes from Berry to Roseville Pkwy.	\$150,000	N/A	Project complete after 2036	Project Development Only

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25211	City of Roseville	B- Road & Highway Capacity	Galleria Blvd.	Interchange Modification: Hwy. 65 / Galleria Blvd. Interchange. Includes: re-stripe Galleria/ Stanford Ranch to 6 lanes; modify 3 NB & SB off ramps and SB Stanford Ranch Rd. to NB 65 on ramp; add 2nd N/B Galleria to NB Hwy. 65 left-turn lane (Phase II).	\$400,000	N/A	Project complete after 2036	Project Development Only
PLA25209	City of Roseville	B- Road & Highway Capacity	Galleria Blvd./SR 65 Interchange Phase II Improvements	In Roseville, at existing interchange on State Route 65/Galleria Blvd/Stanford Ranch Rd.: modify all on and off ramps to provide improved operations.	\$5,000,000	N/A	Project complete after 2036	Project Development Only
PLA25377	City of Roseville	B- Road & Highway Capacity	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	\$8,500,000	\$8,500,000	Project complete by 2020	Programmed
PLA25571	City of Roseville	B- Road & Highway Capacity	Market Street South	In Roseville, Market Street South, from Baseline Road to approx. 800 feet north: construct 2-lane road.	\$500,000	\$500,000	Project complete by 2020	Programmed
PLA25337	City of Roseville	B- Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddymment Road. Includes signalized intersections at Fiddymment Rd.	\$14,500,000	\$22,677,000	Project complete by 2036	Planned
PLA25489	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd.	Extend 4-lanes from 1500 feet west of market to Santucci (Watt)	\$1,045,000	N/A	Project complete after 2036	Project Development Only
PLA25527	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	\$5,300,000	\$5,300,000	Project complete by 2020	Programmed
PLA15760	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, from Foothills Blvd to Wood Creek Oaks, widen Pleasant Grove Blvd from 4 to 6 lanes.	\$4,200,000	\$5,125,000	Project complete by 2036	Planned
PLA25572	City of Roseville	B- Road & Highway Capacity	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	\$817,000	\$817,000	Project complete by 2020	Programmed
PLA25534	City of Roseville	B- Road & Highway Capacity	Roseville Rd. Realignment	Roseville Rd. from Cirby Way to the city limits: Realign roadway. (HSIP5-03-017)	\$3,539,500	\$3,539,500	Project complete by 2020	Programmed

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA15850	City of Roseville	B- Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	\$2,500,000	\$2,500,000	Project complete by 2020	Programmed
PLA25378	City of Roseville	B- Road & Highway Capacity	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	\$6,500,000	\$6,500,000	Project complete by 2020	Programmed
PLA25570	City of Roseville	B- Road & Highway Capacity	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4- lane road.	\$1,000,000	\$1,000,000	Project complete by 2020	Programmed
PLA15600	City of Roseville	B- Road & Highway Capacity	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	\$1,661,100	N/A	Project complete after 2036	Project Development Only
PLA15911	City of Roseville	B- Road & Highway Capacity	Taylor Rd.	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	\$5,042,390	\$6,153,000	Project complete by 2036	Planned
PLA25538	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	\$2,500,000	\$2,500,000	Project complete by 2020	Programmed
PLA25501	City of Roseville	B- Road & Highway Capacity	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)	\$16,091,643	\$16,091,643	Project complete by 2020	Programmed
PLA25483	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd.	Construct New Road: west of Fiddymnt Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	\$7,500,000	N/A	Project complete after 2036	Project Development Only
PLA25481	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd.	Construct New Road: west of Fiddymnt and north of Blue Oaks in proposed new Creekview Specific Plan.	\$6,000,000	\$6,293,000	Project complete by 2020	Planned

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA19470	City of Roseville	B- Road & Highway Capacity	Woodcreek Oaks	Widen from 2 - 4 lanes from Canavari Dr to North Branch of Pleasant Grove Creek.	\$3,500,000	N/A	Project complete after 2036	Project Development Only
PLA25519	PCTPA	B- Road & Highway Capacity	I-80 Eastbound Auxiliary Lane: SR 65 to Rocklin Rd.	In Rocklin: Between SR 65 (PM 4.5) and Rocklin Rd. (PM 5.9); Construct eastbound I-80 auxiliary lane, including two-lane off-ramp, concrete barrier/retaining walls, and shoulder improvements. (Toll credits for PE, ROW, and CON)	\$4,990,000	\$4,990,000	Project complete by 2020	Programmed
PLA25576	PCTPA	B- Road & Highway Capacity	I-80 Westbound 5th Lane	In Roseville: Between east of Douglas Blvd. off-ramp to west of Riverside Ave.; Extend I-80 westbound auxiliary lane (PLA25542) to the east and west to create continuous 5th lane on westbound I-80. The Douglas Boulevard off-ramp would be reduced from a 2-lane off-ramp to a 1-lane off-ramp.	\$3,700,000	\$3,700,000	Project complete by 2020	Programmed
PLA25542	PCTPA	B- Road & Highway Capacity	I-80 Westbound Auxiliary Lane - Douglas Blvd. to Riverside Ave.	In Roseville: Between Douglas Blvd. (PM 2.0) and Riverside Ave. (PM 0.2); Construct westbound I-80 auxiliary lane and shoulder improvements. (Toll credits for PE, ROW, and CON)	\$5,910,000	\$5,910,000	Project complete by 2020	Programmed
PLA25440	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1A	In Placer County: Between I-80 and Galleria Blvd./Stanford Ranch Rd.; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits) SHOPP funding (EA 03-OH260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road.	\$37,099,700	\$37,099,700	Project complete by 2036	Programmed

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25648	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1B	In Placer County: Between Galleria Boulevard/Stanford Ranch Road and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes, and widen I-80 westbound to SR 65 northbound ramp from 1 to 2 lanes.	\$17,500,000	\$17,500,000	Project complete by 2036	Programmed
PLA25649	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1C	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen southbound SR 65 from 2 to 3 lanes.	\$11,500,000	\$11,500,000	Project complete by 2036	Programmed
PLA25601	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp.	\$110,000,000	\$172,033,000	Project complete by 2036	Planned
PLA25602	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street, and Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes.	\$179,000,000	\$279,944,000	Project complete by 2036	Planned
PLA25603	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	\$95,000,000	\$148,574,000	Project complete by 2036	Planned
PLA25529	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Galleria Blvd. to Pleasant Grove Blvd., construct auxiliary lanes on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp.	\$16,520,000	\$16,520,000	Project complete by 2020	Programmed

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25637	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 4 to 7 lanes with 1 carpool lane and 1 general purpose lane southbound, and 1 general purpose lane northbound, including widening Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	\$32,500,000	\$50,828,000	Project complete by 2036	Planned
PLA25638	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	\$12,000,000	\$18,767,000	Project complete by 2036	Planned
	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.	\$57,000,000	N/A	Project complete after 2036	Project Development Only
PLA25479	Placer County	B- Road & Highway Capacity	16th St.	Construct New Road: 4 lanes from Sacramento/Placer County Line to Baseline Rd.	\$12,955,800	N/A	Project complete after 2036	Project Development Only
PLA15070	Placer County	B- Road & Highway Capacity	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	\$29,000,000	\$45,354,000	Project complete by 2036	Planned
PLA15080	Placer County	B- Road & Highway Capacity	Auburn-Folsom Rd Widening	From Placer / Sacramento County line to Douglas Blvd. : Widen to 4 lanes. Install signal at Auburn-Folsom Blvd and Fuller Dr.	\$28,300,000	\$28,300,000	Project complete by 2020	Programmed

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA20680	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (East Portion)	Widen From 4 to 6 lanes from Watt Avenue to Fiddymt/Walerga Road.	\$11,270,000	\$17,626,000	Project complete by 2036	Planned
PLA25127	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	\$2,400,000	N/A	Project complete after 2036	Project Development Only
PLA15105	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	\$19,200,000	\$19,200,000	Project complete by 2020	Programmed
PLA25463	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	\$29,000,000	\$35,380,000	Project complete by 2036	Programmed
PLA18390	Placer County	B- Road & Highway Capacity	Dyer Lane Extension	Extend Dyer Lane west/north to Baseline Road at Brewer Road and east/north to Baseline Road west of Fiddymt Road and widen to four lanes in accordance with the Placer Vineyards Specific Plan.	\$18,247,600	N/A	Project complete after 2036	Project Development Only
PLA25130	Placer County	B- Road & Highway Capacity	Fiddymt Road Widening	Widen Fiddymt Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	\$11,550,000	N/A	Project complete after 2036	Project Development Only
PLA15220	Placer County	B- Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	\$4,062,300	N/A	Project complete after 2036	Project Development Only
PLA20350	Placer County	B- Road & Highway Capacity	Local Roads in Auburn	In and near Auburn - adjacent to Route 49 between I-80 and Dry Creek Road - three new local connector roads; 1) Quartz Drive Connector from Route 49 to Locksley Lane, 2) Willow Creek Drive Connector from Route 49 to 1st Street in Dewitt Center, and 3) Edgewood Road Connector from Route 49 to Alta Mesa Drive (City of Auburn) - state and local funding only. LIMITS: Auburn and north of Auburn, three connector roads intersecting with State Route 49. (1) Quartz Drive Connector, (2) Willow Creek Drive Connector (3) Edgewood Road Connector. STREET NAME: Local Roads in Auburn	\$3,671,000	\$3,851,000	Project complete by 2020	Planned

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA15270	Placer County	B- Road & Highway Capacity	North Antelope Rd.	North Antelope Rd: Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	\$1,551,000	N/A	Project complete after 2036	Project Development Only
PLA15300	Placer County	B- Road & Highway Capacity	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	\$6,025,000	N/A	Project complete after 2036	Project Development Only
PLA20690	Placer County	B- Road & Highway Capacity	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	\$2,215,100	N/A	Project complete after 2036	Project Development Only
PLA18490	Placer County	B- Road & Highway Capacity	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	\$13,085,000	\$13,085,000	Project complete by 2020	Programmed
PLA25299	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	\$70,000,000	\$70,000,000	Project complete by 2020	Programmed
PLA15390	Placer County	B- Road & Highway Capacity	Sierra College Blvd.	Widen Sierra College Blvd. from 2 to 4 lanes from Route 193 to Loomis Town Limits.	\$13,000,000	N/A	Project complete after 2036	Project Development Only
PLA25598	Placer County	B- Road & Highway Capacity	SR 49	Widen from Bell Road to Dry Creek Road (total construction cost is \$10,000,000)	\$1,000,000	N/A	Project complete after 2036	Project Development Only
PLA25628	Placer County	B- Road & Highway Capacity	SR 49	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	\$1,000,000	\$1,220,000	Project complete by 2036	Planned
PLA25170	Placer County	B- Road & Highway Capacity	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	\$6,365,000	\$6,365,000	Project complete by 2020	Programmed

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25044	Placer County	B- Road & Highway Capacity	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	\$8,675,000	\$8,675,000	Project complete by 2020	Programmed
PLA15420	Placer County	B- Road & Highway Capacity	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	\$13,781,700	\$13,781,700	Project complete by 2020	Programmed
PLA25535	Placer County	B- Road & Highway Capacity	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	\$19,892,750	\$19,892,750	Project complete by 2020	Programmed
PLA20700	Placer County	B- Road & Highway Capacity	Watt Avenue	Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes.	\$13,270,800	\$16,194,000	Project complete by 2036	Planned
PLA25505	Placer County	B- Road & Highway Capacity	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.)	\$14,999,400	\$14,999,400	Project complete by 2020	Programmed
PLA20721	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	\$295,000,000	N/A	Project complete after 2036	Project Development Only
PLA25592	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddymnt Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	\$85,000,000	\$132,934,000	Project complete by 2036	Planned
PLA25260	Town of Loomis	B- Road & Highway Capacity	Barton Rd. Widening	Widen: from Brace Rd. to S. Town limits to standard lane widths. Includes: bike lanes.	\$210,000	N/A	Project complete after 2036	Project Development Only

**Table 6.1-7 (cont.)
Highway and Roadway Network Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25259	Town of Loomis	B- Road & Highway Capacity	Brace Rd.	Widen from Sierra College Blvd. to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	\$100,000	N/A	Project complete after 2036	Project Development Only
PLA25258	Town of Loomis	B- Road & Highway Capacity	Brace Rd. / Horseshoe Bar Rd.	Road Realignment: two existing intersections into one intersection. Includes: related signalization improvements.	\$60,000	N/A	Project complete after 2036	Project Development Only
PLA15290	Town of Loomis	B- Road & Highway Capacity	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	\$200,000	N/A	Project complete after 2036	Project Development Only
PLA16350	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road at I-80 Overcrossing Widening	Widen Horseshoe Bar Rd. @ I-80 overcrossing 2 to 4 lanes and improve ramps.	\$15,000,000	N/A	Project complete after 2036	Project Development Only
PLA25597	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road Widening	Widen from Taylor Rd. to Highway 80 Interchange 2000 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	\$800,000	N/A	Project complete after 2036	Project Development Only
PLA15350	Town of Loomis	B- Road & Highway Capacity	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	\$1,200,000	N/A	Project complete after 2036	Project Development Only
PLA20510	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/ undercrossing at UPRR Tracks.	\$3,000,000	N/A	Project complete after 2036	Project Development Only
PLA20890	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Widening	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	\$5,899,180	N/A	Project complete after 2036	Project Development Only
PLA20960	Town of Loomis	B- Road & Highway Capacity	Sierra College Boulevard Widening	In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes.	\$3,600,000	N/A	Project complete after 2036	Project Development Only
PLA25600	Town of Loomis	B- Road & Highway Capacity	Webb St. Extension	Extend from Laird St. to future Doc Barnes Dr. 1800 feet of two- way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	\$1,000,000	N/A	Project complete after 2036	Project Development Only
					Short-Term	\$ 353,612,455	\$ 354,141,465	
					Long-Term	\$ 764,581,045	\$1,127,901,000	
					Project Development Cost (10% of project total)	N/A	\$ 126,571,504	
					Total	\$1,118,193,500	\$1,608,613,969	

**Table 6.1-8
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20511	Caltrans D3	C- Maintenance & Rehabilitation	Gold Run SRRA Water System Upgrades	On I-80 in Placer County, near Gold Run, at the Gold Run Safety Roadside Rest Area - Replace water distribution system (PM41.4/42.2) [EFIS ID 0313000017; CTIPS ID 107-0000-0960] (Toll credits for PE, ROW, CON)	\$3,061,000	\$3,061,000	Project complete by 2020	Programmed
CAL20424	Caltrans D3	C- Maintenance & Rehabilitation	I-80 3-Mile Truck Climbing Lane	Near Colfax on Route 80, from the Long Ravine UP to east of Magra Road OC - Construct eastbound truck climbing lane and related improvements (PM 35.1/38.0) (Toll Credits for PE, ROW, CON) [EFIS ID 0300020420]	\$50,637,337	\$50,637,337	Project complete by 2020	Programmed
CAL20521	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Culvert Rehabilitation	In and near Colfax on Pla-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959] (Toll Credits for PE, ROW, CON)	\$1,918,000	\$1,918,000	Project complete by 2020	Programmed
CAL18828	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Vertical Clearance Improvements	Placer County, I-80, in and near Loomis at various locations from Brace Road to Magra Road - Improve vertical clearance (PM 8.1/37.8) [CTIPS ID 107-0000-0757; EFIS ID 0300000473] (Toll Credits)	\$36,045,000	\$36,045,000	Project complete by 2020	Programmed
CAL20615	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	\$157,380,000	\$206,167,800	Lump Sum or Ongoing	Planned
CAL20616	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Collision Reduction	SHOPP - Collision Reduction	\$92,415,000	\$121,063,650	Lump Sum or Ongoing	Planned
CAL20617	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Emergency Response	SHOPP - Emergency Response	\$1,830,000	\$2,397,300	Lump Sum or Ongoing	Planned

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20584	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	\$3,660,000	\$4,794,600	Lump Sum or Ongoing	Planned
CAL20618	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	\$1,738,500	\$2,277,435	Lump Sum or Ongoing	Planned
CAL20622	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	\$36,600,000	\$47,946,000	Lump Sum or Ongoing	Planned
CAL20619	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mobility	SHOPP - Mobility	\$19,306,500	\$25,291,515	Lump Sum or Ongoing	Planned
CAL20620	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	\$2,745,000	\$3,595,950	Lump Sum or Ongoing	Planned
CAL20621	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	\$104,310,000	\$136,646,100	Lump Sum or Ongoing	Planned
CAL20389	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Curve Improvement	Near Lincoln, SR 193, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road - Curve improvements and widening (SHOPP Lump Sum - Collision Reduction) (PM 4.4/5.4) [CTIPS ID 107- 0000-0798; EFIS ID 0300000725] (Toll Credits)	\$17,393,000	\$17,393,000	Project complete by 2020	Programmed
CAL20635	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Pavement Rehabilitation	Rehabilitate SR 193 roadway from Sierra College to Newcastle.	\$6,500,000	\$10,166,000	Project complete by 2036	Planned
CAL20494	Caltrans D3	C- Maintenance & Rehabilitation	SR 267 Pavement Rehab	In Placer County, on SR 267 near Truckee, from Nevada County line to Brockway Summit - Pavement overlay (PM 0.0/6.8) [Toll Credits]	\$5,101,000	\$5,101,000	Project complete by 2020	Programmed

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20541	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Bridge Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616] (Toll Credits for PE, ROW, and CON)	\$29,400,000	\$29,400,000	Project complete by 2020	Programmed
CAL20531	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Pavement Rehab	On SR 65, in and near Roseville, from I-80 to Twelve Bridges Drive - Pavement rehabilitation (PM 4.8/12.5) [EFIS ID0314000010; CTIPS ID 107-0000-0991] (Toll Credits for PE, ROW, CON)	\$10,445,000	\$10,445,000	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 1	City of Auburn	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 500,000 annually)	\$11,000,000	\$14,454,000	Lump Sum or Ongoing	Planned
PLA25439	City of Colfax	C- Maintenance & Rehabilitation	Grass Valley Street Railroad Crossing Pedestrian and Bike Improvements	Construct of pedestrian improvements across UP railroad tracks to improve pedestrian safety, road rehabilitation, and bike lane/route along Grass Valley St west of South Auburn St.	\$537,100	\$537,100	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 2	City of Colfax	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 135,000 annually)	\$2,970,000	\$3,902,580	Lump Sum or Ongoing	Planned
PLA25540	City of Lincoln	C- Maintenance & Rehabilitation	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	\$8,083,000	\$8,083,000	Project complete by 2020	Programmed

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25553	City of Lincoln	C- Maintenance & Rehabilitation	Twelve Bridges Drive & Joiner Parkway rehabilitation	In Lincoln, street rehabilitation of (1) Twelve Bridges Drive from Industrial Avenue east to Sierra College Boulevard and (2) Joiner Parkway from the southern city limits to First Street. (Toll Credits for CON)	\$1,332,655	\$1,332,655	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 3	City of Lincoln	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 1,400,000 annually)	\$30,800,000	\$40,471,200	Lump Sum or Ongoing	Planned
PLA25566	City of Rocklin	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$600,000	\$600,000	Project complete by 2020	Programmed
PLA25551	City of Rocklin	C- Maintenance & Rehabilitation	Sunset Blvd Reconstruction	Reconstruct Sunset Blvd from Fairway Drive to Stanford Ranch Road. (Toll credits for CON.)	\$876,500	\$876,500	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 4	City of Rocklin	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 5,400,000 annually)	\$118,800,000	\$156,103,200	Lump Sum or Ongoing	Planned

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25578	City of Roseville	C- Maintenance & Rehabilitation	2015 RSTP Arterial Microsurfacing Project	In Roseville, resurface the following arterial roadways - Pleasant Grove Blvd from Hartley Wy to Fiddymnt Rd & from Michner Dr to Foothills Blvd; Fiddymnt Rd from Pleasant Grove Blvd to Blue Oaks Blvd; Foothills Blvd from Pleasant Grove Blvd to Junction Blvd & from Baseline Rd to Atkinson St; Galilee Rd from Industrial Ave to Pleasant Grove Blvd; Vineyard Rd from Brady Ln to Atkinson St; Denio Loop from Foothills Blvd to Atkinson St; E Roseville Parkway from Douglas Blvd to Sierra College Blvd; Atlantic St from Wills Rd to I-80 WB On Ramp; Eureka Rd from Sunrise Ave to Douglas Blvd; Sunrise Ave from Smith Ln to Kensington Dr; N. Sunrise Ave from Frances Dr to Lead Hill Blvd; Sierra Gardens Dr from Santa Clara Dr to Douglas Blvd; Santa Clara Dr from Sierra gardens Dr to Douglas Blvd; and Douglas Blvd from N. Sunrise Ave to Sierra Gardens. (Toll credits for CON.)	\$6,374,233	\$6,374,233	Project complete by 2020	Programmed
PLA25507	City of Roseville	C- Maintenance & Rehabilitation	Industrial Ave/Pleasant Grove Creek Bridge Replacement	Industrial Ave, over Pleasant Grove Creek, 0.7 mi S Placer Blvd. Replace the existing 2 lane functionally obsolete bridge with a new 2 lane bridge.	\$4,960,000	\$4,960,000	Project complete by 2020	Programmed
PLA25508	City of Roseville	C- Maintenance & Rehabilitation	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and & CON.)	\$3,250,000	\$3,250,000	Project complete by 2020	Programmed

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Regional Maintenance and Rehabilitation Lump Sum 5	City of Roseville	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 14,400,000 annually)	\$316,800,000	\$416,275,200	Lump Sum or Ongoing	Planned
Regional Maintenance and Rehabilitation Lump Sum 6	PCTPA	C- Maintenance & Rehabilitation	Street & Road Maintenance	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$52,000,000 annually)	\$938,000,000	\$1,232,532,000	Lump Sum or Ongoing	Planned
PLA25477	Placer County	C- Maintenance & Rehabilitation	Alpine Meadows Rd Bridge Rehabilitation	Alpine Meadows Rd over Truckee River, 0.1 miles west of SH 89: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON)	\$22,625,063	\$22,625,063	Project complete by 2020	Programmed
PLA25447	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes.	\$2,230,002	\$2,230,002	Project complete by 2020	Programmed
PLA25448	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes.	\$2,230,002	\$2,230,002	Project complete by 2020	Programmed
PLA25518	Placer County	C- Maintenance & Rehabilitation	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.)	\$5,518,500	\$5,518,500	Project complete by 2020	Programmed

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25559	Placer County	C- Maintenance & Rehabilitation	Bridge Approach and Non-HBP Participating Costs	In Placer County, bridge approach and non-HBP participating costs at Alpine Meadows @ Truckee River and Dowd Road @ Yankee Slough. (Toll Credits for CON)	\$1,000,000	\$1,000,000	Project complete by 2020	Programmed
PLA25458	Placer County	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges.1. Squaw Valley Rd., over Squaw Creek, 2 mi west of SH 89, Bridge Rail Replacement, Deck Rehab.2. Donner Pass Rd., over S. Yuba River, north of Yuba Dr., Bridge Rail Replacement, Deck Rehab.3. Cisco Rd., over S. Yuba River, near Hampshire Rocks Rd., Replace Joint Seals, Deck Rehab.4. Alpine Meadows Rd., over Bear Creek, 0.9 mi west of SH 89, Polyester Concrete Deck Overlay.5. Fowler Rd., over Auburn Ravine, 0.6 mi north of SH 193, MethacrylateDeck Overlay.6. Gold Hill Rd., over Doty Ravine, 0.3 mi south of Wise Rd., Methacrylate Deck Overlay.7. Develop Bridge Preventive Maintenance Plan.	\$1,356,000	\$1,356,000	Project complete by 2020	Programmed
PLA25536	Placer County	C- Maintenance & Rehabilitation	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON)	\$2,790,000	\$2,790,000	Project complete by 2020	Programmed
PLA25453	Placer County	C- Maintenance & Rehabilitation	Dowd Rd at Yankee Slough Bridge Replacement	Dowd Rd. over Yankee Slough, just south of Dalby Rd.: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll Credits for CON)	\$4,812,511	\$4,812,511	Project complete by 2020	Programmed
PLA25449	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON)	\$5,675,000	\$5,675,000	Project complete by 2020	Programmed

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25474	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.)	\$5,050,000	\$5,050,000	Project complete by 2020	Programmed
PLA25541	Placer County	C- Maintenance & Rehabilitation	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON)	\$5,018,250	\$5,018,250	Project complete by 2020	Programmed
PLA25475	Placer County	C- Maintenance & Rehabilitation	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON)	\$5,180,000	\$5,180,000	Project complete by 2020	Programmed
PLA25562	Placer County	C- Maintenance & Rehabilitation	HMA Overlay, Various County Roads (Yr2)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Douglas Boulevard from Barton to Auburn- Folsom, (2) Dry Creek Road from Joeger to HWY 49, (3) Richardson Drive from Atwood Rd to Bell Rd, (4) Nevada Street from 150' east of Nevada Way to Auburn City Limits, (5) Edgewood Road from SR49 to Edgewood Place (Toll Credits for CON). Toll Credits for CON	\$2,809,435	\$2,809,435	Project complete by 2020	Programmed
PLA25563	Placer County	C- Maintenance & Rehabilitation	HMA Overlay, Various County Roads (Yr3)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Sierra College Boulevard from Olympus Rd to Eureka Rd, (2) Old State Highway from Taylor Rd to HWY 193, (3) Fruitvale Road from Fowler Rd to Gold Hill Rd, (4) West Wise Road from HWY 65 to Lincoln-Sheridan Blvd (Toll Credits for CON)	\$2,299,047	\$2,299,047	Project complete by 2020	Programmed

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25532	Placer County	C- Maintenance & Rehabilitation	Pavement Markings	Various locations throughout Placer County: Install pavement markings (HSIP5-03-011, HSIP5-03-012)	\$1,251,500	\$1,251,500	Project complete by 2020	Programmed
PLA25506	Placer County	C- Maintenance & Rehabilitation	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Rehabilitate the existing 2 lane bridge without adding additional lanes. High Cost Project agreement required.	\$21,870,000	\$21,870,000	Project complete by 2020	Programmed
PLA25513	Placer County	C- Maintenance & Rehabilitation	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.	\$4,759,200	\$4,759,200	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 7	Placer County	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 19,000,000 annually)	\$418,000,000	\$549,252,000	Lump Sum or Ongoing	Planned
PLA25261	Town of Loomis	C- Maintenance & Rehabilitation	I-80 at Brace Road	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	\$1,000,000	N/A	Project complete after 2036	Project Development Only
PLA25277	Town of Loomis	C- Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	\$50,000	N/A	Project complete after 2036	Project Development Only
PLA25530	Town of Loomis	C- Maintenance & Rehabilitation	Taylor Road Overlay Maintenance Project	Taylor Road: Asphalt overlay.	\$460,000	\$460,000	Project complete by 2020	Programmed

**Table 6.1-8 (cont.)
Maintenance & Rehabilitation Project List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Regional Maintenance and Rehabilitation Lump Sum 8	Town of Loomis	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 634,000 annually)	\$13,948,000	\$18,327,672	Lump Sum or Ongoing	Planned
					Short-Term	\$ 276,948,335	\$ 276,948,335	
					Long-Term	\$2,276,803,000	\$2,991,664,202	
					Project Development Cost (10% of project total)	N/A	\$ 163,800	
					Total	\$2,553,751,335	\$3,268,776,337	

6.2 Public Transit

This chapter provides an inventory of public transportation providers, the consolidated transportation services agency (CTSA), and intercity bus service operating in Placer County. The chapter gives special emphasis to issues surrounding transit services and discusses unmet transit needs. Lastly, the chapter includes a summary of recent transit planning studies that provided technical input to the development of the RTP and the projects contained in this action plan.

TYPES OF TRANSIT SERVICE

Several transit systems provide services within and between the incorporated cities in Western Placer County, and one transit system serves the Tahoe Basin and adjacent areas. There are several types of existing or planned transit services in Placer County:

Fixed Route Service: Fixed route transit service is characterized by transit vehicles, usually larger buses, which travel a specified route and stop at fixed locations (i.e., bus stops) on a specific fixed schedule. Riders avail themselves of this service by simply traveling to a bus stop at the appointed time; no pre-arrangement or reservation is necessary.

Paratransit Service: Paratransit, or dial-a-ride service, is a curb-to-curb or door-to-door service comparable to taxi service but often with a shared-ride component. Smaller vehicles, such as vans and sedans, are used to pick up and drop off people at the locations they request within the operating range of the system. Like taxis, rides must be prearranged and scheduled; like buses, rides may be shared by many different people. Most paratransit systems are focused on meeting the transit needs of people with disabilities and seniors. These services are typically more expensive to provide than fixed route service.

Specialized Transportation: Specialized transportation is a form of “paratransit service” that responds to riders’ individual requests for service who have difficulty using traditional fixed-route service because of disability, age-related conditions, or income constraints.

Deviated Fixed Route Service: Deviated fixed route transit service is a hybrid of fixed route and paratransit service. This type of service has a basic underlying route that includes a few specific points with specific arrival times, like a fixed route service. However, between those specific points, the bus can deviate off the route a limited distance (usually up to $\frac{3}{4}$ of a mile) to pick up and drop off passengers at locations they request, like a dial-a-ride system. People may board the bus at the fixed stops without prior arrangement; if a pick up is needed off the route, a request must be called in to the dispatcher. Most deviated fixed route services are operated in small communities or rural areas that seek to fulfill the needs of a variety of transit users with a single system.

Commuter Bus: Commuter service operates on a fixed route during peak-hour commute periods. Commuter routes often travel a long distance, taking commuters from suburbs to

central business districts or to other suburbs with concentrations of employers. Pick-up and drop-off locations are minimized in order to provide direct and timely service. Vehicles are usually large transit coaches and are often equipped with more comfortable seating than typical transit coaches, reading lights, and Wi-Fi. Fares are usually higher than other types of transit services due to the tailored nature of commuter service.

Commuter Vanpools: Commuter vanpools can be organized and paid for in a variety of ways. In general, a group of commuters share the operating and maintenance cost of a leased van that transports them to and from work. Usually one in the group is the regular driver. Participants usually meet in a central location, such as a park-and-ride lot and then are dropped off at their workplace(s). Vanpool participants often work for the same company. Vanpools are usually self-supporting but can also be subsidized by a public agency and/or employers.

Bus Rapid Transit: Bus Rapid Transit (BRT) is an integration of light-rail transit service ideals with the flexible operation of bus services. BRT services are usually defined by the attributes of the system. BRT services are defined as incorporating:

- Stylized BRT vehicles – often articulated vehicles;
- Exclusive or semi-exclusive rights-of-way for faster operation;
- Discrete stations spaced farther apart than traditional bus stops, with enhanced furnishings and amenities (lighting, shelters, seating, signage);
- Traffic signal prioritization (TSP);
- Real-time information systems;
- Proof-of-payment fare collection; and
- Branding and marketing.

Systems with more attributes present are defined as BRT, and systems with fewer are often referred to as Rapid Bus.

Intercity Bus Service: Intercity bus service is designed to connect non-urbanized / rural areas and urbanized areas.

PUBLIC TRANSIT SERVICES SUMMARY

There are four public transit providers, and the CTSA, serving the western portion of Placer County, and one transit operator serving the northern and western shores of Lake Tahoe. A matrix summary of transit operators, services, and fares are shown in Table 6.2-1.

Table 6.2-1 Placer County Public Transit Services Summary			
Transit Operator	Type of Service	Service Area	Single Fare (2015)
Placer County Transit	Fixed route Deviated fixed route Paratransit Commuter bus Commuter vanpools	Western Placer County and downtown Sacramento	\$1.25 general \$0.60 disabled/ senior/ADA <u>Paratransit:</u> \$2.50 general \$1.25 disabled/senior <u>Commuter bus:</u> \$4.25 to \$5.75 depending on zone <u>Vanpool:</u> Shared gas & parking expense
Tahoe Area Regional Transit	Fixed route Paratransit	Tahoe Basin from Incline Village to/from Tahoma, Tahoe City to/from Truckee	\$1.75 general \$0.85 disabled/senior \$3.50 ADA taxi
Auburn Transit	Deviated fixed route	City of Auburn and into unincorporated County	\$1.00 general \$0.50 disabled/senior
Roseville Transit	Fixed route Commuter Paratransit	City of Roseville and downtown Sacramento	<u>Fixed route:</u> \$1.50 general \$0.75 disabled/senior <u>Commuter:</u> \$3.25 resident \$4.50 non-resident \$3.25 reverse commuter <u>Paratransit:</u> \$3.75 general \$2.25 discount \$2.50 ADA \$7.50 same day
Western Placer Consolidated Transportation Services Agency	Paratransit – Health Express My Rides	Western Placer County and Sacramento (two days/week)	<u>Paratransit</u> \$1.25 or \$2.50 with/without discount ID Placer County \$2.50 or \$5.00 same day with/without discount ID Placer County \$2.50 or \$5.00 with/without discount ID Sacramento \$5.00 or \$10.00 same day with/without discount ID Sacramento <u>My Rides</u> Free – donations accepted
SOURCES: TRANSIT OPERATOR SYSTEM SCHEDULES & WEB SITES.			

FIXED ROUTE SYSTEMS

Placer County Transit (PCT)

Initiated in 1974, Placer County Transit (PCT) is operated by the Placer County Department of Public Works. Placer County Transit provides fixed route, deviated fixed route, dial-a-ride and commuter bus service as well as a commuter vanpool program. The service area includes western Placer County from Alta to downtown Sacramento; one route terminates at the I-80 / Watt Avenue light rail station in Sacramento.

PCT directly operates fixed route service between 1) Alta, Colfax and Auburn, 2) Auburn and the Watt-I-80 Light Rail, 3) Dry Creek Road in North Auburn to Downtown Auburn, and 4) Lincoln, Rocklin and Sierra College. Beginning July 2015, PCT operates fixed route service within the City of Lincoln under contract. Fixed route services operate Monday through Friday, generally from 5:00 am to 9:00 pm; and on Saturdays from 9:00 am to 7:00 pm, depending on the specific bus route. There is no service on Sundays.

The Placer Commuter Express (PCE) service begins in Colfax and stops at Clipper Gap, Auburn, Penryn, Loomis, Rocklin and Roseville, and ends in downtown Sacramento. This service operates Monday through Friday generally from 5:00 am to 8:00 am and from 4:00 pm to 7:00 pm, depending on the specific commuter express route.

PCT contracts Dial-A-Ride service and the Taylor Road Shuttle to with a private contractor. Dial-A-Ride provides service based on reservations directly to requested destinations within the service area. Dial-A-Ride is provided in Auburn in the Highway 49 Corridor, Loomis, Rocklin and Granite Bay. Beginning July 2015, PCT will also operate Dial-a-Ride within the City of Lincoln under contract. The Taylor Road Shuttle provides service to Newcastle, Penryn and Loomis from Auburn to Sierra College in Rocklin. The Taylor Road service is considered a route deviated service.

PCT also coordinates and subsidizes commuter vanpools. Vanpools are leased and insurance are provided by a private firm. The vanpools are driven by one of the commuters in the vanpool. Currently there are ten vanpools originating from Placer County to various employers in Sacramento and Davis. The vanpool program is supported with County subsidy.

PCT provides connections with Auburn Transit, Gold Country Stage (Nevada County), Roseville Transit, and the Sacramento Regional Transit District (RT) at designated transfer points within respective jurisdictions. Current routes of Placer County Transit are shown in Figure 6.2-1.

Tahoe Area Regional Transit (TART)

Public transit service in the North Lake Tahoe area is provided by Tahoe Area Regional Transit (TART), which is operated by the Placer County Department of Public Works. TART service differs from other transit services operated in Placer County, as it operates within the jurisdictions of multiple planning agencies including the Nevada County Transportation Commission (NCTC), the Tahoe Regional Planning Agency (TRPA), and the Placer County Transportation Planning Agency (PCTPA).

TART's "mainline" route runs year-round between Tahoma on the Westshore to the Hyatt in Incline Village. The route serves Tahoe City, Kings Beach and all of the other communities along this route. TART SR 89 route operates year round between Tahoe City, Squaw Valley and Truckee. Both the "mainline" and the SR 89 routes connect at the Tahoe City Transit Center. TART also operates year round service on the SR 267 route; and a seasonal free ski shuttle along the north and west shores of Lake Tahoe. ADA service is provided under contract with a private taxi provider. TART service schedules vary by summer, winter and off-season. Service hours are generally 6:00 a.m. to about 7:00 p.m.

TART service provides connections to public transit services offered by the Town of Truckee, the City of South Lake Tahoe, and the Regional Transportation Commission in Nevada.

In general, the Tahoe Regional Planning Agency (TRPA) is responsible for analyzing unmet transit needs within the Tahoe Basin, and PCTPA is responsible for the unmet transit needs outside the Basin, but within Placer County. NCTC performs the required unmet transit needs analysis within the Town of Truckee, where TART also provides a level of transit service. For purposes of the 2035 RTP, PCTPA focuses only on TART services located within its jurisdiction - State Routes 89 and 267 corridors. Current TART routes are shown in Figure 6.2-2.

Auburn Transit

The City of Auburn Department of Public works operates Auburn Transit. Auburn Transit provides two deviated fixed routes weekdays from 6:00 am to 6:00 pm, and one deviated fixed route on Saturdays from 9:00 am to 5:00 pm. There is no service on Sunday. Auburn Transit routes will deviate from the scheduled route up to $\frac{3}{4}$ of a mile upon a reservation request, scheduled at least two hours in advance. In addition, Auburn Transit will stop at any of several call-in stops on request. This deviated fixed-route service fulfills the Americans with Disabilities Act (ADA) requirement for complementary paratransit service. The vehicles are equipped with a cellular phone, which allows passengers to contact the drivers directly for demand-response service.

Auburn Transit is based around the Auburn Multi-Modal Station located on Blocker Drive near Nevada Street. The Auburn Multi-Modal Station provides a transfer point from Auburn

Transit to Placer County Transit and Gold County Stage (Nevada County) service. Current routes of Auburn Transit are shown in Figure 6.2-3.

Roseville Transit

The City of Roseville Department of Public Works is responsible for providing transit service within the City of Roseville. The City's fixed route fleet consists of twelve local fixed route and nine commuter buses plus two extra service routes to address commuter passenger demand on an interim basis. The City's complimentary paratransit service is provided by a general public dial-a-ride service, which are also flexible for use in local services.

All services operate weekdays, from 6:00 am to 10:00 pm., except the Commuter service, which operates from 5:00 am to 9:00 am and from 3:30 pm to 6:30 pm. The local fixed-route service (except for the peak hour employee shuttle) operates on Saturdays from 8:00 am to 5:00 pm, while the Dial-A-Ride operates on Saturdays and Sundays from 8:00 am to 5:00 pm. The City owns and maintains the bus fleet and contracts with a private contractor for daily operation, dispatching and supervision of Roseville Transit. Roseville Transit provides connections with Placer County Transit (PCT) and the Sacramento Regional Transit District (RT) at designated transfer points in Roseville.

Current Roseville Transit routes are shown in Figure 6.2-4.

PUBLIC TRANSIT INFORMATION

South Placer Transit Information Center

The South Placer Transit Information Center (Call Center) provides the public with a consolidated "one stop" Call Center with one phone number for all of Western Placer County. This single phone number was established to make it simple for passengers so they don't need to call each transit agency individually. Consolidating phone numbers and call center services for the partnering transit agencies is a result of annual regional public hearings regarding unmet transit needs. Funding is provided by the Western Placer Consolidated Transportation Services Agency.

The Call Center operates Monday through Friday, 8:00 a.m. to 5:00 p.m. and provides the public the following services:

- Current transportation information, including bus route, schedule, and fare information;
- Assistance in reading bus schedules and planning and making trips across different services and jurisdictional boundaries; and
- Scheduling of trips using dial-a-ride and other paratransit services, such as Health Express.

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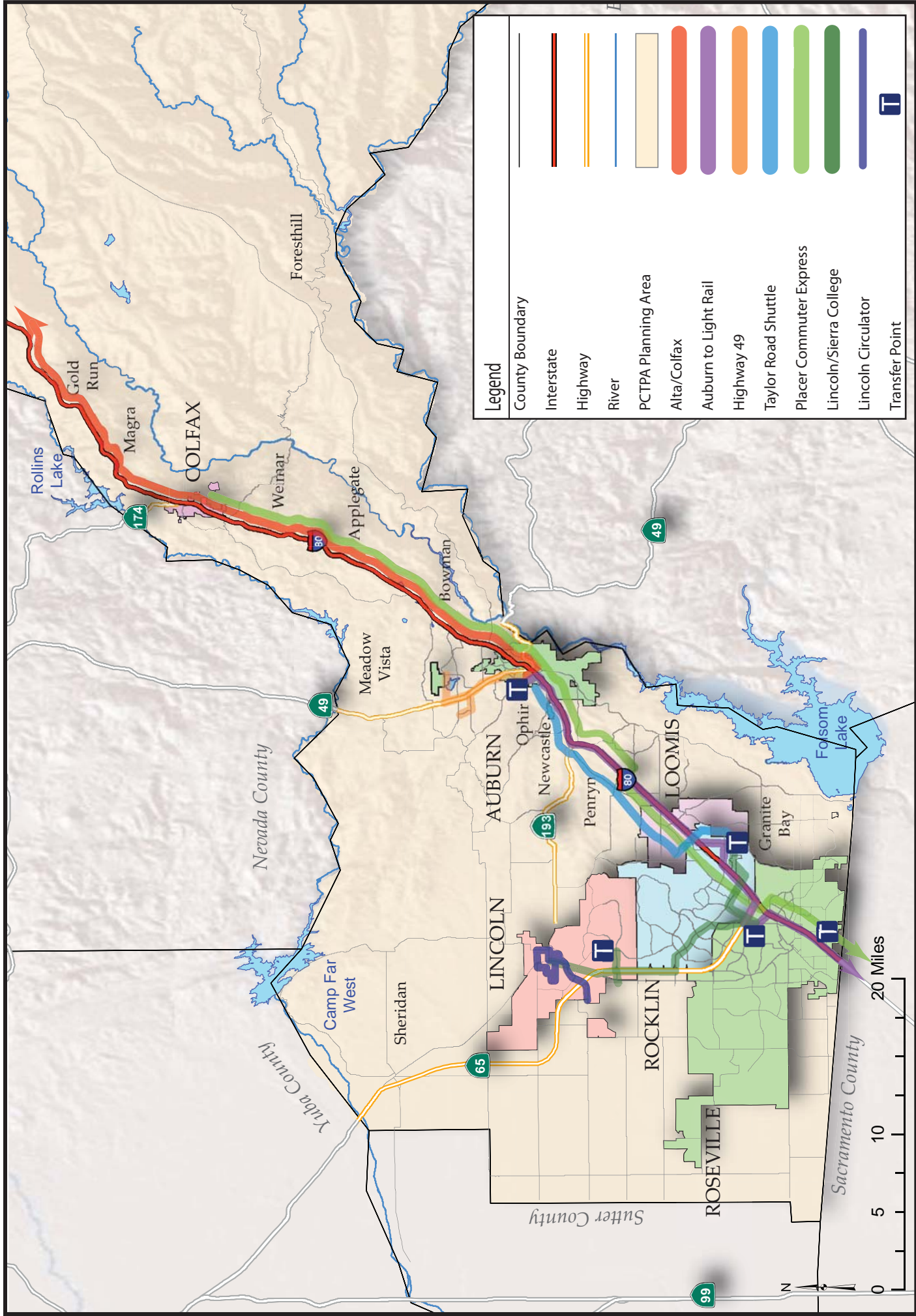


Figure 6.2-1
Placer County Transit Routes

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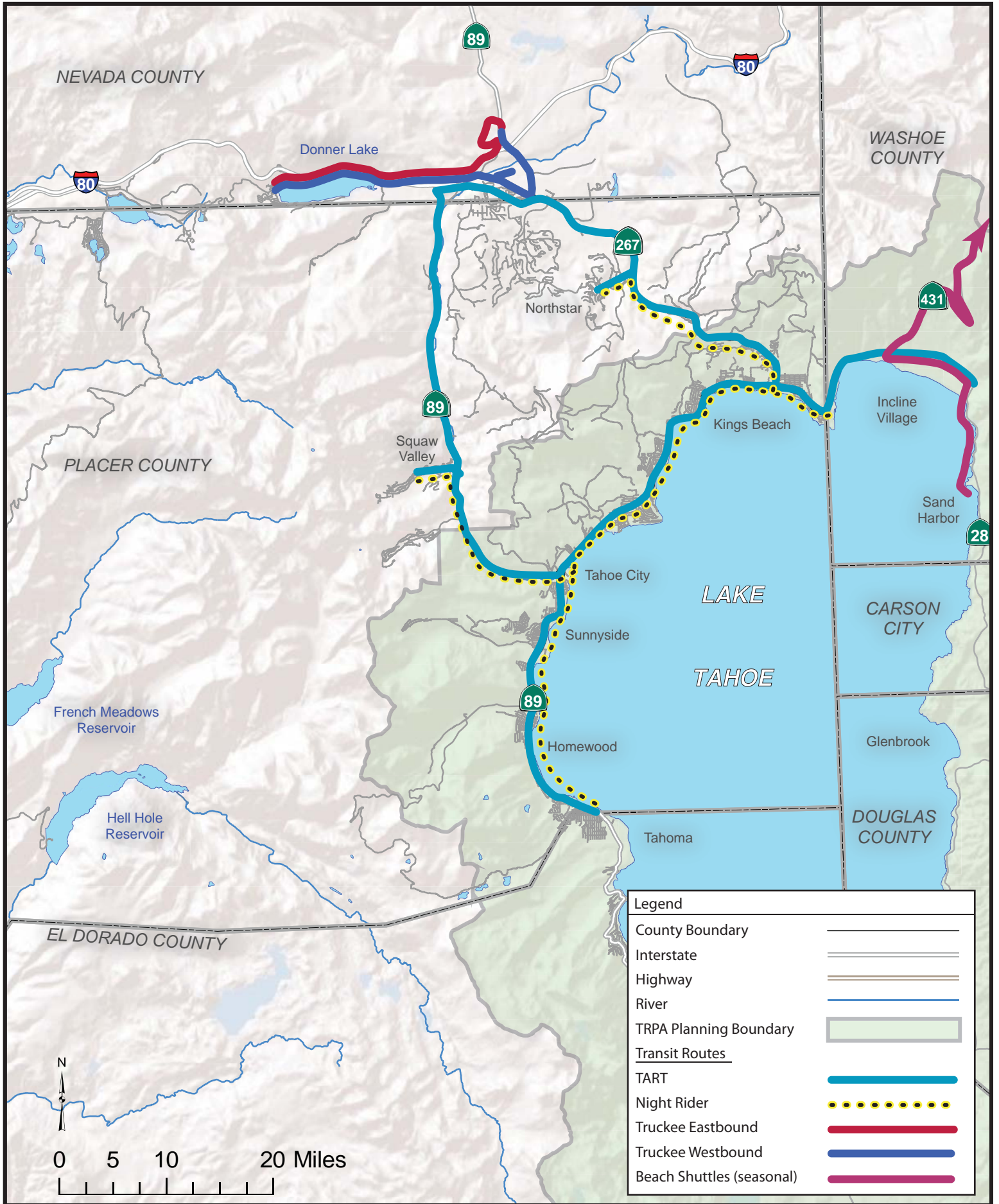


Figure 6.2-2
Tahoe Area Regional Transit Routes

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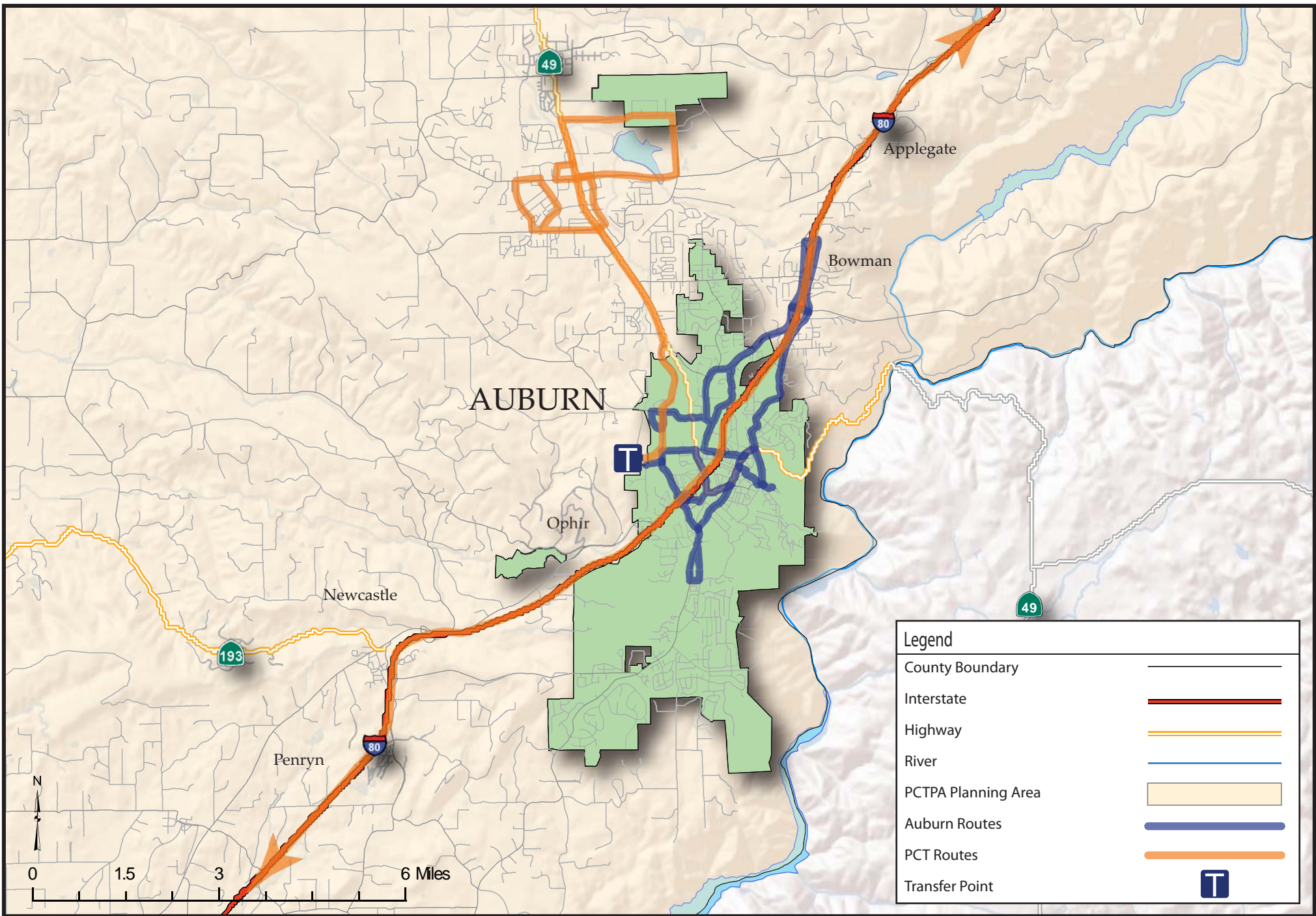


Figure 6.2-3
Auburn Transit Routes

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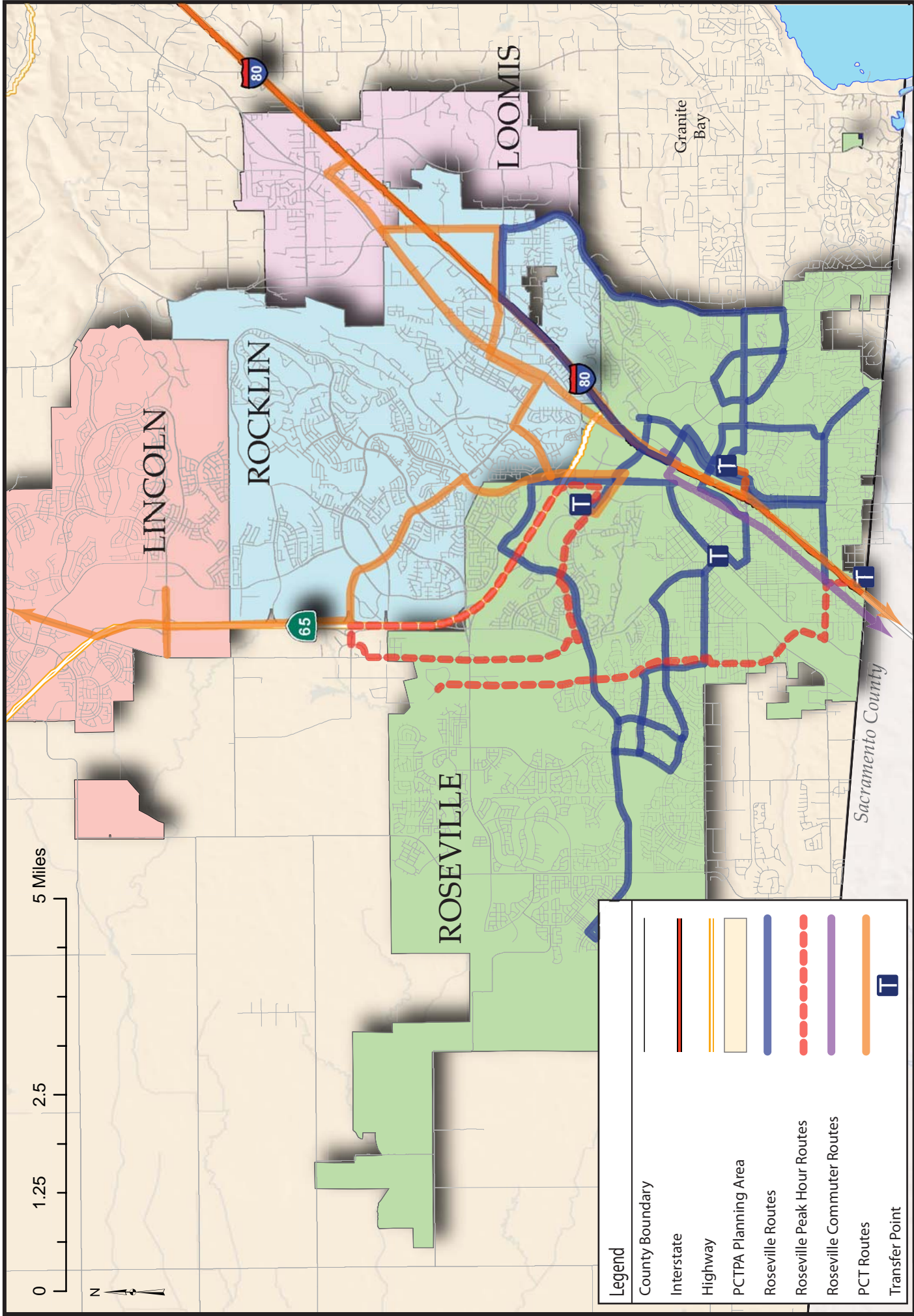


Figure 6.2-4
Roseville Transit Routes

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PUBLIC PARATRANSIT SYSTEMS

Western Placer Consolidated Transportation Services Agency (WPCTSA)

The Placer County Transportation Planning Agency (PCTPA) designated the Western Placer Consolidated Transportation Service Agency (WPCTSA) as the Consolidated Transportation Service Agency serving western Placer County. The WPCTSA is a joint powers agency with the power to provide and coordinate social service transportation for the western portion of Placer County, including services for the elderly and individuals with disabilities. WPCTSA services went into effect in January 2009.

WPCTSA programs are intended to provide transportation services for Placer County residents who are not able to use conventional public transit services operating within western Placer County. Each program responds to a unique transportation need not otherwise currently met or met well within a prescribed service area. WPCTSA currently collaborates with Seniors First, Inc., a local non-profit organization, to fund various programs.

WPCTSA Transportation Services

The WPCTSA designated the City of Roseville as the lead agency to establish and operate the regional Transit Ambassador Program. The program educates new passengers in becoming familiar with western Placer County transit services and provide assistance to passengers at transit transfer points.

The Western Placer CTSA currently collaborates with Seniors First, Inc., a local non-profit organization, to provide two additional programs:

1. Health Express: a non-emergency medical transportation services.
2. My Rides Program: a volunteer countywide transportation service that includes a mileage reimbursement program for individuals and First 5 families with children, prenatal through five years old, who are unable to use conventional public transit services to and from medical-related appointments, public services, and essential needs destinations. The *My Rides Program* also provides a voucher for individuals who cannot otherwise afford the costs associated with an occasional and necessary trip to medical related appointments.

The Western Placer CTSA also purchases retired (surplus) dial-a-ride vehicles from Placer transit operators and sell these vehicles to local social service non-profit organizations for a nominal amount for use to transport elderly and/or disabled clients. The Guidelines specify eligibility requirements and application criteria for interested non-profit organizations, and selection criteria to be used by the CTSA. Under the program the non-profit organization will be required to fund the vehicle's annual operating and maintenance costs, and fulfill other program obligations as noted in the Guidelines.

Placer County Transit Dial-a-Ride

Placer County Department of Public Works contracts with a private contractor to provide a curb-to-curb, demand response service open to the general public operating within Granite Bay, along the Highway 49 corridor, and in the Rocklin/Loomis area.

Roseville Dial-A-Ride

Operated by the City of Roseville and contracted to a private contractor, Roseville Dial-a-Ride is a curb-to-curb, demand response service open to the general public operating within the city limits of Roseville. Reservations are required at least two hours in advance. Service hours are 6:00 a.m. to 10:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. Saturdays and Sundays.

Tahoe Area Regional Transit (TART)

Placer County Department of Public Works contracts with a private taxi company in the Tahoe Basin to provide ADA complementary paratransit service for its TART fixed route service.

AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS

The Americans with Disabilities Act (ADA) requires that all public transit buses be accessible to individuals with disabilities. Currently, all buses used by transit providers in Placer County meet this requirement. In addition, the ADA requires transit authorities to provide complementary paratransit or other special transportation services to individuals with disabilities who cannot use fixed-route bus service. This service must be demand-response and curb-to-curb service provided within a ¾-mile boundary around all fixed-route transit services. Placer County transit operators fulfill this requirement in one of two ways: dial-a-ride paratransit service (Placer County Transit and Roseville Transit) or deviated fixed-route service (Auburn Transit and Placer County Transit).

Any trips that are currently not provided according to these requirements are considered violations of ADA regulations. According to the PCTPA definition, an unmet transit need can include those trips (and measures) required to comply with the requirements of the ADA.

SOCIAL SERVICE TRANSPORTATION

While the WPCTSA provides some of the social service transportation in western Placer County, there are several agencies that either contract with the private sector for

transportation services or have their own fleets and operate paratransit service. Ridership is limited to program clients based on the individual agency's criteria. The major non-profit social service transportation provider in Placer County is PRIDE Industries. PRIDE Industries provides contract services to organizations, such as Alta California Regional Center, to transport their clients to training centers, workshops, and other employment locations.

SACOG Public Transit and Human Services Transportation Coordinated Plan

A Coordinated Plan is required under SAFETEA-LU. SACOG developed a regional Coordinated Plan, which included Placer County. The Plan was adopted in July 2007 and updated in October 2014. The Plan offers an overview of transit services available; where there are gaps in services; and includes potential solutions to close those service gaps. With the Coordinated Plan in place, federal funds specifically directed toward services to lower income persons, seniors, and persons with disabilities are available to Placer County transit operators. The types of services provided with these funds are derived from the SACOG Coordinated Plan. SACOG intends to develop future updates of the Coordinated Plan along the same schedule as the MTP.

Best Step Transportation Collaborative

The Best Step Transportation Collaborative is another avenue for coordination of social service transportation. This working group is a subcommittee of the larger Best Step Collaborative, which is a consortium of public and private agencies that serve persons with disabilities. The Collaborative focuses on communication and coordination among the various organizations to provide the most appropriate and effective services to those with disabilities.

INTERCITY BUS SERVICE

California's Intercity Bus Program is designed to address the state's intercity bus transportation needs supporting projects that connect non-urbanized / rural areas and urbanized areas. The goals of this program are:

- Provide a seamless regional service;
- Encourage interagency coordination;
- Enhance and expand regional bus services; and
- Conduct marketing and provide an informational network.

Interstate 80 in Placer and Nevada counties is part of the established California Intercity Bus Network (see Figure 6.2-5).

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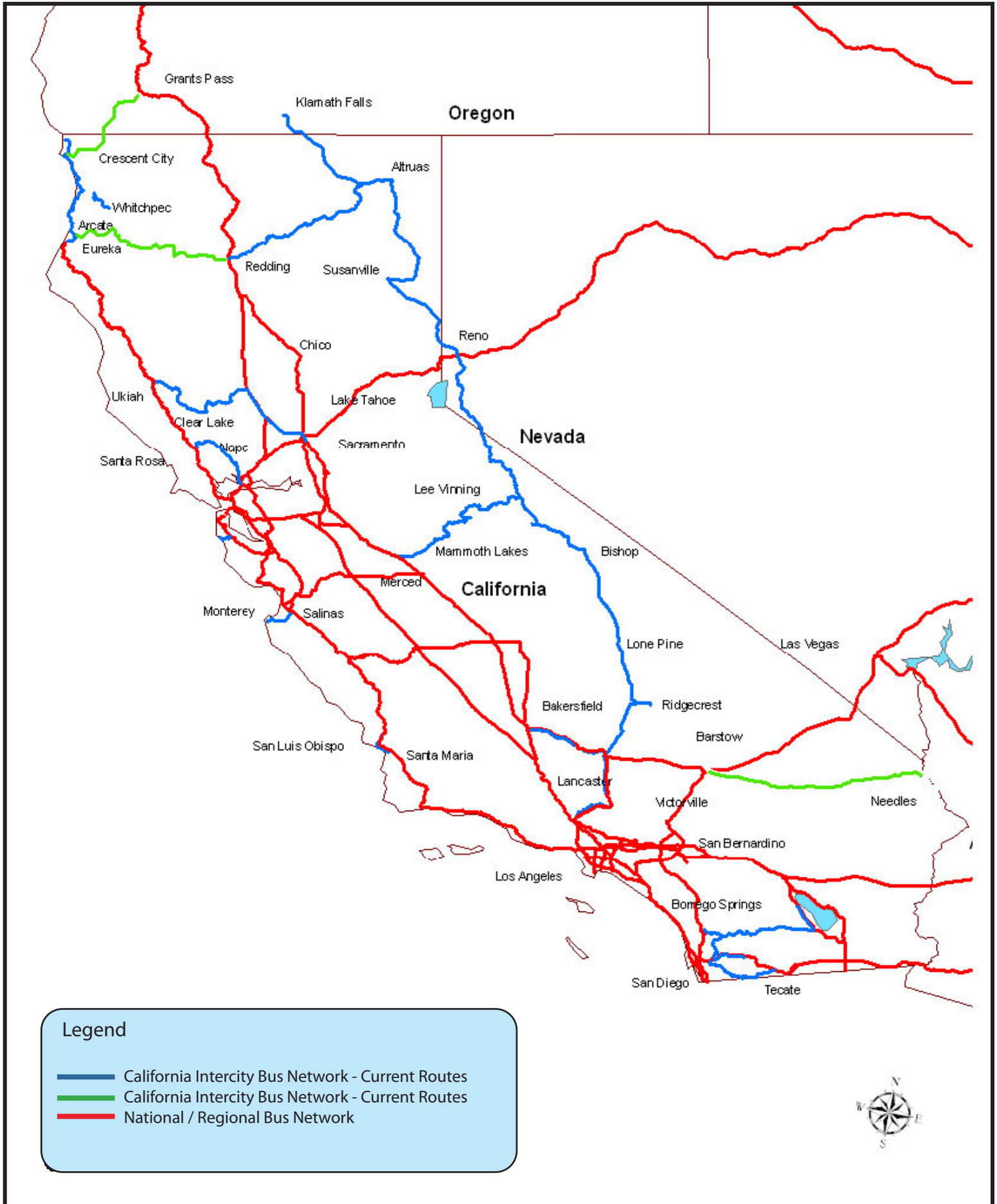


Figure 6.2-5
California Intercity Bus Network

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TRANSIT NEEDS ASSESSMENT

PCTPA encourages the use of public transit and paratransit within the County by assisting programs aimed at providing transportation services to the general public, the elderly, and persons with disabilities. Each of the seven jurisdictions within PCTPA's jurisdiction provides or contracts for transportation services for their constituents.

Private firms also provide transportation services within the region. Greyhound Lines provides service along the I-80 corridor, with stops in Placer County. Other private transportation services operating in PCTPA's jurisdiction include limousines, airport shuttles, taxi services, and non-emergency medical transport.

Unmet Transit Needs

As required under the Transportation Development Act, PCTPA must annually make an assessment of the unmet transit needs existing within Placer County. Based on this assessment, PCTPA must make one of the following findings:

- There are not unmet transit needs that are reasonable to meet;
- There are unmet transit needs, but they are not reasonable to meet; or,
- There are unmet transit needs, including those which are reasonable to meet.

The Placer County Transportation Planning Agency (PCTPA) Board of Directors has adopted a definition of an unmet transit need and criteria for determining whether needs are reasonable to meet. The adopted definition of an unmet transit need is as follows:

An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services. Unmet transit needs are also those needs required to comply with the requirements of the Americans with Disabilities Act.

The adopted criteria for determining whether or not an unmet transit need is reasonable to meet (assuming all of the criteria prevail) are as follows:

- *Service, which if implemented or funded, would result in the responsible service meeting the fare box recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5, and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5. The minimum required fare box recovery is 10 percent for Placer County Transit (PCT), Tahoe Area Regional Transit (TART), Auburn Transit, Lincoln Transit, and paratransit (Dial-A-Ride) services; for Roseville Transit it is 15 percent.*

- *Notwithstanding the criterion above, an exemption to the required fare box recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.*
- *Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.*
- *Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community groups, community leaders, and community meetings reflecting a commitment to public transit.*
- *The need should be in conformance with the goals included in the Regional Transportation Plan.*
- *The need is consistent with the intent of the goals of the adopted Short Range Transit Plan, as amended, for the applicable jurisdiction.*

Unmet transit needs workshops are held annually in various locations throughout the County. The purpose is to provide a forum for public input into the transit planning process and identify those transit needs that are not being met. Once these needs are identified, a determination is made as to whether these needs are reasonable to meet, based on the criteria above.

If the PCTPA Board of Directors finds that there are unmet transit needs that are reasonable to meet, LTF funds must be spent to meet those needs before funds can be spent for streets and roads purposes. TDA funds are the primary source of subsidy for public transportation services. However, if no needs meet the reasonable-to-meet criteria, jurisdictions can implement service changes or other improvements as long as transit operators continue to meet the TDA-required fare box recovery minimum.

Social Services Transportation Advisory Council (SSTAC)

As the part of PCTPA's responsibility for the administration of Transportation Development Act (TDA) funds the agency is required to provide for the establishment of a Social Services Transportation Advisory Council (SSTAC). Categories of membership is guided by the TDA, with members appointed by the PCTPA Board.

The SSTAC's responsibilities are three-fold:

- Annually participate in the identification of unmet transit needs;
- Annually review and recommend action by the transportation planning agency regarding any recommendations and findings relative to unmet transit needs; and

- Advise the transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Transit Planning

Transit operators in Placer County are committed to improving service through participation in both countywide and regional coordinating groups and ongoing transit planning efforts. PCTPA sponsors the countywide Transit Operators Working Group (TOWG), which meets every other month or as needed. Through the TOWG, all of Placer County’s transit operators work together to coordinate services and the implementation of a variety of capital projects. The members also provide valuable input on annual fiscal audits and triennial performance audits.

On a regional level, SACOG sponsors the Transit Coordinating Council (TCC). The TCC meets monthly to coordinate efforts to obtain federal grant funds and earmarks for both operating and capital purposes and to share information. The TCC includes all of the transit operators in the counties of Sacramento, El Dorado, Placer, Yuba, Sutter, and Yolo. The TCC members work together on such issues as obtaining Federal funds for transit services, coordinating use of Federal Transit urbanized area formula grant funds (e.g., FTA Section 5307), developing a regional transit trip planning capability, and the universal fare card (Connect Card) program.

Short Range Transit Plans

Short range transit plans (SRTP) are prepared for each of the transit operators in Placer County. The SRTP is the document through which the continuing, comprehensive and coordinated transit planning process is implemented. These plans look at countywide demographics, review operating histories of each transit operator, analyze demand for transit services, present a series of goals, objectives and performance standards, analyze a series of service alternatives, identify operating, maintenance and capital program needs, address the requirements of the ADA, the FTA and the TDA, and present the steps that each transit operator will take over a five to seven year planning period to improve and enhance transit services.

Because the SRTPs represent a focused and calculated approach to improve each transit system, the PCTPA Board of Directors requires that any unmet transit need that is identified to be consistent with the applicable SRTP before it can be considered “reasonable to meet.” The SRTPs also serve as the primary justification for receipt of Federal and State funds for transit operations and capital projects. Adopted SRTP goals, objectives and performance standards are shown in Table 6.2-2.

SRTPs for Auburn Transit, PCT, Roseville Transit, and the Western Placer CTSA were updated in FY 2010-11. Lincoln Transit’s SRTP was updated in 2009. TART completed

updates to its System Plan in 2005. Except for the TART System Plan, each SRTP provides a blueprint for service and capital needs through 2018.

TDA Triennial Transit Operator Performance Audits

PCTPA is statutorily required by Section 99246 of the California Public Utilities Code to conduct a performance audit every three years of the activities of each of the five transit operators under its jurisdiction that it allocates LTF (funds). Performance audits of Auburn Transit, Lincoln Transit, Roseville Transit, Placer County Transit, the Consolidated Transportation Service Agency were completed and accepted by the PCTPA Board of Directors in June 2013, covering fiscal years 2009/10 through 2011/12. Audits for the next triennial period are currently underway.

The purpose of the performance audit is to evaluate the effectiveness and efficiency of an operator's use of TDA funds to provide public transit in its service area. This is a requirement for continued receipt of these funds for public transit purposes. The reviews are conducted consistent with Caltrans "Performance Audit Guidebook for Transit Operators and Regional Transportation Planning Entities" (January 1998, 2nd Edition).

Long Range Transit Plan

In coordination with the TOWG, PCTPA completed a Long Range Transit Master Plan for South Placer County. The Transit Master Plan presented a series of scenarios for possible future service levels, capital needs, technology options, financing and organization within the county. The Plan examined the issues inherent in coordinating transit service delivery among the five existing transit operators. The Transit Master Plan also outlined recommendations in a variety of areas to assist Placer County in managing and planning transit services as the area grows.

Specific elements examined during the master planning process include:

- Long-Range service plan;
- Vehicle maintenance needs and arrangements;
- Capital needs and options (vehicles and facilities);
- Technology upgrade/modernization issues and options;
- Costs and funding options; and
- Management and governance ("institutional") arrangements.

**Table 6.2-2
Western Placer County Goals & Standards for Transit Service**

Western Placer County Goals and Systemwide Standards for Transit Service

Service Type	Provider	Service Effectiveness Goal				Service Quality Goal							Increase Revenues
		Farebox Return Ratio Standard (Minimum)	Operating Cost per Passenger Standard (Maximum)	Passengers per Vehicle Service Hour (Minimum)	Passengers per Vehicle Service Mile	Service Availability Standard (Minimum)	On-Time Performance Standard (Minimum % of Trips On-Time)	Transfer Wait Times (Minimum)	Missed Trips (Maximum)	Service Headway Standard (Minimum)	Trip Denial Standard	Bicycle Accessibility	
Regional Commuter Services	PCT Roseville Transit	15% 75%	\$5.00	20	1	Major Activity Centers	95%	No more than 5 minutes	1%	NA	NA	Minimum two bicycle racks per vehicle	\$4.00
Intra-Community Services	Auburn Transit PCT Roseville Transit	10% 15% 15%	\$10.00	10	1	Service within 1/4 Mile of 85% of Residents	90% for Deviated Fixed Routes 95% for Fixed Routes	No more than 5 minutes	1%	60 Minutes	NA	Minimum two bicycle racks per vehicle	\$1.00
Rural Services	PCT	10%	\$20.00	5	0.5	NA	95%	No more than 5 minutes	1%	3 Trips/Day	NA	Minimum two bicycle racks per vehicle	\$1.00
Demand Response Services	PCT Roseville Transit WPCTSA	10% 10% 10%	\$30.00	3	0.2	Service within 3/4 Mile of Fixed Routes	90%	No more than 5 minutes	1%	NA	Fully meet the requirements of ADA	Minimum two bicycle racks per vehicle NA	\$1.00

Sources: Compilation of Auburn Transit, Placer County Transit, Roseville Transit and WPCTSA Goals, Objectives and Performance Standards (2011 SRTPs), PCTPA.

Master Plan recommendations were based on three long-range scenarios:

- **Scenario 1 (Funding Constrained Service Level)** – Base line assumptions, but includes a 140% increase in transit vehicle miles and vehicle hours based on population growth, with funding coming from existing sources only;
- **Scenario 2 (Transition Service Level)** – Transition level of service from rural to urban service, and includes a 190 percent increase in transit vehicle-miles and vehicle-hours, with higher service levels targeted in fast-developing areas in the County; and
- **Scenario 3 (Urban Service Level)** – Transition to a full urban function for the transit services in the county, resulting in a 320% increase in transit vehicle miles and vehicle hours.

Development assumptions in each scenario are consistent with urban density levels established under the Blueprint Preferred Alternative in the Sacramento Council of Government's (SACOG) Metropolitan Transportation Plan (MTP).

The Master Plan was accepted by the PCTPA Board of Directors in June 2007, with staff direction to pursue the recommendations outlined for Scenario 2 in the Plan. Scenario 2 is to be used for planning and policy purposes for development of future transit services in Placer County through the year 2035, with a focus on coordination and integration opportunities in light of anticipated land use and demographic changes occurring within the County.

South Placer Dial-a-Ride Study

As previously noted there are four separate Dial-a-Ride systems providing service in the South Placer area. All of these services are funded with local Transportation Development Act (TDA) funds from the three cities and Placer County. These systems provide two distinct types of dial-a-ride service: general dial-a-ride service open to the public, and service specifically targeted toward elderly persons and persons with disabilities including that required by the Americans with Disabilities Act (ADA).

As the area continues to grow, demand for travel across municipal boundaries also grows. The logistics of providing dial-a-ride service (including resultant transfers) to meet inter-municipal travel needs has become increasingly challenging from both the transit operator and rider's point of view. The issue of better coordination or consolidation of dial-a-ride services in the South Placer region comes up annually during PCTPA's unmet transit needs process.

The Transit Master Plan for South Placer County speaks to the critical importance of creating transit services that are seamless to users, and of developing an infrastructure by which unmet needs can be effectively met. Further, each of the operator's short range transit plans recommend further study of a coordinated or consolidated approach to dial-a-ride service in the South Placer region.

The South Placer Regional Dial-a-Ride Study was completed in September 2007. The PCTPA Board of Directors accepted the Study and directed staff to implement its

recommendations to avoid duplication and coordinate respective Dial-a-Ride services in an effort to provide the highest level and quality of service to the riding public.

South Placer County Bus Rapid Transit Service Plan

Placer County has an adopted Transit Master Plan that addresses various approaches to coordinated transit services. The BRT services outlined in this report were envisioned in that Master Plan, and would be one portion of the coordinated services in the county. This plan portrays a long-range vision for BRT services within Placer County and describes a potential phasing plan to incrementally implement and upgrade BRT services as development occurs in the southwestern portion of Placer County.

The route structure for the Placer County BRT System was developed based on planning work that was done between 2005 and 2007 for PCTPA and South Placer Regional Transportation Authority (SPRTA). The major elements of the basic route structure include the three primary BRT routes, with secondary options. The recommended routes are summarized in Table 6.2-3. Modifications to the routes will be developed at the time of implementation based on the results of future land use development and more specific feasibility assessment.

Table 6.2-3 Recommended BRT System Route Structure for South Placer County	
Route 1-A (primary)	CSU Placer – Hewlett–Packard Campus – Corporate Center – Galleria – Watt/I-80 Light Rail Station via Sunset Blvd, Foothills Blvd, Blue Oaks, CA–65, Roseville Parkway, I-80. Option: Extension to City of Lincoln
Route 2-A (primary)	CSU Placer – West Roseville Town Center – Placer Vineyards Center – Watt/I-80 LRT Station via Fiddymont Rd, Pleasant Grove Rd, Watt Ave. Option: Extension to City of Lincoln
Route 3-A (primary)	Galleria – Taylor – Hazel LRT Station – Sunrise LRT Station via Roseville Parkway, Sierra College Blvd, Hazel Ave, Folsom Blvd
Source: South Placer County Bus Rapid Transit Service Plan Final Report, URS Corporation, November 2008.	

PCTPA’s BRT Service Plan, which included an examination of ridership estimates for BRT service; capital needs and technology opportunities for deployment of the system; an implementation phasing strategy; institutional models to manage the service; and a financial plan to establish capital and operating costs and to identify potential funding sources.

Universal Transit Fare Card System – Connect Card

SACOG successfully obtained a grant to develop and implement an Universal Transit Fare Card system in eight different transit systems across the Sacramento region. The Universal Transit Fare Card, or Connect Card, is a program to implement a regional, contact-less electronic transit fare system (or smart card) that will allow for seamless transfers between

transit systems and increase transit ridership. Seamless transfers between systems has been an annual request by passengers through the unmet transit needs process in Placer and Sacramento counties. PCT and Roseville Transit are the participating transit operators in Placer County. The Connect Card is expected to be fully operational in 2015.

Transit Consolidation/Coordination

As a result of a March 2009 Board transit workshop, potential operational improvements and/or cost savings that could result from consolidating the various transit operations in Placer County was investigated. A key driver behind the consolidation effort had been State funding cuts for local transportation, including past diversions of local gas tax and Proposition 42 funds.

Consensus emerged behind several recommendations:

- Transit consolidation efforts are premature. Focus should first be on improved coordination of existing transit services.
- Specific areas of coordination that should be pursued are:
 - Improved/streamlined transfers between operators;
 - Coordination of schedules;
 - Elimination of service duplications;
 - Uniform fare card or other way of paying that will work on all transit services; and
 - Implementation of a call center as a single phone number/point of contact for the public to get transit information, schedules, and dial a ride reservations.

North Lake Tahoe Resort Triangle Transit Vision

In 2012 the Truckee North Tahoe Transportation Management Association (TMA) and the North Lake Tahoe Resort Association (NLTRA) organized a coalition of public and private sector representatives with an interest in delivering transportation services to develop a transit vision and plan for the North Lake Tahoe Resort Triangle.

The completed Transit Vision Service Plan includes strategic improvements to services currently provided by Placer County's TART, The Town of Truckee and the TMA. Key tenets of the vision include:

- Increased service frequency;
- Increased night hours of service;
- Year round service on SR 267;
- Free service (no charge to the rider);
- Unified branding of all transit services; and
- Single governance and administration is assumed as the most likely approach to delivering the future services.

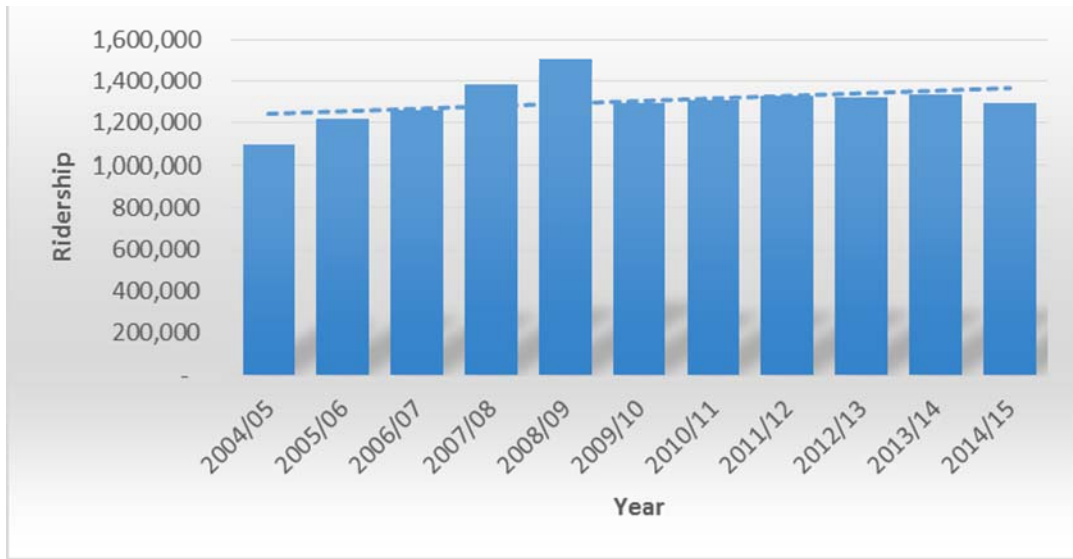
Fully implemented, the Transit Vision Service Plan would cost about \$7.6 million annually, including local operating and capital costs. Ridership would increase from an existing total of 449,000 passenger-trips per year to a total of 861,000 per year, equivalent to a 92 percent increase. The Plan identifies a variety of potential sources to fund the transit improvements under the Vision.

TRAVEL TRENDS

MAP-21 shifted state and regional planning efforts to performance based planning and decision making in transportation investments. Performance based planning considers historical trends and future projections to qualitatively or quantitatively evaluate potential outcomes of transportation investments, choices, and the success of the transportation system. With the movement towards performance based planning requirements this RTP begins a movement in this direction to integrate more effective performance measures.

The following section summarizes transit ridership statistics and the projected transit ridership that is anticipated as a result of future transit investments and travel choices. PCTPA monitors transit rider as part of its ongoing transit planning and coordination efforts. Figure 6.2-6 illustrates the historical transit ridership of Placer County transit systems.

**Figure 6.2-6
Placer County Public Transit Ridership Trends**



PCTPA coordinated with SACOG to estimate future transit ridership as the predominant measurement of how Placer County transit systems will perform as a result of transportation

investments and changes in travel choices. SACOG SACSIM travel demand model takes into account regional growth, travel trends, and transportation projects contained in this Action Element options in the six-county region. Table 6.2-4 compares the SACSIM base year (2012) and horizon year (2036) travel demand model transit ridership estimates of the combined transit systems in Placer County.

Measure	2012	2036	% Change
Transit Ridership (weekday)	4,496	17,459	288%
Population	346,984	512,045	47.5%
Transit Ridership / Capita	0.01	0.03	163.1%

Source: SACOG SACSIM Travel Demand Forecasting Model, 2015

According to this data, transit ridership is anticipated to increase 288% between 2012 and 2036. To normalize this metric and allow for a more meaningful comparison between population growth and transit trends, transit ridership per capita is provided. While transit ridership is anticipated to grow by 288 percent, population is anticipated to grow by 47 percent and while ridership per capita is anticipated to increase by approximately 163%. This suggests that the choice to use transit will outpace population growth as a result of travel choices and transportation investments.

PUBLIC TRANSIT ACTION PLAN

Short Range

1. Continue to maximize available Federal Transit Administration (FTA) funds through the Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities), 5311 (rural transit), Section 5307 (urban transit), and other FTA discretionary programs. (*PCTPA, transit operators, WPCTSA*)
2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs (*PCTPA, transit operators, WPCTSA*)
3. Update the short range transit plans for Auburn, Roseville, Placer County, and the Western Placer CTSA. (*PCTPA, jurisdictions, transit operators, WPCTSA*)
4. Monitor transit services regularly and make adjustments to routes and schedules to improve operational efficiency and on-time performance, and maintain a discipline of cost recovery (*Transit operators, WPCTSA*)

5. Conduct an independent performance audit every three years of the activities of each of the five transit operators under its jurisdiction that it allocates LTF (funds). *PCTPA, transit operators, WPCTSA*
6. Conduct an independent financial audit annually of the TDA funds allocated to each jurisdiction to determine compliance with statutes, rules and regulations of TDA and the allocation instructions of PCTPA. *(PCTPA, jurisdictions, transit operators, WPCTSA)*
7. Continue to obtain public input on public transportation systems by holding annual unmet transit needs workshops and hearings. Implement expanded services to respond to needs that are reasonable to meet. *(PCTPA, transit operators, jurisdictions, WPCTSA)*
8. Continue active participation in local and regional coordinating groups (e.g., SACOG Transit Coordinating Committee, Transit Operators Working Group, Best Step Transportation Collaborative). *(PCTPA, transit operators)*
9. Work with public transit operators and social service transportation providers to improve or increase transit services to rural areas of Placer County. *(PCTPA, transit operators, WPCTSA)*
10. Implement and/or modify paratransit services to continually meet the requirements of the Americans with Disabilities Act. *(PCTPA, transit operators)*
11. Continue to coordinate and consolidate social service transportation whenever possible. *(PCTPA, WPCTSA, social service agencies)*
12. Implement the recommendations outlined in the South Placer Regional Dial-a-Ride Study to avoid duplication and coordinate respective Dial-a-Ride services *(PCTPA, transit operators, WPCTSA)*
13. Encourage the transit operators to work cooperatively to optimize service delivery, offer complementary services and fare media to improve ease of connectivity among transit systems. *(PCTPA, transit operators, WPCTSA)*

Long Range

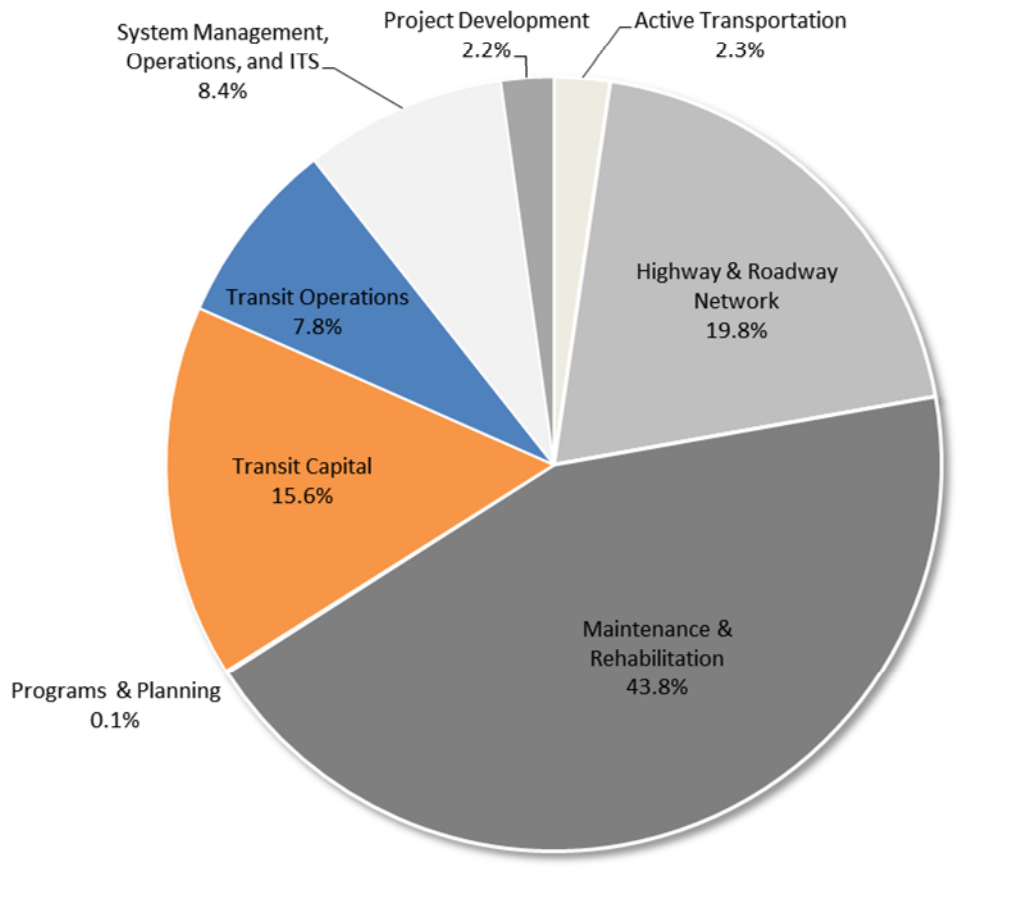
1. Continue to update the short range transit plans for the transit operators with continued emphasis on meeting the transit needs of the growing and changing population, public education, enhancing the convenience of regional travel, offering alternatives to the automobile, and improving connections between various modes of travel. *(PCTPA, transit operators, WPCTSA, jurisdictions)*

2. Pursue the recommendations outlined for Scenario 2 in the Transit Master Plan in the development of future transit services in Placer County through the year 2036, with a focus on coordination and integration opportunities. (*PCTPA, transit operators, WPCTSA, jurisdictions*)

CURRENT PUBLIC TRANSIT PROJECTS

Currently programmed and planned public transit operational and maintenance projects in Placer County are shown on Table 6.2-5 and all public transit capital projects are contained in Table 6.2-6. Projects identified as “project development only” are included for reference. Transit projects are proposed to continue and improve the service levels, time and geographic span, and upkeep of transit equipment and facilities in Placer County. Figure 6.2-7 on the following page compares the Public Transit Action Plan share of the total expenditures through 2036.

Figure 6.2-7
Percentage of Regional Roadways Action Plan to Total Expenditures (YOE)



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**Table 6.2-5
Transit Operations & Maintenance Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25547	City of Auburn	F- Transit O&M (Bus)	City of Auburn Non-Urbanized Transit Operations	For the ongoing operation of transit within the non-urbanized area of Auburn and a portion of non-urbanized Placer County.	\$1,584,934	\$1,584,934	Project complete by 2020	Programmed
CAL20563	Caltrans HQ	F- Transit O&M (General)	FTA 5310 - City of Roseville Mobility Management Program	Transit Ambassador and Mobility Training programs. Assist new transit and paratransit/demand response transportation riders that are seniors and persons with disabilities in Placer County, as well as the South Placer County "One Stop" Call Center that distributes transit and paratransit/demand response transportation information and handles reservations/transfers for paratransit/demand response transportation users in Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	\$234,000	\$234,000	Project complete by 2020	Programmed
VAR56109	SACOG	F- Transit O&M (Bus)	Roseville Transit JARC Operating Assistance	Use FY 2011 & 2012 Urbanized Area JARC funds to operate two fixed route buses to extend routes A & B from 6:30 to 9:30 PM M-F, and 1 DAR bus to extend service from 7:00 to 9:30 PM.	\$371,680	\$371,680	Project complete by 2020	Programmed
PLA25498	City of Roseville	F- Transit O&M (Demand Response)	Roseville Transit Preventive Maintenance and ADA Operations 2011-2016	Maintenance of transit fleet and operating ADA transit services.2013 Preventive Maintenance = \$0; 2013 ADA Operations = \$260,000;2014 Operating Assistance = \$1,322,938; 2014 ADA Operations = \$20,6952015 Preventive Maintenance = \$200,000;2016 Preventive Maintenance = \$200,000;	\$5,036,745	\$5,036,745	Project complete by 2020	Programmed

**Table 6.2-5 (cont.)
Transit Operations & Maintenance Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25416	City of Roseville	F- Transit O&M (Demand Response)	South Placer Call Center	Operating cost contribution towards ADA complementary paratransit services provided for the South Placer Call Center.	\$187,500	\$187,500	Project complete by 2020	Programmed
PLA25585	PCTPA	F- Transit O&M (BRT & Express)	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs (\$5,704,000) specifically for a three route BRT system for Fiscal years 2019-2036) for a TBD transit operator.	\$142,600,001	\$187,394,000	Lump Sum or Ongoing	Planned
PLA25631	PCTPA	F- Transit O&M (Bus)	Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2019-2036; does not account for expansion of service	\$224,910,000	\$295,560,000	Lump Sum or Ongoing	Planned
PLA25550	Placer County Transit	F- Transit O&M (Bus)	Lincoln Transit (Subrecipient) Operating Assistance	Lincoln Transit (Subrecipient)- Operating assistance and preventive maintenance for transit services within the City of Lincoln. Sacramento Urbanized Area. FFY 2014 operating assistance: \$149,108FFY 2014 preventive maintenance: \$12,281	\$1,616,076	\$1,616,076	Project complete by 2020	Programmed
PCT10491	Placer County Transit	F- Transit O&M (Bus)	Placer County Non-Urbanized Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized Area. FFY 2015: \$291,197FFY 2016: \$291,197	\$7,357,017	\$7,357,017	Project complete by 2020	Programmed

**Table 6.2-5 (cont.)
Transit Operations & Maintenance Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PCT10493	Placer County Transit	F- Transit O&M (Demand Response)	Preventive Maintenance, ADA Operations, and Operating Assistance 2009-2016	Operating assistance, preventive maintenance, and ADA operations for transit services for urban transit services within El Dorado County as well as commuter service to / from Sacramento. Sacramento Urbanized Area. FFY 2009 preventive maintenance: \$324,890FFY 2009 ADA operations: \$281,700FFY 2010 preventive maintenance: \$300,000FFY 2010 ADA operations: \$200,000FFY 2011 preventive maintenance: \$324,890FFY 2011 ADA operations: \$206,700FFY 2012 preventive maintenance: \$32,890FFY 2012 ADA operations: \$217,000FFY 2012 Fuel: \$84,429FFY 2013 Operating assistance: \$539,341FFY 2014 Operating assistance: \$563,744FFY 2014 preventive maintenance: \$56,696FFY 2015 preventive maintenance: \$341,000FFY 2015 ADA operations: \$217,000FFY 2016 preventive maintenance: \$341,000FFY 2016 ADA operations: \$217,000	\$8,821,325	\$8,821,325	Project complete by 2020	Programmed
PCT10505	Placer County Transit	F- Transit O&M (Bus)	TART Operations	TART operations (lump sum) on SR89 and SR267 corridors within Placer County/SACOG region.	\$22,000,000	\$28,911,000	Lump Sum or Ongoing	Planned
PLA25593	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Demand Response)	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	\$28,233,907	\$37,103,000	Lump Sum or Ongoing	Planned

**Table 6.2-5 (cont.)
Transit Operations & Maintenance Projects List**

PLA25511	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Bus)	New Freedom (Rural) Operating Assistance	Operating Assistance for the rural portion of the "Health Express." This service is being provided as a new transportation alternative to traditional public transit fixed route and dial-a-ride services. The service is a low-to-no-cost scheduled door-to-door transportation service to non-emergency medical appointments for rural Placer County residents. Service operates Monday through Friday, 8:00 a.m. to 5:00 p.m., and Thursdays, 10:00 a.m. to 2:00 p.m. in Sacramento.	\$416,176	\$416,176.00	Project complete by 2020	Programmed
PLA25510	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Demand Response)	Western Placer CTSA Operations	The Western Placer CTSA operates non-emergency medical transportation demand-response paratransit service; volunteer door-to-door transportation; & voucher program within western Placer County.	\$4,900,000	\$4,900,000.00	Project complete by 2020	Programmed
VAR56116	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Bus)	WPCTSA - New Freedom Operating Assistance	Western Placer Consolidated Transportation Service Agency: Operating assistance for Health Express", a low-to-no cost, scheduled, door-to-door, shared ride service for Placer County residents needing transportation to non-emergency medical appointments.	\$600,000	\$600,000.00	Project complete by 2020	Programmed
				Short-Term	\$ 31,125,453	\$ 31,125,453		
				Long-Term	\$417,743,908	\$548,968,000		
				Total	\$448,869,361	\$580,093,453		

**Table 6.2-6
Transit Capital Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25353	City of Auburn	E- Transit Capital (Minor)	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of- way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	\$1,416,480	\$1,416,480	Project complete by 2020	Programmed
PLA25569	City of Auburn	E- Transit Capital (Vehicles)	Auburn Transit Bus Replacement	Replace one bus.	\$408,469	\$408,469	Project complete by 2020	Programmed
REG17928	City of Roseville	E- Transit Capital (Minor)	Louis/Orlando Transfer Point Improvements	In Roseville, on Louis Blvd at Orlando Ave.: Develop and construct an improved transfer point and intermodal facility with a 35-space park and ride facility. (Includes previously programmed PLA16080.)	\$4,738,000	\$4,738,000	Project complete by 2020	Programmed
CAL20565	Caltrans HQ	E- Transit Capital (Minor)	FTA 5310 - City of Roseville South Placer Call Center Equipment	Purchase training equipment (a laptop and LCD projector) for Call Center employees and Transit Ambassadors to use, as well as replacement digital recording system and TDD equipment for the South Placer Call Center. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	\$28,100	\$28,100	Project complete by 2020	Programmed
CAL20564	Caltrans HQ	E- Transit Capital (Minor)	FTA 5310 - City of Roseville Transit Vehicle Navigation Units	Purchase 25 global positioning system (GPS) navigation units to assist demand response drivers serving seniors and people with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	\$6,900	\$6,900	Project complete by 2020	Programmed

**Table 6.2-6 (cont.)
Transit Capital Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25214	City of Roseville	E- Transit Capital (Minor)	Roseville Transit ITS Project	To purchase and install electronic fareboxes, software, probes, software, automatic vehicle location devices, mobile data computers, video security cameras and software, and digital readerboard equipment for transfer points. [Project replaces PCT10430 and PCT10420]	\$1,100,000	\$1,100,000	Project complete by 2020	Programmed
PLA25323	City of Roseville	E- Transit Capital (Minor)	Sierra Gardens Transfer Point	Improve Sierra Gardens Transfer Point. Improvements may include new bus turnouts, shelters, restrooms, landscaping, lighting, crosswalks, sidewalks, and other pedestrian improvements such as bulb-outs. (Emission benefits in kg/day: 63 ROG, 63 Nox, 25 PM10.)	\$1,012,151	\$1,012,151	Project complete by 2020	Programmed
PLA25632	PCTPA	E- Transit Capital (Vehicles)	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only.	\$63,153,000	\$82,991,000	Lump Sum or Ongoing	Planned
PLA25634	PCTPA	E- Transit Capital (Major)	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1- CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	\$82,526,000	\$108,450,000	Lump Sum or Ongoing	Planned

**Table 6.2-6 (cont.)
Transit Capital Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Regional Service Expansion Lump Sum 1	PCTPA	E- Transit Capital (vehicles)	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance cost and bus vehicle purchase and replacement.	\$475,000,000	\$631,750,000	Lump Sum or Ongoing	Planned
PLA25583	Placer County	E- Transit Capital (Vehicles)	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	\$530,000	\$530,000	Project complete by 2020	Programmed
PCT10503	Placer County	E- Transit Capital (Vehicles)	PCT Bus Replacements - 2015	Replace two CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 1.49 NOx)	\$1,082,000	\$1,082,000.00	Project complete by 2020	Programmed
PCT10494	Placer County Transit	E- Transit Capital (Minor)	CNG Station Upgrade Phase 2	Dewitt Center in Auburn: Increase of CNG compressor capacity at Placer County CNG fueling station in Auburn. (Emissions Benefits in kg/day: 3.46 NOx, 0.12 PM10.) *Local Funds are Air District Funds*	\$576,809	\$576,809	Project complete by 2020	Programmed
PCT10501	Placer County Transit	E- Transit Capital (Vehicles)	Placer County CNG Replacement Buses	Replace four CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 3.16 NOx)	\$2,059,528	\$2,059,528	Project complete by 2020	Programmed

**Table 6.2-6 (cont.)
Transit Capital Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS	
PCT10488	Placer County Transit	E- Transit Capital (Vehicles)	Purchase 2 Replacement Buses	Purchase of two (2) 35' CNG replacement buses for Placer County Transit. (Emission Benefits: 0.5 kg/day NOx)	\$1,000,000	\$1,000,000	Project complete by 2020	Programmed	
PCT10504	Placer County Transit	E- Transit Capital (Vehicles)	T.A.R.T Bus Purchase	Replace one 35-foot bus for Tahoe Area Regional Transit.	\$525,000	\$525,000	Project complete by 2020	Programmed	
CAL20562	Caltrans HQ	E- Transit Capital (Vehicles)	FTA 5310 - Pride Industries Replacement Buses	Replace three existing buses that provide transportation to persons with developmental and other disabilities in Placer and Sacramento counties. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project. Toll Credits for CON	\$229,500	\$229,500	Project complete by 2020	Programmed	
VAR56123	Pride Industries	E- Transit Capital (Vehicles)	Pride Industries One, Inc. 5310 Replacement Bus and Cameras	FTA 5310 funds will be used to purchase one (1) Medium Bus that accommodates up to 14 passengers (incl. 2 wheelchair positions) & a driver and thirty-eight (38) cameras for Pride Industries. (Uses Toll Credits for local match).	\$105,989	\$105,989	Project complete by 2020	Programmed	
PLA25594	Western Placer Consolidated Transportation Service Agency	E- Transit Capital (Major)	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	\$55,490,317	\$72,921,000	Lump Sum or Ongoing	Planned	
					Short-Term	\$ 14,818,926	\$ 14,818,926		
					Long-Term	\$926,969,317	\$1,146,912,000		
					Total	\$941,788,243	\$1,161,730,926		

6.3 Passenger Rail

Rail service in Placer County is used to transport freight and passengers. Union Pacific Rail Road (UPRR) owns the right-of-way for both types of rail service and operates freight trains through Placer County. Passenger rail service in Placer County is provided by the Capitol Corridor Joint Powers Authority (CCJPA). The ongoing focus of Placer's rail program is to enhance passenger rail service to Placer County.

This chapter describes existing rail passenger service in Placer County provided by the Capitol Corridor Joint Powers Authority (CCJPA). This chapter further provides an analysis of intercity passenger rail needs through 2036 for the County. The nature of the long-term timeframe does not permit this analysis to be all-inclusive. Rather, it should be looked at as an evolving vision of service level decisions, capital program development, and funding availability. Freight rail needs are examined in the Goods Movement chapter.

EXISTING PASSENGER RAIL SERVICES

Intercity passenger rail service can be defined as frequent corridor service operated between major urban areas up to 500 miles apart. Among the fastest growing corridors, are those where 80 percent of all rail passenger trips typically exceed 100 miles.

Capitol Corridor Passenger Rail Service Background

The Capitol Corridor Joint Powers Authority (CCJPA) assumed management responsibility for the service in October 1998. The CCJPA manages the Capitol Corridor service through an operating agreement with Amtrak to operate daily intercity passenger rail service between Auburn and San Jose (see Figure 6.3). The CCJPA is comprised of six transportation agencies in the Capitol Corridor service area: Placer County Transportation Planning Agency, Sacramento Regional Transit District, Yolo County Transportation District, Solano County Transportation Authority, San Francisco Bay Area Rapid Transit District, and the Santa Clara Valley Transportation Authority. The governing board of the CCJPA is comprised of elected officials representing the six member agencies.

The Capitol Corridor is an intercity passenger service that began in December 1991 with six daily trains serving a 170 mile corridor between San Jose and Sacramento. Since then, it has grown into the third busiest intercity passenger rail service in the nation providing an alternative to congested I-80, I-680, and I-880 highway corridors. Service now consists of 30 weekday and 22 weekend trains providing hourly service between Sacramento and Oakland, with 14 daily trains between Oakland and San Jose, and two daily trains between Sacramento and Auburn. This expansion was accomplished with no increase in State funding by growing ridership and revenue, reallocating funds for more efficient use, and making cost-effective service changes. The benefits of these service expansions and capital improvements have resulted in a significant growth in ridership revenues, and service levels.

Capitol Corridor Passenger Rail Service in Placer County

In Placer County, the Capitol Corridor trains stop in Roseville, Rocklin, and Auburn. The three Placer County stations are served by one westbound train leaving Auburn at 6:30a.m. (weekdays) or 8:10 a.m. (weekends) and one return train arriving in Auburn at 6:30 p.m. (weekdays) or 9:23p.m. (weekends). Amtrak provides motor coach buses that fill the gap between trains, providing service between Sacramento and the Placer County stations, and connecting outlying communities to the Capitol Corridor service. Motor coach service is provided to and from Colfax, Truckee, Reno and Sparks (Nevada).

CCJPA has also negotiated reciprocal ticketing agreements with Placer County for their Commuter Express buses and with Roseville Transit. The reciprocal ticketing agreements are for bus services that parallel the Capitol Corridor route between Auburn, Roseville and Sacramento.

Table 6.3-1 summarizes recent annual and daily ridership activity for rail stations in Placer County and the Sacramento Valley Station.

Placer County Stations	Total Ridership	Boardings per Day	% Change from last FFY	Alightings per Day	% Change from last FFY	Total per Day
Auburn	16,422	24.4	-63.8%	20.6	-70.0%	45.0
Rocklin	15,448	21.9	-45.2%	20.5	-48.1%	42.3
Roseville	24,266	31.6	-44.3%	34.9	-38.4%	66.5

Source: Monthly Station Ridership Activity Cumulative FFY Year-to Date, September 2014, CCJPA.

Capitol Corridor Passenger Rail Service Characteristics

Ticket types include standard one-way and roundtrip fares, as well as monthly passes and 10-ride tickets valid for 45 days. Discount fares are available to seniors, students, military personnel, and children under age 15. No reservations are required to ride the Capitol Corridor trains or connector buses.

The typical rider on the Capitol Corridor takes the train primarily for work / business / travel. Riders also take the train for leisure oriented trips to visit family / friends, go shopping, or to school. More than half of the riders use the discounted multi-ride tickets, an attractive option for business travelers.

Over the past 10 years, the CCJPA has incrementally increased fares based on service improvements. In FY 2007 / 2008 CCJPA simplified the fare structure and re-examined multi-ride ticket prices to improve equity among the fare types. Fares are structured to meet the State's farebox return goal of 50 percent. The CCJPA will continue strategic fare increases to offset anticipated increases in Amtrak's operating expenses.

Capitol Corridor trains provide complete accessibility to passengers and include bicycle storage units on the lower level of cars as well as at train stations.

Other California Passenger Rail Services

The California Zephyr, which runs one daily train in each direction between Chicago and Oakland, provides interstate passenger rail service with stops in Sacramento, in Placer County at Colfax and Roseville, as well as Truckee in Nevada County. As an interstate rail service, reservations are required for travel on the California Zephyr.

Amtrak also operates the Coast Starlight, which runs one daily train in each direction from Seattle to Los Angeles, with a stop in Sacramento.

The San Joaquin train service, which is managed by – San Joaquin Joint Powers Authority and operated by Amtrak, provides connecting bus service to and from Sacramento, Roseville, Rocklin, Auburn, Colfax, Truckee, Reno and Sparks, Nevada. There is also a morning bus from Roseville that meets a southbound San Joaquin train in Sacramento. The San Joaquin provides four daily trains between Sacramento and Bakersfield, with connecting bus service to Los Angeles and numerous other points in California.

PASSENGER RAIL SERVICE NEEDS ASSESSMENT

Capitol Corridor

Over the past decade, ridership has trended upward by increasing demand along the congested I-80, I-680 and I-880 highway corridors. Capitol Corridor ridership increased substantially with the implementation of the February 2000 plan, which changed the return time of the Placer County weekday evening train to coincide with the peak commute period. The August 2006 service expansion furthered ridership increases. During the recession however, ridership and revenue declined due to weak economic conditions, job cuts and furlough days in Sacramento, which negatively affected the business travel market. The last few years has since seen a rebound in ridership and revenue.

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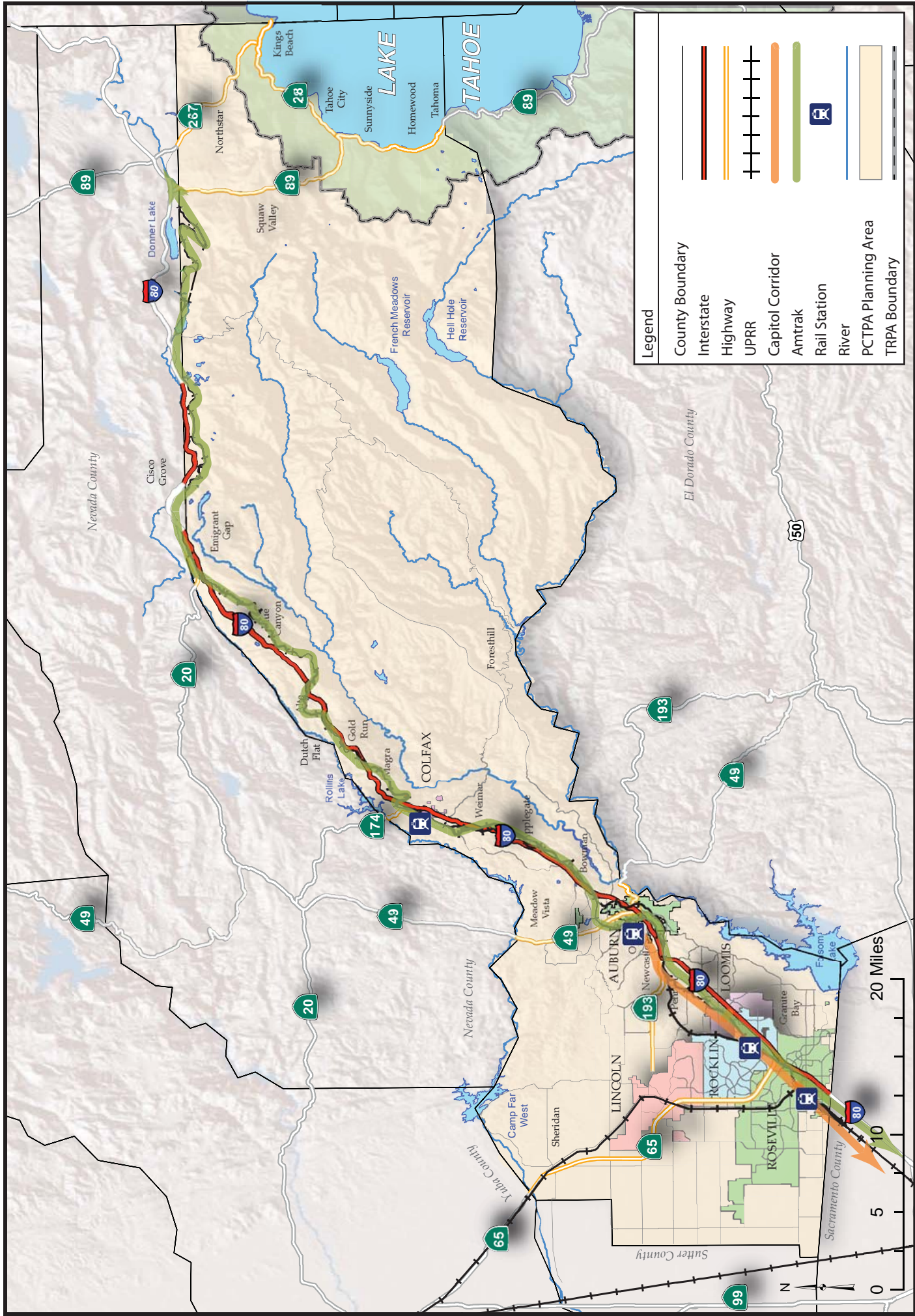


Figure 6.3
Existing Rail Service

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Business Plan

The CCJPA is required to prepare an annual Business Plan that identifies operating and marketing strategies, performance standards and goals, outlines service and capital improvement plans for the Capitol Corridor, and a funding request for inclusion in the State's budget proposal to the Legislature.

The CCJPA's Business Plan will maintain current Capitol Corridor service levels at 30 weekday and 22 weekend trains between Sacramento and Oakland, including two daily trains from Sacramento to Auburn, and 14 daily trains between Oakland and San Jose for FY 2015/16.

Service plans can support up to ten daily trains between Sacramento to Roseville; however, the addition of trains to Placer County will require implementation of a package of station and track capacity improvements that are contingent upon securing approval from Union Pacific.

Ridership at the three Placer County stations (Auburn, Rocklin, and Roseville) continues to be variable. Travel to Placer stations is generally spread among several modes: transit use (25 percent); auto drop off / pick up (24 percent); drive alone (22 percent); walk / bike (23 percent); carpool (3 percent); with the remainder spread between taxi and long-distance Amtrak services.

Bicycle demand on the Capitol Corridor trains has outstripped the capacity to safely meet demand. In FY 2012-13, the CCJPA adopted the Bicycle Access Plan which presents key actions to improve and increase on-train and secure station bicycle capacity. All northern California passenger rail cars have bicycle storage units that hold three bicycles on the lower level of the car. In addition, 14 rail cars were retrofitted in FY 2013/14 to hold 13 bicycles as opposed to seven bicycles.

The Capitol Corridor is experiencing overcrowding on some cars during peak periods. There are several factors that are contributing to these trends:

- Increasing population is taxing existing transportation systems such as I-80;
- Existing transportation systems for intercity travel are almost exclusively motorized requiring the use of cars (including carpools and vanpools) or buses;
- State and federal clean air regulations make it more and more difficult to increase roadway capacity; and
- The Capitol Corridor has reached its maximum capacity in terms of rolling stock and service frequency along the core route between Sacramento to Oakland.

Funding

Historically, the State has been the primary funding source for CCJPA's capital projects through the State Transportation Improvement Program (STIP), a biennial transportation funding program, and periodic general obligation bonds (Propositions 108, 116, 1A, and 1B). Special programs or direct project allocations from the State, such as the Traffic Congestion Relief Program (TCRP), or regional funds, such as Bay Area Regional Measure 2 (RM-2), have periodically supplemented these sources. Of the funds the CCJPA has secured, the bulk of these funds [approximately \$65 million] are from the Connectivity Program within the Proposition 1A, the High Speed Rail Bond, which will be used for projects that will integrate and connect the Capitol Corridor service with the planned California High Speed Rail system.

The CCJPA further intends to use these funds as matching funds to the Federal Railroad Administration (FRA) administered High Speed Intercity Passenger Rail program, a program that would provide the basis for CCJPA to achieve the capital improvements necessary to expand service between Oakland and San Jose and also to Roseville. CCJPA and its partners were successful with three grant projects from the first year of the five-year program. At the federal level, HSIPR funding has not been included in the federal budget since FY 2011/12 and signs are not strong that it would emerge in another form beyond its sunset date of FY 2015/16.

At the state level, the Cap and Trade auction revenues are aimed at being allocated toward various eligible transformative greenhouse gas (GHG) reducing projects. These revenues seems best oriented towards CCJPA's capital projects, especially the Sacramento to Roseville Third Track project which has a high ridership potential ideal for meeting the state's GHG reduction targets embedded in the legislation behind the Cap and Trade program. It is important to note that the Third Track project is also incorporated as Tier 1 projects in the California Freight Mobility Plan, Caltrans, 2014.

For the service expansion projects, the construction phase of the projects are such that even State transportation bonds (Proposition 1A - \$15.8 million and \$47.5 million, respectively) are insufficient to fully fund the planned improvements. Additional capital funding is required. Funding a partial completion of a project yields no service expansion benefits unless some lower level of additional frequency can be negotiated with the host railroad operator. In general, all project elements need to be completed to realize enough track capacity to expand Capitol Corridor service and thus the CCJPA would not be in a position to expend any programmed funds until at such time there was sufficient funding to realize some element of service frequency increase.

Capital Improvement Program

Near-Term Capital Improvements (FY 2015/16 – FY 2018/19)

Near-term capital improvements include projects aimed to increase reliability and capacity, build or renovate stations including bicycle access and parking improvements, add rolling stock, reduce travel times, and enhance safety and security.

The most valuable near-term and low-level capital improvements will be to continue the investment in capitalized track maintenance. This program plays an important role ensuring that Capitol Corridor service is the top on-time performing intercity passenger rail service in the nation. Ongoing 2014 STIP funding will ensure that capitalized maintenance will receive \$1 million annually for five years. Incremental technological advances to improve the bandwidth and capacity of the free on-board wireless system is another important near-term project to improve the rider experience.

The ongoing engineering design and environmental clearance phases for the Sacramento to Roseville 3rd Track Project will be completed late 2015. This service expansion project is intended to provide for an increase in Capitol Corridor service from the current one daily trains to 10 daily trains. If Cap and Trade funding is awarded and paired in a phased manner with some existing programmed funding from other state sources, construction might proceed within this timeframe.

One of the most cost-effective capital improvements is to increase seating capacity by adding more rail cars to the existing scheduled trains. This is the only practical method of growing ridership during the increasingly congested peak hours. Caltrans, the owner of the rolling stock assigned to the northern California intercity rail fleet, awarded a contract in 2012 to develop a larger bi-level passenger car. A preliminary analysis by the CCJPA indicates the need for 24 cars to meet service requirements and passenger demand over the next five to ten years. This new rolling stock is not expected to arrive until late 2017.

Recent federal law requires that a Positive Train Control (PTC) System be in place the end of 2018. The CCJPA participating with Caltrans has already installed the on-board PTC equipment on locomotives and passenger cars. The UPRR has begun to install wayside PTC equipment along their respective railroad tracks.

Medium-Term Capital Improvements (FY 2019/20 – FY 2023/24)

Medium-term capital improvement projects beyond 2019 are meant primarily to maintain infrastructure, achieve service expansion goals, as well as improve safety and operations through the building of grade separations and additional infrastructure-based upgrades. Other projects proposed are designed to respond to anticipated ridership demands

Within this time horizon it is anticipated that there would be a clear funding picture with Cap and Trade funds to support at least one if not both of the two service expansion construction projects (Oakland to San Jose Phase 2 and Sacramento to Roseville 3rd Track projects). It is anticipated that some construction activities underway prior to FY 2019 on these two projects would then be completed within this medium term time-frame. These projects would also support connectivity with the overall Northern California Blended High Speed Rail program.

Grade separations will continue to rank high on the list with both CCJPA and UPRR. Scarce funding opportunities for these important safety and operational improvements have meant that few communities along the route can effectively plan for eliminating grade crossings or constructing separations, much less pay for them. CCJPA has identified high priority grade

separation projects, but uncertainty in State funding has made it difficult to predict and secure funds by jurisdictions to implement these projects.

Vision Plan

Long-Term Capital Improvements (FY 2024 and Beyond)

The objective of the Vision Plan is to describe a Capitol Corridor service which would look ahead an entire generation toward what would need to be done to meet the transportation needs of northern California in 2024 and beyond. The Plan is aimed at establishing the types of passenger rail services that currently exist in Europe and parts of Asia.

To accomplish the Vision Plan objective involves developing a Capitol Corridor service where frequency is not capped by existing host railroad agreements; one where higher-speed service (150 mph – electrified service) and frequency is permitted; and minimizing any throwaway costs in the UP rail corridor so that in the future, through public ownership or public ownership rights, the long-term service objectives may be met.

Future capital investments would involve dedicated passenger rail tracks between Sacramento and the Bay Area; inclusion of a replacement higher elevation railroad bridge across the Carquinez Strait; a new alignment from Martinez to Richmond that connects with a higher approach from the replaced railroad bridge; and routing that avoids the exposure to anticipated higher rising tides on the current route.

Regional Rail Plan

Studies and discussion about the feasibility of regional or commuter rail along the Interstate 80 corridor have been occurring since 1990. In general, the various studies have concluded that a regional rail alternative is feasible and would be more cost effective than expanding the Sacramento light rail service into Placer County.

The most current study of regional rail was a concept plan for the corridor between Oakland and Auburn and was being jointly funded by PCTPA, Sacramento Regional Transit District, Yolo County Transportation District, Solano Transportation Authority, and the Contra Costa Transportation Authority. CCJPA staff provided technical assistance, and UPRR was involved in order to ensure that passenger rail improvements will not have a negative impact on freight performance. The Auburn-Oakland Regional Rail Concept Plan, completed in mid-2005, outlined a service that could be jointly funded by the participating agencies and operated by the CCJPA. Implementation will likely be in phases, the timing of which will depend on UPRR's ability to ascertain current freight growth trends so that capacity on the railroad can be modeled accurately. It is through the capacity modeling that the scope and design of track improvements can be estimated. The final phase would include the addition of five round trips between Auburn and Oakland during peak commute periods; these trips

would be interspersed between CCJPA trains providing 30 minute frequency in the peak period.

Operating and capital costs would be shared among the participating agencies. Funding would likely come from a variety of state, federal, and local sources. It is estimated that the ultimate level of regional rail service in this corridor would cost about \$8.72 million annually to operate in 2020. Placer's pro-rata share of this operating cost is about \$1 million. Capital expenses, for purchase of trainsets and track and facility improvements, are estimated to be \$380 million. Placer's pro-rata share of this capital cost would total \$30.24 million.

Other Services Studied

In 1995, Caltrans, in cooperation with the Nevada Department of Transportation, completed the Sacramento-Tahoe-Reno Intercity Rail Study. The study concluded that expanding the Capitol Corridor service to include stops in Colfax, Soda Springs, Truckee, Reno, and Sparks would be technically feasible, provide economic benefits, expand transportation capacity in the I-80 corridor, and increase the farebox recovery ratio. An environmental document would be required, however, and extensive mitigation costs could be involved. In 2000, Amtrak completed a 20-Year Plan for rail service in California which also concluded that expansion of the Capitol Corridor service to Reno would be feasible and desirable.

In 2003, PCTPA, NCTC, CCJPA, the Town of Truckee, and interested businesses in the North Tahoe area decided to jointly fund a study exploring the feasibility of extending daily Capitol Corridor service to Reno. This study did not progress because UPRR could not accommodate any additional passenger trains over the Donner Pass. Moreover, the CCJPA Board preferred to focus agency resources on implementing the Vision Plan's service objectives between Auburn and San Jose.

Statewide Rail Plan

Caltrans completed the development of the biennial 10-Year Statewide Rail Plan. The Caltrans Rail Plan includes the proposed extension of Capitol Corridor train service to Reno / Sparks, Nevada via Truckee, as well as other improvements to Capitol Corridor services.

Passenger Rail Safety & Security

As part of its Capital Improvement plan, the CCJPA continues to invest in projects to improve passenger rail safety and security, including security cameras at stations; infrastructure hardening (fencing, bollards, and barriers) to protect stations, facilities and passengers / employees; lighting; upgrades to electronic signage at stations.

An important priority for the CCJPA is to promote rail safety awareness to the public by partnering with local agencies to provide effective outreach, education and enforcement. Trespassing and grade-crossing incidents are on the rise and can have a severe impact on the service performance and reliability of the passenger rail service. CCJPA and Amtrak have teamed to reduce the number of pedestrians who are killed and injured when trespassing around trains and tracks. The program is aimed at 18 to 34 years old who make up more than one-third of railroad related pedestrian casualties.

Vandalism and personal property theft have also increased sharply at unstaffed rail stations. In an effort to improve security at these stations, CCJPA is installing video surveillance equipment; the digital images will be fed directly to equipment and personnel at Security Operations Center to be established at the Oakland Maintenance Facility.

TRAVEL TRENDS

Table 6.3-1 summarized recent passenger rail ridership at Placer County Capital Corridor rail stations. According to the Final Environmental Impact Report (EIR)/Responses to Comments for its proposed Third Track Project, passenger rail ridership with implementation of the third track project and expansion up to 10 trains per day would result in an annual passenger ridership increase of approximately 184,400 passengers. Approximately 135,900 of this increase would be due exclusively to new passengers arriving and departing from the Roseville Station.

PASSENGER RAIL ACTION PLAN

Short Range

1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. (*PCTPA, CCJPA, Caltrans, jurisdictions*)
2. Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. (*PCTPA, CCJPA, Caltrans, jurisdictions, UPRR*)
3. Continue to partner with CCJPA to promote destination and rail travel to / from Placer County (*PCTPA and CCJPA*)
4. Support Capitol Corridor program / project applications for high-speed rail funding from the Federal Railroad Administration (FRA). (*PCTPA, CCJPA, Nevada County Transportation Commission, Regional Transportation Commission, jurisdictions, federal representatives*)

5. Support the allocation of Proposition 1A high speed rail bond funding to the Capitol Corridor from the California Transportation Commission (*PCTPA, CCJPA, and jurisdictions*)
6. Support the allocation Of Cap and Trade funding to the Capitol Corridor from the California Transportation Commission (*PCTPA, CCJPA, and jurisdictions*)
7. Consider implementing new safety / quiet zones at at-grade rail crossings to eliminate train horn noise provided that the crossing accident rate meets Federal Railroad Administration (FRA) standards and supplemental or alternative safety measures are in place in accordance with the FRA Final Train Horn and Quiet Zone Rule (effective June 2005). (*Local jurisdictions, CCJPA, CPUC, Caltrans, PCTPA and FRA*)

Long Range

1. Encourage expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (*PCTPA, CCJPA, Nevada County Transportation Commission, Caltrans, Washoe County Regional Transportation Commission, jurisdictions, UPRR*)
2. Pursue implementation of regional rail service between Auburn and Oakland. (*PCTPA, Regional Transit, Yolo County Transportation District, CCJPA, Solano Transportation Authority, Contra Costa Transportation Authority, Caltrans*)
3. Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. (*PCTPA, Caltrans, Yuba County, jurisdictions, UPRR*)

CURRENT PASSENGER RAIL PROJECTS

Currently programmed and planned passenger rail projects pertaining to the Capital Corridor passenger rail service are shown on Table 6.3-2. The passenger rail projects are proposed to implement the Capital Corridor Business Plan and increase passenger rail options for Placer County commuters. Unlike in prior Action Plan sections, the projects contained in Table 6.3-2 are categorized as either “transit capital” or “operations and management” projects and consequently are not depicted as a proportionate share of total expenditures. The expenditure on passenger rail projects totals approximately \$250 million of programmed funding.

**Table 6.3-2
Passenger Rail Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20639	Caltrans Division of Rail	E- Transit Capital (Major)	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	\$86,000,000	N/A	Project complete after 2036	Project Development Only
CAL20640	Caltrans Division of Rail	E- Transit Capital (Major)	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	\$30,000,000	N/A	Project complete after 2036	Project Development Only
VAR56135	Capitol Corridor Joint Powers Authority	E- Transit Capital (Minor)	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: \$120,720,000)	\$9,647,942	N/A	Project complete after 2036	Project Development Only
VAR56134	Capitol Corridor Joint Powers Authority	F- Transit O&M (Rail)	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: \$728,000,000)	\$58,181,760	N/A	Project complete after 2036	Project Development Only
CAL18320	Capitol Corridor JPA	E- Transit Capital (Vehicles)	Roseville Third Track	On the UP mainline, from Elvas Tower in Sacramento County to Roseville Station in Placer County: Construct third track. Project involves: extension of freight lead track; construction of track and signal improvements; construction of satellite maintenance facility and other associated improvements; and possible relocation of the Roseville rail station to address conflicting train movements that affect capacity. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to ten round trips to Roseville.	\$250,800,000	\$250,800,000	Project complete by 2036	Programmed
PLA25373	City of Rocklin	E- Transit Capital (Minor)	Midas Ave. Grade Separation	Midas Ave., from Pacific St. to Third St., construct 2 lane grade separation of UP tracks including right of way.	\$5,650,000	N/A	Project complete after 2036	Project Development Only
					Short-Term	\$0	\$0	
					Long-Term	\$0	\$250,800,000	
					Project Development Cost (10% of project total)	N/A	\$ 29,558,833	
					Total	\$0	\$280,358,883	

6.4 Aviation

This chapter describes existing aviation facilities and services in Placer County and projected needs. This chapter also discusses potential aviation issues related to encroachment of incompatible land uses around airports; adverse noise and safety impacts on adjacent communities; and issues related to airport ground access.

AVIATION FACILITIES AND SERVICES

Aviation facilities in Placer County include both public and private airports and helipads serving commercial, recreational, medical, law enforcement, fire and agricultural needs. There are three general purpose airports: Auburn Municipal Airport, Blue Canyon Airport, and Lincoln Regional Airport. In addition, there are several private use airports and helipads in the county. There are no commercial service airports or military airports in Placer County. Refer to Figure 6.4.

The Truckee-Tahoe Airport straddles the boundary between Nevada and Placer counties. The airport is described in the 2010 Nevada County Regional Transportation Plan and the 2010 Truckee Tahoe Airport Land Use Compatibility Plan.

Auburn Municipal Airport

Auburn Municipal Airport is owned and operated by the City of Auburn. The airport has existed on the present site since 1934. The regional general aviation facility is located approximately three miles north of downtown Auburn. It serves as the aviation hub for the greater Auburn area and portions of eastern Placer County. The 295-acre airport and adjacent industrial park are surrounded by unincorporated areas of Placer County. Primary airport access is from Bell Road, via New Airport Road. State Route 49 is approximately one mile to the west. Interstate 80 is approximately two miles to the east.

According to the Airport's Master Plan (2007), aircraft operations are projected to increase from 70,000 in 2004 to 104,000 by 2025. Federal Aviation Administration (FAA) data, in 2013, indicates that 211 aircraft are based at Auburn Municipal Airport. The Airport's Master Plan indicates this total is expected to increase to 250 based aircraft by 2015 and 290 based aircraft by 2025. Local general aviation comprises about 51 percent of aircraft activity; transient general aviation about 47 percent; and two percent is considered air taxi. Single-engine, piston-powered airplanes will continue to comprise the bulk of the airport's based aircraft fleet. Consistent with national trends growth will occur with twin-engine piston and turboprop airplanes, very light jets, and helicopters.

The airport's elevation is 1,531 feet above sea level. The airport has one runway - Runway 7-25, which is 3,700 feet long by 75 feet wide. There is one full length parallel taxiway along the runway's south side. The existing instrument approach is a GPS-non-precision

instrument approach to Runway 7. The Airport provides a fueling facility, hangers and parking tie-downs for aircraft.

Meeting projected aviation demand will require both the addition of new facilities and the reconstruction of existing ones. Currently planned improvements include an aircraft parking apron, hangar storage, and an operations/administration building. The Airport Master Plan indicates that no runway extension is planned because of high costs. A north side parallel taxiway is planned. See Table 6.4-1 for a list of aviation projects (Capital Improvement Program).

The City of Auburn initiated a comprehensive update of its Airport Master Plan in 2014. The update includes an extensive analysis of runway extension options, which will enhance the Airport's ability to accommodate slightly larger planes and meet its future aviation needs. Upon completion of the update the City will seek an amendment to the Placer County Airport Land Use Compatibility Plan.

See 2014-2023 Capital Improvement Plan – California Aviation Systems Plan (CASP) for a complete list of Placer County Airport projects (http://www.dot.ca.gov/hq/planning/aironaut/documents/casp/casp_2013_cip2014-2023.pdf).

Blue Canyon – Nyack Airport

The Blue Canyon – Nyack Airport serves as an important emergency landing field along the western slope of the Sierra Nevada. The limited use airport is owned by the U.S. Forest Service and Placer County, and is operated by Placer County under a special use permit. The airport has existed on the site since the 1930's. Located one mile south of Emigrant Gap, midway between Auburn and Truckee. Airport access is from Interstate 80's Blue Canyon exit.

The airport is open to public use, although traffic is minimal. According to Federal Aviation Administration (FAA) data, in 2013, there are no aircraft based at Blue Canyon – Nyack Airport. Aircraft operations average about 23 per week, or less than 1,000 per year. Transient general aviation activity comprises about 92 percent; and eight percent is considered military related. The primary constraint at the airport is weather. Snow and ice conditions close the airport for about three months per year. An ongoing issue at Blue Canyon is the need for tree and brush removal to comply with FAA and Caltrans Division of Aeronautics safety regulations.

The airport's elevation is 5,284 feet above sea level. The airport has one runway – 15-33, which is 3,300 feet long by 50 feet wide. Blue Canyon – Nyack Airport does not currently have a Master Plan or a FAA approved Airport Layout Plan (ALP). The California Land Use Planning Handbook provides Caltrans Division of Aeronautics the ability to accept ALPs prepared for planning purposes that are not approved by the FAA. The Division of Aeronautics reviewed the ALP prepared for Blue Canyon – Nyack Airport in 2013 and accepted it for the purpose of preparing the Placer County Airport Land Use Compatibility Plan.

Table 6.4-1 lists the airport's planned improvement project. See 2014-2023 Capital Improvement Plan – California Aviation Systems Plan (CASP) for a complete list of Placer County Airport projects (http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/casp_2013_cip2014-2023.pdf).

Lincoln Regional Airport / Karl Harder Field

The Lincoln Municipal Airport, a regional reliever facility, is operated by the City of Lincoln. The airport served as a former World War II military training field, becoming active as a public airport in July 1944. It is located on the western edge of the City, north of Nicolaus Road. Due to its close proximity to major industrial and population centers in the South Placer region along State Route 65 and Interstate 80, the Lincoln Regional Airport has become an attractive alternative to the Sacramento International Airport, especially for executives of major industries in Roseville and Rocklin.

According to the Airport Master Plan (2007), aircraft operations are projected to increase from 74,000 in 2005 to 138,000. Federal Aviation Administration (FAA) data, in 2014, indicates that 184 aircraft were based at Lincoln Regional Airport. By 2030 it is estimated that 398 aircraft will be based at the Airport. Local general aviation comprises about 50 percent of aircraft activity; transient general aviation about 46 percent; and four percent is considered air taxi. The Master Plan forecasts a shift toward larger aircraft – multi-piston engine, turboprops, and business jets. The City of Lincoln anticipates initiating a comprehensive update of its Airport Master Plan in 2016. Upon completion the City will seek an amendment to the Placer County Airport Land Use Compatibility Plan.

The airport's elevation is 118 feet above sea level. The airport has one runway -15-33, which is 6,001 feet long by 100 feet wide. There is one full-length parallel taxiway on the runway's east side. There is one designated helicopter take-off and landing area. There is one precision instrument approach to Runway 15. The installation and commissioning of an Instrument Landing System (ILS) in 1994 increased the airport's ability to accommodate larger corporate aircraft. The Airport provides a fueling facility and parking tiedowns for aircraft.

Lincoln Regional Airport includes land that will accommodate aviation, light industrial and commercial development. Growth at Lincoln Regional Airport has been primarily on the east side along Flightline Drive. The Airport has regional access to the Lincoln Bypass via Nicolaus Road.

The Master Plan proposes a 1,000-foot long runway extension and a 3,350-foot long parallel runway east of the existing runway to accommodate even larger aircraft. Table 6.4-1 lists the airport's planned improvement project. See 2014-2023 Capital Improvement Plan – California Aviation Systems Plan (CASP) for a complete list of Placer County Airport projects (http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/casp_2013_cip2014-2023.pdf).

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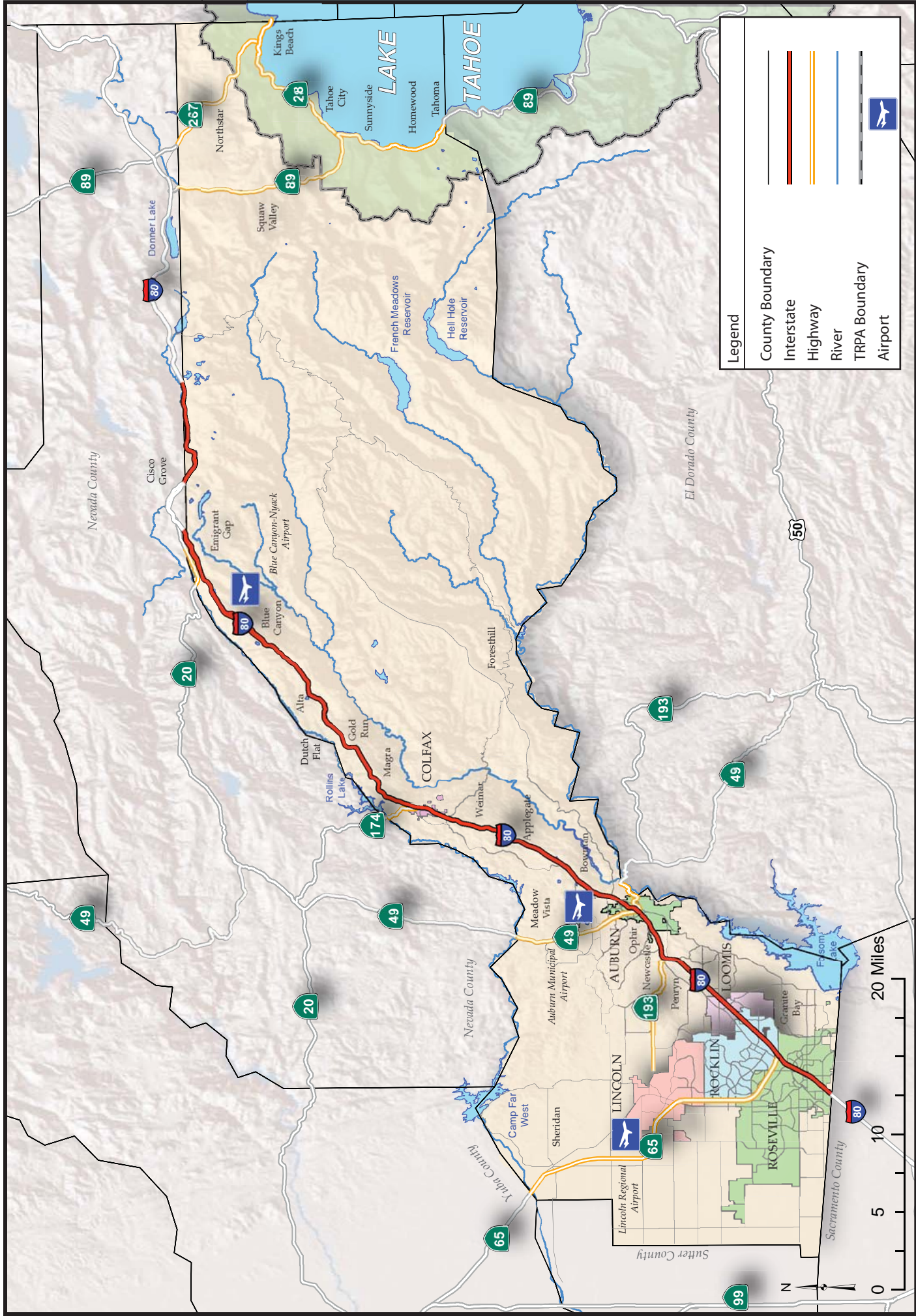


Figure 6.4
Placer County Airport Location

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AIRPORT LAND USE COMMISSION

An Airport Land Use Commission (ALUC) was first established for Placer County in 1985. Initially, the Sierra Planning Organization¹ functioned as the ALUC. At the urging of Placer County and the cities of Auburn and Lincoln, PCTPA assumed the ALUC responsibility in 1997. The desire for greater local control over airport land use planning matters was the principal factor for the change.

The overall mission of an ALUC is to ensure the continued viability of airports by assuring that surrounding land uses are compatible from the standpoint of safety and noise. ALUCs have two primary functions under State law. The first is the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise. The second is to prevent the encroachment of incompatible land uses around public-use airports.

The California Public Utilities Code governs ALUC responsibilities and powers. ALUCs have two specific duties:

- Prepare and adopt an airport land use compatibility plans; and,
- Review local agency plans, regulations, and other actions for consistency with the plan.

PCTPA coordinates with the California Department of Transportation, Division of Aeronautics for ALUC planning activities and funding. As the designated Airport Land Use Commission (ALUC) for Placer County, PCTPA is responsible for defining planning boundaries and setting standards for compatible land uses surrounding airports.

The Placer County Airport Land Use Compatibility Plan was updated in February 2014. This plan is primarily concerned with land uses near the three public-use airports: Auburn Municipal Airport, Blue Canyon - Nyack Airport, and Lincoln Regional/Karl Harder Airport. Plan implementation requires coordination with Placer County, cities of Auburn and Lincoln, and for the Blue Canyon Airport, Nevada County and the U.S. Forest Service. The plan details land use compatibility criteria and review processes for airport master plans, new airports/heliports, local agency planning and building regulations, and development proposals.

State law requires that a local agency's general plan and supporting planning documents are to be consistent with the compatibility plan. Alternatively, a local agency may adopt findings and override an ALUC determination of inconsistency. Once a local agency satisfies the consistency requirement, the ALUC's authority to review proposed projects around an airport becomes more limited. At that point, the local agency becomes responsible for the majority of day-to-day ALUCP implementation.

In 2008 and again in 2014, the ALUC found the City of Lincoln's 2050 General Plan to be consistent with the Placer County ALUCP. Consistency determinations for Placer County and the City of Auburn general plans have not been completed. Placer County and the City of

¹ A council of governments and economic development agency consisting of El Dorado, Nevada, Placer, and Sierra Counties and most of the cities in them.

Auburn refer all development proposals within an airport influence area to the ALUC for consistency determinations.

Over the last decade, Placer County has seen some of the fastest growing communities in California. New urban development is proposed to the south and west of Lincoln Regional Airport. New retail and ‘big-box’ commercial development proposals and a new master plan for the Placer County (DeWitt) Government Center are being considered by Placer County along SR 49 in north Auburn.

Incremental encroachment by development around Auburn Municipal and Lincoln Regional Airports is a growing airport land use compatibility concern. Ensuring airport compatibility for new and redeveloping areas around Auburn Municipal and Lincoln Regional Airports will be a critical ALUC role.

AVIATION COORDINATION

California Department of Transportation – Aeronautics Division

The California Aviation System Plan (CASP), prepared by the California Department of Transportation – Aeronautics Division, is the forum for continuous aviation system planning, and guides the future development and preservation of the state-wide system of airports and aviation facilities. It is made up of elements such as background and introduction, air transportation issues, regional and state plans, and capital improvement plan/program. The CASP is updated every five years in consultation with Regional Transportation Planning Agencies, and it is adopted by the California Transportation Commission.

The CASP’s Capital Improvement Plan (CIP) Element was last updated in 2013 (see <http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/>). The State CIP consists of desired projects for the 10-year period beginning in 2014 through 2023. CIP projects are based on the airport’s adopted master plan and should be consistent with its forecasts of aviation demand. Projects must also be depicted on the approved Airport Layout Plan (ALP). To be eligible for State funds airport projects must be identified in the State CIP. Project applications are submitted by airports to the Division of Aeronautics. The CIP is updated every odd year; Table 6.4-1 lists the planned improvements submitted by each airport manager for the RTP update.

The CASP’s System Requirements Element (SRE) was updated in 2003. This element identifies and prioritizes needed airport capacity and safety-related infrastructure enhancements identified by the Division of Aeronautics. Starting in 2004, it is to be updated every two years to match CIP updates. The SRE includes a list of potential projects needed to optimize the capacity and safety of California’s system of airports – a consideration outside the responsibility of individual airports.

The CASP’s General Aviation System Needs Assessment Element was updated in 2010. This Element identified Auburn Municipal Airport as a high priority facility in terms of supporting statewide and regional system capacity and safety enhancements.

The CASP's Policy Element was updated in 2011. This element lists policies and implementation actions to guide CASP development and improve California's aviation system. The RTP is consistent with applicable Policy Element provisions for noise, safety, land use compatibility; environmental coordination; CIP needs assessment, and funding. The RTP includes new policies to promote airport ground access and airport security.

Truckee Tahoe Airport Land Use Commission

The Truckee Tahoe Airport Land Use Commission (TTALUC) serves as the land use planning agency for the Truckee Tahoe Airport. This special Airport Land Use Commission consists of representatives from Nevada and Placer Counties, rather than have to look to each counties' ALUC when land use reviews are needed. In 2010 the Nevada County Transportation Commission was designated to provide staff support to the TTALUC.

The Truckee-Tahoe Airport is located near the northeastern edge of Placer County. Most of the airport lies in Nevada County; therefore, airport compatibility planning issues for the Airport are not addressed in the Placer County ALUCP; they are addressed by the TTALUC. The Truckee Tahoe Airport is also included in the 2010 Nevada County Regional Transportation Plan.

SACOG Airport Land Use Commission

SACOG serves as the ALUC for Sacramento, Sutter, Yolo and Yuba counties. In 2006, SACOG began work to update McClellan Field's Comprehensive Land Use Plan. McClellan Field is located near the Placer / Sacramento county boundary. PCTPA, the City of Roseville and Placer County work with SACOG to coordinate noise, airspace protection, and overflight issues.

AVIATION ACTION PLAN

Short Range

1. Continue efforts to avoid conflicts over noise issues. (*PCTPA, jurisdictions, airport operators, vicinity property owners*)
2. Continue to protect airspace and runway approaches. (*PCTPA, FAA, jurisdictions, airport operator, vicinity property owners*)
3. Continue to upgrade navigational equipment as needed. (*Jurisdictions, airport operators*)
4. Promote public awareness of airport services and benefits. (*PCTPA, jurisdictions, airport operators*)

5. Maintain and improve existing airport facilities in accordance with adopted airport master plans and airport layout plans, as updated. (*Jurisdictions, airport operators*)
6. Assist operators of public use airports in pursuing funding sources. (*PCTPA, jurisdictions, airport operators*)
7. Explore opportunities to improve passenger and cargo airport ground access to relieve potential bottlenecks around airports through local road and intersection improvements (*PCTPA, jurisdictions*)
8. Promote the development of general aviation airport security for functional areas such as personnel, aircraft, airports/facilities, surveillance, security plans and communications, and specialty operations. (*Caltrans Division of Aeronautics, jurisdictions, airport operators*)
9. Participate in SACOG’s development of the McClellan Field ALUCP update to ensure that any potential impacts from ongoing operations at McClellan Field to Placer jurisdictions are minimized. (*PCTPA, jurisdictions, SACOG, Sacramento County*)
10. Work cooperatively with TTALUC to address Truckee-Tahoe Airport ALUCP coordination issues. (*PCTPA, NCTC*)
11. Encourage Placer County and the City of Auburn to initiate the State-mandated requirement to update its General Plan and supporting planning documents to be consistent with the Placer County ALUCP. (*PCTPA, Placer County*)
12. Amend the Placer County ALUCP, as necessary, to reflect future Airport Master Plan and Airport Layout Plan Updates. (*PCTPA*)

Long Range

1. Continue to implement the actions outlined in the short range action plan. (*PCTPA, jurisdictions, airport operators*)
2. Encourage more flexible use of airport revenues for off-airport ground access projects (*PCTPA, jurisdictions, Caltrans, FAA*)

AVIATION PROJECTS

Table 6.4-1 presents the Aviation Capital Improvement Program, which is based on the 2014-2023 Capital Improvement Plan (CIP) – California Aviation Systems Plan (CASP) (see <http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/>). As appropriate, projects related to airport ground access are identified in the Regional Roadways project list.

**Table 6.4-1
Aviation Capital Improvement Program Projects 2015 - 2023**

	FAA	State	Local	Total
AUBURN MUNICIPAL AIRPORT				
<i>Program Year: 2015</i>				
Design/Engineer New Helicopter Parking Area	\$90,000	\$4,500	\$5,500	\$100,000
<i>Program Year: 2016</i>				
Construct New Helicopter Parking Area	\$540,000	\$27,000	\$33,000	\$600,000
<i>Program Year: 2018</i>				
Construct Perimeter Fencing Phase 2	\$247,500	\$12,375	\$15,125	\$275,000
Subtotal Auburn:	\$877,500	\$43,875	\$53,625	\$975,000
LINCOLN REGIONAL AIRPORT / KARL HARDER FIELD				
<i>Program Year: 2015</i>				
Pavement Maintenance/Management	\$49,500	\$2,475	\$3,025	\$55,000
Perimeter Fencing Gates	\$115,200	\$5,760	\$7,040	\$128,000
Rehabilitate Runway Safety Areas	\$312,300	\$15,615	\$19,085	\$347,000
Replace Taxiway Lights, Transformers and Cable	\$392,400	\$19,620	\$23,980	\$436,000
<i>Program Year: 2016</i>				
Engineering Design - SE Hangar Site	\$96,300	\$4,815	\$5,885	\$107,000
<i>Program Year: 2017</i>				
Environmental Assessment	\$387,000	\$19,350	\$23,650	\$430,000
Southeast Hangar Site Development - 4 Hangars	\$1,270,800	\$63,540	\$77,660	\$1,412,000
<i>Program Year: 2018</i>				
Engineering Design 2019-2023	\$612,000	\$30,600	\$37,400	\$680,000
<i>Program Year: 2019</i>				
A & D Building Design	\$189,473	\$9,474	\$11,579	\$210,526
Grade & Drain - West Side Phase 1 - Pave Apron	\$1,863,900	\$93,195	\$113,905	\$2,071,000
New Fuel Island	\$487,800	\$24,390	\$29,810	\$542,000

Table 6.4-1 (cont.) Aviation Capital Improvement Program Projects 2014 – 2023				
	FAA	State	Local	Total
Program Year: 2020				
PMMP Update	\$72,000	\$3,600	\$4,400	\$80,000
Runway 15R Extension & Associated T/Ws	\$4,194,000	\$209,700	\$256,300	\$4,660,000
West Side Service Road	\$2,590,200	\$129,510	\$158,290	\$2,878,000
Program Year: 2021				
A & D Parking Lot Site	\$1,881,900	\$94,095	\$115,005	\$2,091,000
A&D Building	\$2,028,600	\$101,430	\$123,970	\$2,254,000
Program Year: 2023				
EA - Runway R/W 15L-33R Construction	\$396,000	\$19,800	\$24,200	\$440,000
West Side Taxiway System Phase 1	\$1,911,600	\$95,580	\$116,820	\$2,124,000
Subtotal Lincoln:	\$18,850,973	\$942,549	\$1,152,004	\$20,945,526
Total CIP:	\$19,728,473	\$986,424	\$1,205,629	\$21,920,526
Source: 2014-2023 Capital Improvement Plan – California Aviation Systems Plan (CASP), Caltrans Division of Aeronautics, 2013.				

6.5 GOODS MOVEMENT

Goods movement is critical to the continued economic health of the area. Efficient goods movement allows local and regional producers to transport their goods to market and bring needed raw materials and finished products into the area for the use of local businesses, residents, and visitors.

This chapter summarizes goods movement by trains and trucks into, through, and out of Placer County. Information on planes is summarized in the Aviation Action Plan.

REGIONAL GOODS MOVEMENT PLANNING

The annual value of interstate freight transported by truck and rail through the San Francisco-Sacramento-Nevada Region is expected to grow from \$4.4 billion in 2012 to \$8.3 billion in 2040, a 90 percent increase (Caltrans, 2015). Nearly 68 percent of the 273 million tons traveling through the Caltrans District 3 eleven county region in 2011 was carried by trucks, while 11 percent was carried by rail (Caltrans, District 3 Goods Movement Study Final Report, 2015). To maintain and improve the regional goods movement system in Placer County will require improvements to both rail and roadways, but especially roadways that carry a significant amount of goods movement by truck.

Adding a third rail track from Sacramento to Roseville, reconfiguring the I-80/SR 65 interchange, and constructing a truck climbing lane on eastbound I-80 near Colfax where identified as Tier 1 projects in a statewide report (Caltrans, California Freight Mobility Plan, 2014).

GOODS MOVEMENT TRANSPORTATION TYPES & PATTERNS

Based on a SACOG Goods Movement study that started in 2006, there are three basic goods movement transportation patterns occurring in the Sacramento six county region.

Local Movements: the region produces and consumes goods as a function of population, resources, and economic activity. According to FHWA's Freight Analysis Framework, 29 – 37 percent of movements occur entirely within the Sacramento region, stressing the importance of local markets. Regionally, the makeup of freight is about 35 percent gravel and non-metal mineral products, 20 percent gasoline and petroleum products, and 9 percent waste or scrap. Surface streets and roads provide access to most origins and destinations.

Through Movements: The highways and rail lines converging and radiating in the region make it a crossroads for goods movements between other regions. The through movements are primarily truck trips but also include substantial volumes of intermodal rail traffic. Freight coming into the region from somewhere else, comprise about 33 – 43 percent of total goods movement, while the through movement of goods comprise about 22 percent.

Regional Hub: Central location makes the Sacramento area as a regional hub, resulting in consolidation, distribution, and transloading movements. Exports from this region to other areas comprise about 16 – 20 percent of total goods movement volume. The only sizeable export out of the region is agricultural products.

Sacramento Region

Data for the overall flow of freight in the Sacramento region is derived from FHWA. Table 6.5-1 below gives an estimate of all the tonnages hauled by mode. Trucking over shadows all modes carrying approximately 90 percent of goods. The Sacramento region is on balance a net consumer, with inbound flows exceeding outbound.

Mode	Tonnage (000)	Share
Air & Truck	140	0.1%
Other Intermodal*	2,227	1.6%
Pipeline	6,010	4.3%
Rail	4,106	2.9%
Truck	126,928	90.6%
Truck & Rail	95	0.1%
Water	619	0.4%
Total	140,125	100.0%
Notes: * Other Intermodal includes parcel, courier, and mail shipments. Source: SACOG Regional Goods Movement Study, July 2008		

EXISTING TRANSPORT

Truck Transport

The majority of goods movement in Placer County is provided by truck transportation. Trucks are defined as heavy freight vehicles which meet the Service Transportation Assistance Act of 1982 (STAA) definitions as found in the California State Vehicle Code.

Interstate 80 is one of the most important truck routes in Northern California. It is the only east-west freeway crossing the Sierra Nevada and Cascades in the thousand miles between Bakersfield on the south and Portland on the north.

According to Caltrans Truck Traffic for 2013, Interstate 80 in Placer County carries between 5% to 19% trucks of total traffic. Average daily truck volumes on I-80 are 9,600 near SR 65 in Roseville and Rocklin, 5,300 near SR 49 in Auburn, and 4,700 near SR 174 in Colfax. Through truck trips represent about 88 percent of that total truck traffic. Mixing of auto traffic with truck traffic contributes to congestion on the roadway system and can pose safety

and operational problems on the freeways, particularly during seasons of peak recreational travel.

Under the California Vehicle Code, Section 35701, truck routes on local roads can be designated by the specific City or County. Placer County has not developed a system of truck routes for the unincorporated county; however, trucks are prohibited from using specific bridges and roadways. The City of Roseville has designated several truck routes within its boundaries, including STAA truck routes for extra long vehicles that exceed California length limits. The City of Lincoln has similarly designated two truck routes from SR 65 to Lincoln Regional Airport, and one has been developed as a STAA truck route. Figure 6.5 shows current truck routes in Placer County.

Rail Transport

Rail freight service in Placer County is provided by the Union Pacific Railroad (UPRR), the largest Class I freight railroad in the U.S., with Roseville as the site of a major Union Pacific rail yard. From Roseville, lines extend northeast across the Sierra, north through the Sacramento Valley, and southwest into Sacramento and on to the Bay Area and San Joaquin Valley. The route from Sacramento through Roseville and across the Sierra is a major transcontinental rail corridor. Existing rail services are shown in the Passenger Rail Action Plan.

The J. R. Davis Yard, located in the City of Roseville, is the largest rail yard west of the Mississippi. The yard was extensively rebuilt in 1999. Approximately 98 percent of all UPRR traffic in Northern California is moved through this yard. The Davis Yard encompasses 915 acres with 50 miles of track for bulk and container trains, with a 6,500 daily rail car capacity and eight receiving and departure tracks (Caltrans, District 3 Goods Movement Study Final Report, 2015). Trains depart and arrive at the Yard from various locations along the following lines:

- Northern California and the Pacific Northwest (Valley Subdivision main line)
- California's Central Valley (Fresno Subdivision main line)
- San Francisco Bay Area (Martinez Subdivision main line)
- East of California (Donner Pass main lines and the Feather River Canyon Subdivision main line)

Freight train miles continue to increase, and are forecast to double by 2020 and double again by 2035. Currently, the Union Pacific runs 20 to 25 double-stacked trains daily from the Port of Oakland through the Donner Pass. Union Pacific continues to experience substantial increases in demand for freight delivery operations, and is concerned with the safety of at-grade railroad crossings. With the increased number of trains moving through the region, Union Pacific has made plans to improve many of these crossings.

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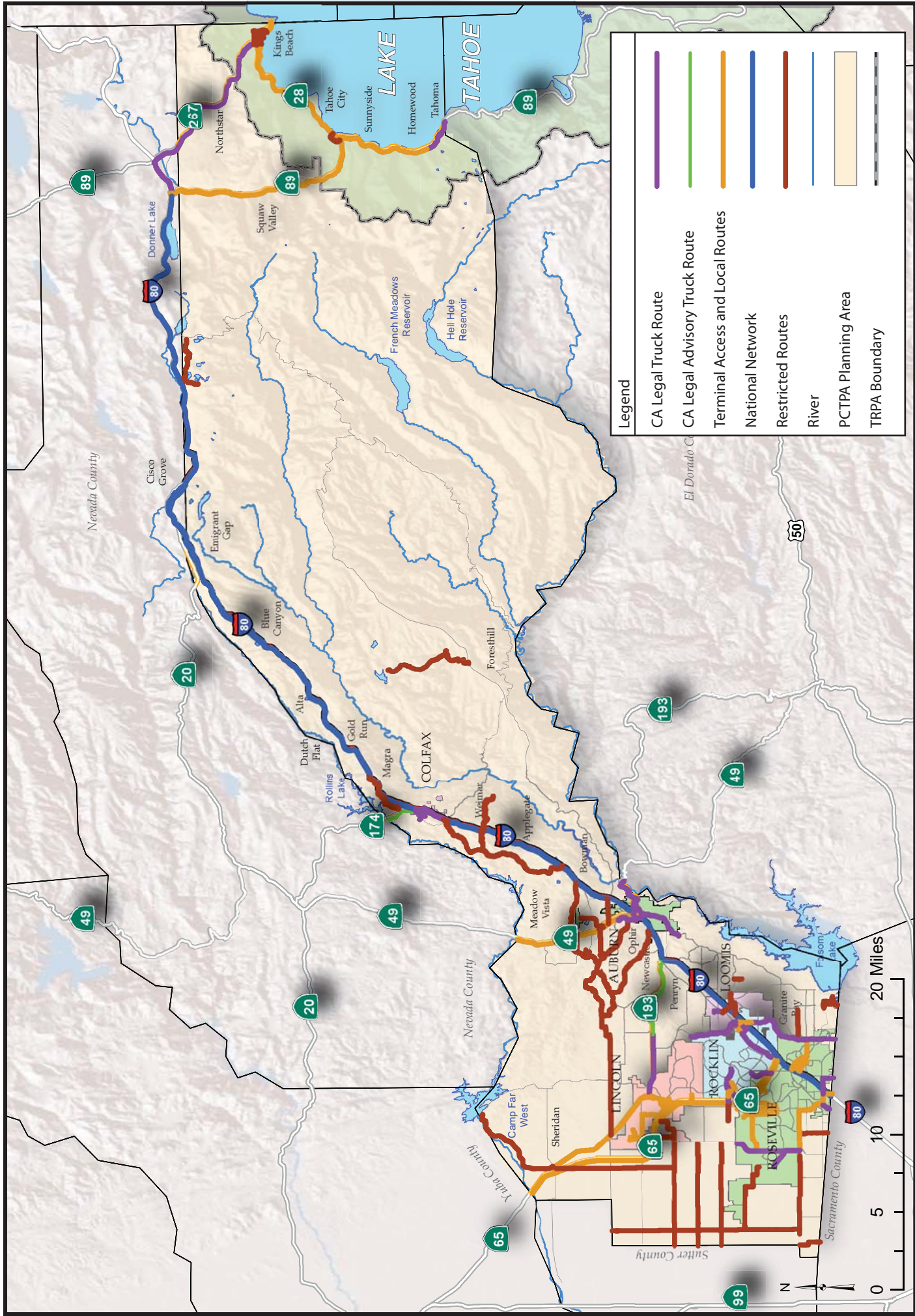


Figure 6.5
Truck Routes in Placer County

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GOODS MOVEMENT NEEDS ASSESSMENT

Traffic Congestion

Whether products are shipped by rail, ship, air, or truck, regional highways and local roads are very likely to be used for some part of the trip. Caltrans data indicates that truck movements in the region more than doubled over the last twenty years. Freight movement by truck suffers from traffic congestion on the roadway system, which delays deliveries and therefore may cause some economic loss to shippers. Mixing of auto traffic with truck traffic contributes to the congestion, and can pose safety and operational problems on the freeways, particularly places where freeways join and where lanes are dropped. Congestion also significantly increases emissions from diesel trucks. Traffic congestion on I-80 affects the timely flow of goods and increases in truck traffic on I-80 during commute hours exacerbates peak period traffic congestion.

One way to get a picture of how trucks move in Placer County is to examine vehicle-miles traveled (VMT) trends over time. In 2012, trucks traveled 350,000 miles per day in Placer County. This VMT is anticipated to grow by 2.5 percent annually between 2012 and 2032, with Placer County expected to add nearly 230,000 miles of truck travel for a total of 580,000 miles per day. Caltrans identified I-80, SR 65, and SR 193 as the highest priority for goods movement mobility over the next 20 years in Placer County, and SR 49, SR 174, SR 20, SR 89, and SR 267 as middle priority (Caltrans, District 3 Goods Movement Study Final Report, 2015).

Rail and Vehicle Conflicts

Railroads and train operations bring with them both advantages and disadvantages to the communities they serve. Placer County is faced with increased conflicts between the train operations and other transportation methods, such as automobiles and pedestrians, due to increased travel demands resulting from urban expansion. Grade separated crossing can eliminate conflicts between the railroad, roadways, and the community. However, the significant expense and environmental impacts of these major construction projects complicate the use of this alternative.

GOODS MOVEMENT ACTION PLAN

Short Range

1. Identify obstacles that prevent or impede goods movement. (*PCTPA, jurisdictions, industry*)

2. Encourage industry to maximize use of rail and air for the transportation of goods. *(PCTPA, jurisdictions)*
3. Support the development of grade separations of railroad tracks where necessary. *(PCTPA, jurisdictions, Caltrans)*
4. Support the designation of hazardous waste routes by federal and state regulators. *(PCTPA, jurisdictions)*
5. Designate a subregional or countywide backbone truck route system. *(PCTPA, jurisdictions, Caltrans)*
6. Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods. *(PCTPA, jurisdictions, Caltrans)*
7. Support local development of truck parking strategies. *(PCTPA, jurisdiction and industry)*
8. Specially designate roads that connect key agricultural producers with processing facilities and the regional road network. *(Jurisdictions)*
9. Act as a resource to local jurisdictions for interrelationship of industrial and wholesale land use and transportation planning. *(PCTPA)*

Long Range

1. Continue to implement the actions outlined in the short-range action plan. *(PCTPA, Caltrans, jurisdictions, industry)*
2. Continue to support accelerating truck and rail modernization, with cleaner technologies, in order to reduce current and long-term impacts of the goods movement system on public health and air quality. *(PCTPA, SACOG, APCDs, jurisdiction and industry)*
3. Coordinate goods movement plans and projects. *(PCTPA, Caltrans, jurisdictions, SACOG)*

GOODS MOVEMENT PROJECTS

Unlike in prior Action Plan sections, there are no projects included in the 2036 RTP that are specifically identified as “goods movement” projects and consequently are not depicted as a proportionate share of total expenditures. There are many projects identified in SACOG’s Good Movement Action Plan or the California Freight Mobility Plan, which are considered

supportive of goods movement. These projects are listed below, and are specifically listed in the Regional Roadways, Passenger Rail, ITS, and Aviation Action Plans.

- I-80 / SR65 interchange (see Regional Roadway Action Plan)
- Capital Corridor Third Track Project between Roseville and Sacramento (see Passenger Rail Action Plan)
- SR 65 Operational & Capacity Improvement Project (see Regional Roadway Action Plan)
- I-80 EB Truck Climbing Lanes near Colfax (see Regional Roadway Action Plan)
- SR 267 Truck Climbing Lanes from North Star To Brockway Summit (see ITS Action Plan)
- Airport CIP projects (see Aviation Action Plan)

In addition to the key projects, investment in localized street and road improvements can have a cumulative effect in alleviating bottlenecks in the transportation system and facilitate goods movement.

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6.6 Pedestrian, Bicycle, and Low Speed Vehicles (NEVs)

This chapter describes the pedestrian and bicycle (active transportation) and alternative transportation facilities and programs in Placer County, including neighborhood electric vehicles (NEV).

ACTIVE & ALTERNATIVE TRANSPORTATION

Bicycling has increased in popularity in recent years, both as a form of recreation and as a commute mode. Technological advances have broadened the profile of the average rider, as bicycles become more comfortable and user-friendly. The incorporation of bicycle facilities in local planning efforts makes riding more convenient and ensures popularity will continue to rise. Biking and walking is commonly used for very short trips, such as for students traveling to and from school. In addition, the health benefits of walking have made this a popular form of exercise. In urban areas, pedestrian facilities most often consist of sidewalks and shared bicycle/pedestrian paths, while in rural areas, hiking trails are the most common facilities.

Some bicyclists are riding purely as a leisure pursuit while others choose the bicycle as an alternate commute mode. For those unable to drive due to age or health related restrictions, the bicycle is a more timely option than walking. Others ride to enjoy the health or recreation benefits of a trip to and from the workplace. Environmental benefits, energy savings, and relief from congested roadways also entice bicycle commuters.

In Placer County, a variety of terrain and climate are provided for the bicyclist. The western portions of the county are relatively flat, making bicycle use more feasible. In the foothills and eastern portion of the county, the mountainous terrain makes cycling a bit more of a challenge. In the Tahoe area, scenic trails make bicycle use a popular recreation activity, although it is generally not feasible during the winter months due to weather conditions. The foothill region of the county provides cyclists with mild winters and ideal weather conditions during the spring and fall months. Mid-day summer heat in the western portion of the county can discourage even the most avid cyclist.

NEVs have gained popularity in the Cities of Lincoln and Rocklin. NEVs are, in fact, motorized electric vehicles that travel at low speeds – up to 25 miles per hour. They can be driven on any street that has a speed limit of 35 miles per hour or less. Thus, they are a feasible alternative to a car when making short trips within a community, especially for seniors.

ACTIVE & ALTERNATIVE TRANSPORTATION FACILITIES

PCTPA is committed to developing programs and projects that encourage the use of alternative transportation modes. This includes the implementation of low-speed NEV,

bikeway, and pedestrian projects in concert with urbanization projects and development of business and industry. The projected growth for this region will necessitate the development of safe and efficient facilities to handle current and long-range increases in NEV, bicycle, and pedestrian facilities use.

Low-Speed Vehicles or NEVs

Existing roadways that have speed limits of 35 mph or less can be used by low-speed vehicles. NEVs are the most common type of low-speed vehicle. NEVs may also use existing bike lanes. Primarily, facilitating the use of NEVs involves identifying routes, including closing gaps over bridges or on short segments of higher speed roadways; providing signage and striping to identify routes; and providing charging infrastructure at select locations. The Cities of Lincoln and Rocklin have developed implementation plans for expanding the use of NEVs within their cities.



Pedestrian

Placer County requires developers to finance and install pedestrian walkways, equestrian trails, and multi-purpose paths in new development, as appropriate. In addition, the County maintains a listing of roadways with descriptions of right-of-way, curb, gutter and sidewalk presence, bike lane presence, and miles per hour, that is used as a reference for Placer County personnel to utilize for widening or maintenance projects. Placer County considers pedestrian safety issues in the prioritization of sidewalk maintenance projects.

The City of Roseville conducts a sidewalk replacement project annually. The purpose of the program is to repair public sidewalks damaged by tree root or trunk growth. The City of Roseville requires that sidewalks be constructed adjacent to all public streets. Accessible ramps are required at all intersections and driveways and must conform to the requirements of Title 24 of the Office of the State Architect and to the State Standard Drawings.

The less populated cities of Auburn, Loomis, Rocklin, Lincoln and Colfax make pedestrian projects a priority in the more developed areas. Maintenance is handled on a case by case basis. The State guidelines for accessible ramps are followed, and integrated networks of pedestrian connections are incorporated within their general plans.

Bicycle

California Vehicle Code permits bicycling on all streets, with the exception of some highway segments. Although not all streets are designated as bikeways, they are all important to ensure access and connectivity for bicyclists.

In sections of State highways that are prohibited to bicyclists, Caltrans and local jurisdictions work to ensure that there is an alternate route on parallel local streets. Bicycles are permitted on certain State freeways if no suitable alternate route exists, usually on shoulders in rural areas; and are permitted on all expressways and conventional highways.

Several factors are considered during route development. These factors include a needs assessment which identifies the anticipated use, system coverage, connectivity, and safety issues. A safe, comfortable, convenient and highly connected system that meets transportation and recreation needs of a broad range of users is emphasized.

The jurisdictions in Placer County use Caltrans' design standards for classifications of bikeways, as described in Chapter 1000 of the Caltrans Highway Design Manual, 2015 edition.

Class I Bike Paths provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal crossings by motorists. Caltrans standards call for Class I bikeways to have 8 feet (2.4 meters) of pavement with 2-foot (0.6 meters) graded shoulders on either side, for a total right-of-way of 12 feet (3.6 meters). These bikeways must also be at least 5 feet (1.5 meters) from the edge of a paved roadway. Examples of Class I bike paths found in Placer County include: Miner's and False Ravine trails and Pleasant Grove Creek trail found within Roseville; and Antelope Creek trail located in Roseville and Rocklin

Class II Bike Lanes provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossings by pedestrians and motorists permitted. Caltrans standards generally require a 4 foot (1.2 meters) bike lane with a 6-inch (150 mm) white strip separating the roadway from the bike lane. An example of a Class II bike lane is Auburn-Folsom Road in Placer County. Since 2005, the City of Roseville has been installing bike detection loops at intersections with Class II bike lanes. The detector loops communicate to the traffic signal that there is a bicyclist stopped in the bike lane. Over 60 detector loops have been installed at 22 city intersections.

Class III Bike Routes provide a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are not special markings required for a Class III bike route.

Depending on the location, overall development of bikeway facilities may be a responsibility of local, state, or federal government. Local governments are responsible for the planning and development of bikeways within their incorporated limits, and also work together to plan and construct facilities that cross boundaries. Many bicycle and pedestrian improvements are included as part of street maintenance and construction projects. Caltrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government is responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

Bicycle Safety

The most common type of collisions with bicyclists include: broadsides, where the vehicle and bicyclist are traveling at 90 degree angles to each other; rear ends, caused by excessive speed or a lack of awareness; sideswipes, due to failure to yield while changing lanes; head-on collisions; vehicle collision, due to wrong way riding; pedestrian collision, due to sidewalk riding; and hitting an object.

Typically rear-end and sideswipes are scattered throughout the more urbanized areas of Placer County. Broadsides and head-on collisions seem to occur more often at intersections and driveways, or with the bicyclist riding against the normal flow of traffic. Broadsides and head-on collisions are more likely concentrated along heavily traveled arterials in the urbanized area of the County.

In 2012, people walking were involved in 8.9 percent of all collisions and accounted for 25.5 percent of the traffic fatalities statewide. In the same year, bicyclists were involved in 8.6 percent of all collisions in California¹. The Caltrans Pedestrian Safety Task Force has set a goal of reducing pedestrian and bicyclist injuries by greater than 20 percent by 2018. Projects contained in this action element as well as user and motorist education in Placer County will work towards achieving Caltrans' goal. Table 6.6-1 summarizes the three-year bicycle and pedestrian collision history.

¹ Dan Burden, Walkable Communities, Inc.

	2010 Total (Serious Injury) [Fatality]	2011 Total (Serious Injury) [Fatality]	2012 Total (Serious Injury) [Fatality]
Pedestrian Related Collision	56 (53) [6]	64 (54) [11]	41 (37) [7]
Bicycle Related Collision	81 (79) [2]	83 (83) [0]	46 (46) [0]
Source: UC Berkeley Transportation Injury Mapping System, 2015			

Existing Bike Plans

In 1988, the Placer County Bikeways Master Plan was adopted by PCTPA, and provided a ten-year policy guide for locations and types of bikeways, including financial analysis, for the western slope of Placer County.

The Placer County Bikeways Master Plan was supplemented with an updated Regional Bikeway Plan prepared by PCTPA that was approved by the Board of Supervisors in September 2002. The overall goal of the plan is to promote safe, convenient and enjoyable cycling by establishing a comprehensive system of bikeways that link the communities of Placer County. Twelve objectives and policies support this overall goal, and several closely align with those of the Regional Transportation Plan. The Regional Bikeway Plan includes a list of proposed bikeways using the criteria of existing conditions, mileage, regional connectivity, and priority for implementation. There are a variety of funding sources available for bikeways and related facilities. The major sources applicable to Placer County are described in Chapter 5, Financial Element. The proposed regional bikeway network is shown in Figures 6.6-1, *Regional Bikeway Network – Western County*, and 6.6-2, *Regional Bikeway Network – Eastern County*.

The City of Roseville has developed its own Bicycle Master Plan, which was adopted in September 1994. The plan describes existing conditions, includes a needs analysis, and lays out a ten year prioritized plan for bike paths, lanes and routes including estimated costs. It has been consistently updated, most recently in 2008. The plan outlines goals, objectives, and policies; an ultimate bikeway system; and, a 10-year plan for bikeway facilities. The City has been awarded Bicycle Friendly Community by the League of American Bicyclists several years running, joining the cities of Davis, Folsom and Sacramento as other locally honored communities.

PCTPA prepared bikeway plans for Auburn, Loomis, and Colfax in 2002 and 2003. The Colfax bikeway plan was updated in 2008 and the Loomis bikeway plan updated in 2010. The City of Lincoln prepared and adopted its own bike plan in 2001, with the most recent update occurring in 2012. Rocklin’s bikeway plan is included in the Circulation Element of the City’s General Plan which was updated in 2010.

Each of the Placer County bikeway plans have been incorporated into SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan (April 2015) that encompasses the six-county region. This plan is updated biennially and incorporates new Placer projects that are consistent with their respective bikeway plans.

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts to achieve greenhouse gas reduction goals
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Placer County bikeway projects that are contained in or consistent with the above bikeway master plans are eligible to compete in the statewide or regional ATP funds managed by SACOG. The CTC is responsible for adopting guidelines and programming projects.

Other Recent Planning Efforts

Vision Plan for a Dry Creek Greenway

Placer County working with the Dry Creek Conservancy and local jurisdictions, prepared a Vision Plan for a Dry Creek Greenway, which would include bicycle, pedestrian, hiking, and equestrian facilities connecting the Folsom Lake State Recreation Area on the east to the Sacramento Dry Creek Parkway on the west side. That Vision Plan was completed in 2004.

Dry Creek Greenway Trail Feasibility Study

The Dry Creek Greenway Multi-use Trail is envisioned as a paved, off-street trail along Dry, Cirby and Linda Creeks. The trail is a component of the City of Roseville bikeway and trail system. It will provide a safe, convenient and highly connected bike route as an alternative to using City streets in an area of the City that is underserved by bicycle facilities. The Dry Creek Greenway trail will connect schools and businesses to residential neighborhoods. The trail will also provide important regional connections as it is part of a series of existing and planned trails that will form a loop around the greater South Placer/ Sacramento area. The Dry Creek Greenway Multi-use Trail is planned for the south side of the City, beginning at the west City limits and extending to the east city limits near Old Auburn Road. Challenges for the project include neighborhood compatibility, limited availability of right-of-way, roadway

crossings, existing utilities and environmental factors. PCTPA submitted a 2015 Caltrans Sustainable Communities grant to evaluate the feasibility of the western most portions of the Dry Creek Greenway from Foothills Boulevard in Roseville to the unincorporated neighborhoods near Morgan Creek in Placer County. Figure 6.6-3 contains the Dry Creek Greenway Trail system.

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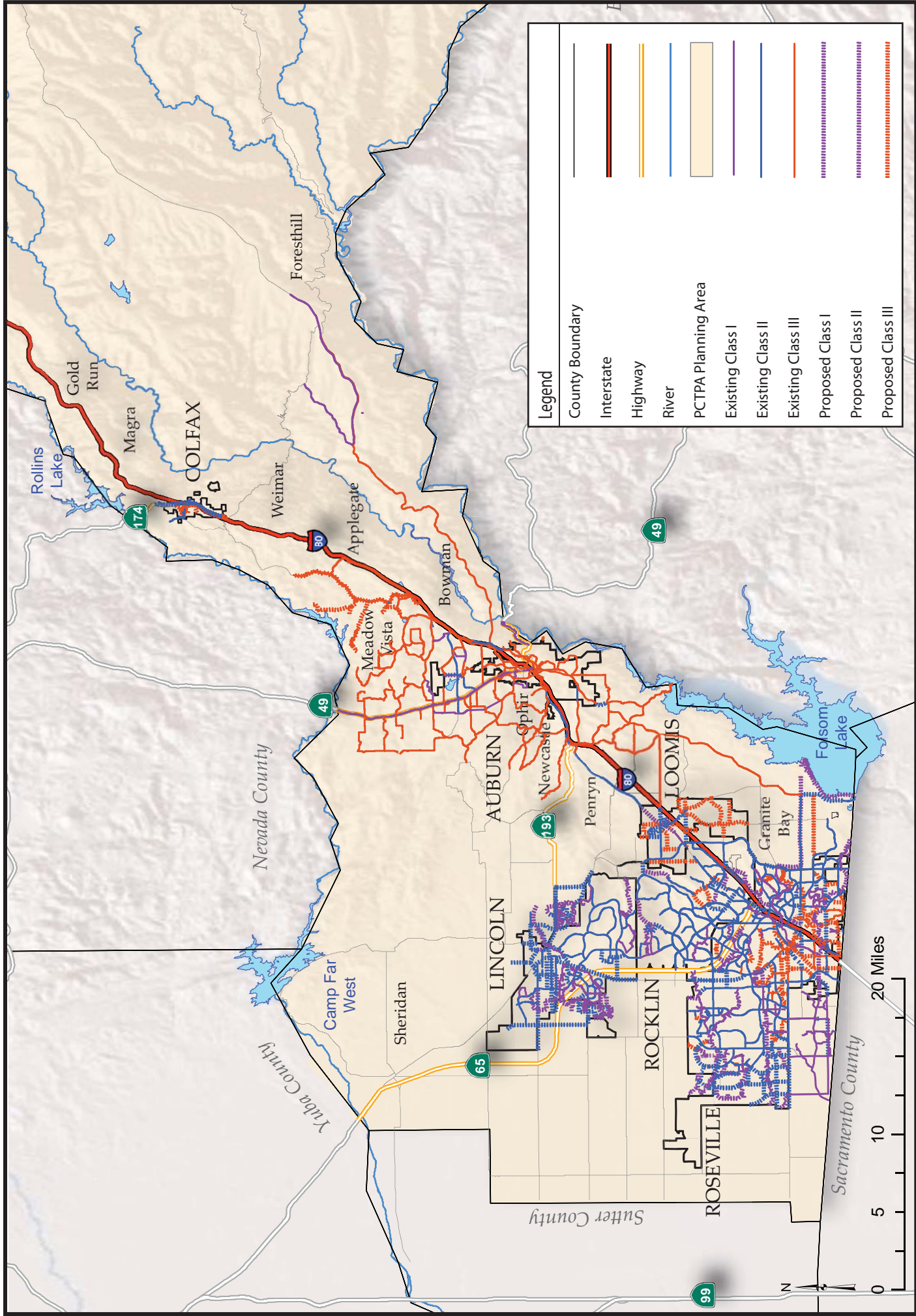


Figure 6.6-1
Regional Bikeway Network - Western County

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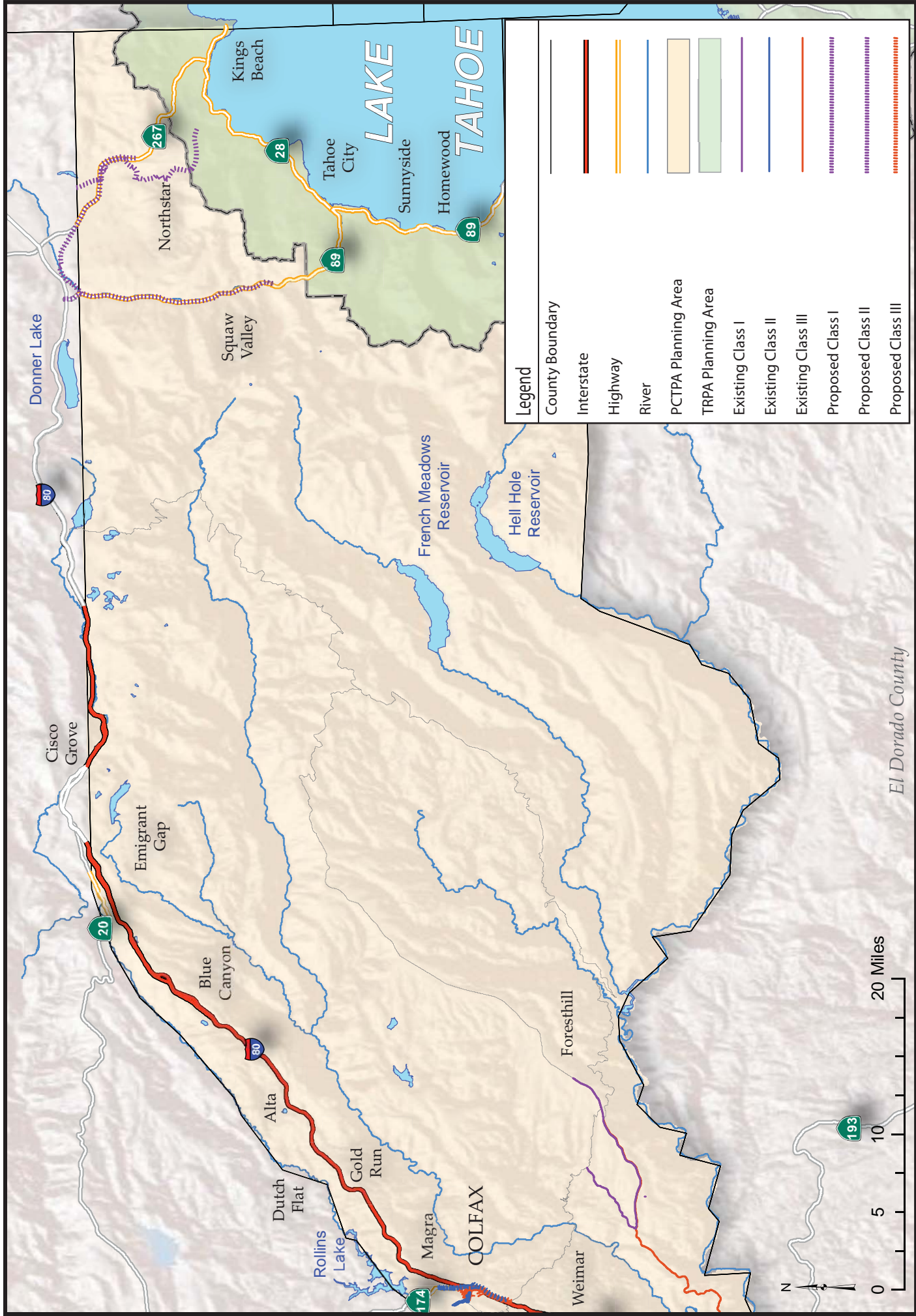
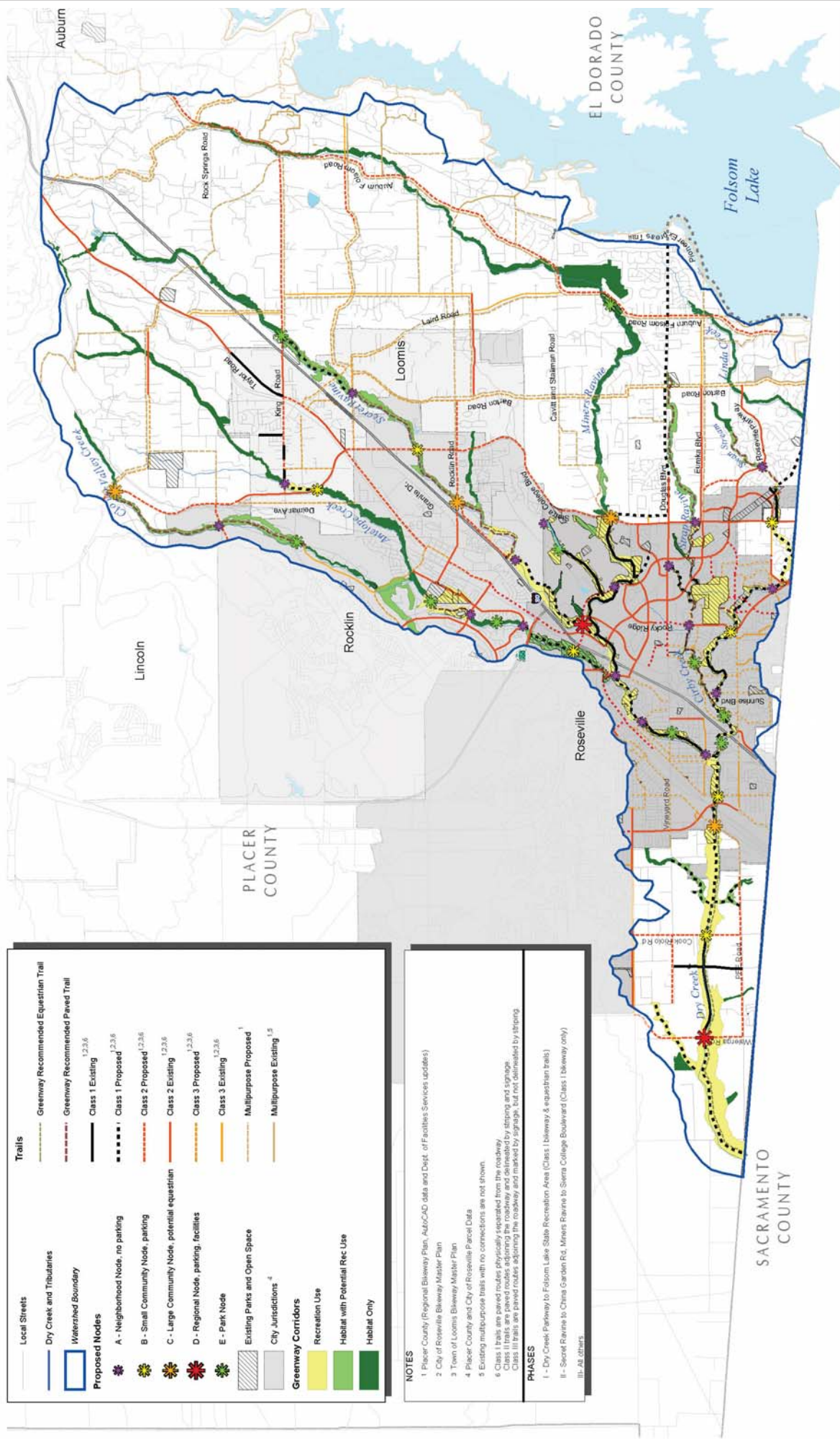


Figure 6.6-2
Regional Bikeway Network - Eastern County

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Source: Dry Creek Greenway Regional Vision, Foothills Associates, 2004

Figure 6.6-3
Dry Creek Greenway Trail System

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Pedestrian Master Plan & Best Practices Manual for Pedestrian Design

The Roseville Pedestrian Master Plan and Best Practices Manual for Pedestrian Design is intended to establish policies, projects, and programs that improve the pedestrian system in Roseville and increase walking for transportation, recreation, and health. The Best Practices Manual specifies the design of sidewalks and pedestrian facilities in Roseville to help achieve a balanced transportation network where walking is safe, comfortable and convenient. The manual will support the City's current efforts to promote pedestrian circulation to improve health and wellness, reduce vehicle emissions and improve air quality. The Pedestrian Master Plan & Best Practices Manual for Pedestrian Design was adopted by the Roseville City Council in January 2011.

Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way

The Roseville ADA Transition Plan documents the legal and functional goals and objectives to make existing pedestrian facilities within the public right-of-way accessible to persons with disabilities pursuant to the Americans with Disabilities Act. The plan provides a schedule for curb ramp and other improvements necessary to achieve programmatic accessibility for persons with disabilities. The ADA Transition Plan was adopted by the Roseville City Council in 2010.

Trail Etiquette Guidelines

The City of Roseville drafted trail etiquette guidelines, signage and pavement markings to address user behaviors that potentially create conflicts between multiple trail users. The trail etiquette guidelines were completed in 2010.

Local Transportation Fund for Bicycle and Pedestrian Facilities

The PCTPA Board annually allocates at its discretion two percent of the Local Transportation Fund (LTF) toward bicycle and pedestrian facilities pursuant to PUC Section 99233.3. PCTPA and jurisdictions develop a cash management plan with a five year horizon for the two percent LTF set aside. Allocations are made to each jurisdiction based on existing and future population. If a jurisdiction does not claim its allocation of bicycle and pedestrian funds within the five year window of the cash management plan, the funds revert to the LTF for apportionment. The funds have averaged approximately \$400,000 annually.

ACTIVE & ALTERNATIVE TRANSPORTATION NEEDS ASSESSMENT

According to the 2009 National Household Travel Survey, 43 percent of all trips were less than three miles and 20 percent of all trips were less than one mile. These trips are ideal for biking, walking and transit or a combination of those modes of travel. According to SACOG, 6.6 percent² of the region's residents bicycle or walk as their primary method of transportation, which is higher than the national average of three percent.

² Sacramento Area Council of Governments "2000 Sacramento Area Household Travel Survey"

Aside from their recreational value, use of low-speed electric vehicles, bikeways, and pedestrian paths are a valuable tool in the quest to improve air quality and relieve traffic congestion. Fewer cars on the road lead to improved air quality and a reduction in the need to build new (and expensive) roadways.

Bikeway and pedestrian paths are widely used for recreation and leisure, and their construction may contribute to increased commuter use. However, fragmentation of the bike network makes intercity travel challenging. Commuter trips in Placer County average 20 miles, too far for many bicyclists and pedestrians to travel. Integrating bicycle and transit offers the opportunity to extend the commuting range for many bicyclists. Further, just closing gaps between adjacent communities will enhance connectivity and expand opportunities for active transportation in the county.

In order for active and alternative transportation to be a viable transportation control measure, it must be safe, attractive, and easy to use. Generally this includes use of design techniques that promote safety and eliminate barriers, such as adding shoulders on existing and new roadways, lighting, striping and loop detectors at intersections; improving the visibility of crosswalks and signage; conducting right-of-way maintenance (street and shoulder sweeping and vegetation control); and the placement of paths in sufficient location and numbers to connect with important activity centers such as schools, parks, shopping centers, and residential areas.

Each jurisdiction prioritizes their own bike projects, based on their respective bicycle master plans. These are shown in the table 6.6-4.

TRAVEL TRENDS

MAP-21 shifted state and regional planning efforts to performance based planning and decision making in transportation investments. Performance based planning considers historical trends and future projections to qualitatively or quantitatively evaluate potential outcomes of transportation investments, choices, and the success of the transportation system. With the movement towards performance based planning requirements, this RTP begins a movement in this direction to integrate more effective performance measures.

The following section summarizes mode share statistics and the projected increase in bicycle and walking trips that is anticipated as a result of future investments in active transportation and changes in travel choices.

PCTPA coordinated with SACOG to estimate future active transportation trips as the predominant measurement of how Placer County residents will utilize the bikeways for work, school, and errand trips as a result of transportation investments and changes in travel choices. SACOG SACSIM travel demand model takes into account regional growth, travel trends, and transportation projects contained in this Action Element. Table 6.6-2 compares the SACSIM base year (2012) and horizon year (2036) travel demand model pedestrian and bicycle trips in Placer County.

Table 6.6-2			
Bicycling and Walking Trips Projections Per Capita			
Measure	2012	2036	% Change
Bicycle and Walking Trips (weekday)	72,459	111,444	54%
Population	346,984	512,045	47.5%
Bicycle and Walking Trips / Capita	0.21	0.22	4.2%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2015			

According to this data, bicycling and walking is anticipated to increase 54% between 2012 and 2036. To normalize this metric and allow for a more meaningful comparison between population growth and bicycling/walking trends, bicycle/walking trips per capita is provided. While bicycle/walking trips are anticipated to grow by 54%, population is anticipated to grow by 47% while bicycle/walking trips per capita are anticipated to increase by approximately 4.2%. This suggests that as the population continues to grow bicycle/walking trips will grow as a result of travel choices and transportation investments, but at a slower rate than that of the population growth.

Table 6.6-3 summarizes the anticipated amount of new bike lanes to be constructed as a result of implementing the projects contained in the Action Element. It is important to note that many of the active transportation projects contained in the respective bikeway plans may be conceptual in nature or do not have a specified implementation schedule. As a result, many projects are contained in a lump sum category. As shown in Table 6.6-3, the total miles of bikeways is anticipated to increase by 70 percent by 2036.

Table 6.6-3			
Bikeway Facility Miles Per Capita			
Measure	2012	2036	% Change
Class I Trail	102	232	127%
Class II Bikeway	215	308	43%
Total Bikeway Miles	317	540	70%
Population	346,984	512,045	47.5%
Miles of Bike Facilities per Capita	0.47	0.75	58.8%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2015			

ACTIVE & ALTERNATIVE TRANSPORTATION ACTION PLAN

Short Range

1. Identify issues and problems pertaining to active and alternative transportation.
(PCTPA, jurisdictions)

2. Develop policies for the allocation of funds and processing of claims active and alternative transportation projects. *(PCTPA, jurisdictions)*
3. Promote active and alternative transportation as a viable transportation control measure for the mitigation of air quality and congestion problems. *(PCTPA, jurisdictions, air district)*
4. Work with PCTPA member agencies and Caltrans to connect the urbanized centers of the region through active and alternative transportation facilities. *(PCTPA, jurisdictions, Caltrans)*
5. Work with PCTPA member jurisdictions to encourage the development of support facilities, such as secure bicycle parking or storage lockers, shower and changing space, appropriate signage, and adequate lighting, at new commercial and industrial sites, transit centers, park-and-ride lots, and all transit buses. *(PCTPA, jurisdictions, Caltrans, transit operators)*
6. Encourage PCTPA member jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay projects. *(PCTPA, jurisdictions)*
7. Pursue new revenue sources for active and alternative transportation development. *(PCTPA, jurisdictions)*
8. Review existing abandoned railroad corridors for possible conversion to active and alternative transportation facilities. *(PCTPA, jurisdictions)*
9. Promote the beneficial aspects of active and alternative transportation through Spare the Air, May is Bike Month, and other similar programs. *(PCTPA, jurisdictions, Caltrans)*
10. Expand the use of the Safe Routes to Schools program, and conduct bicycling and walking audits, in an effort to make walking and crossing the street safer enroute to and from school. *(Local jurisdictions, school districts, Caltrans, CHP, and PCTPA)*

Long Range

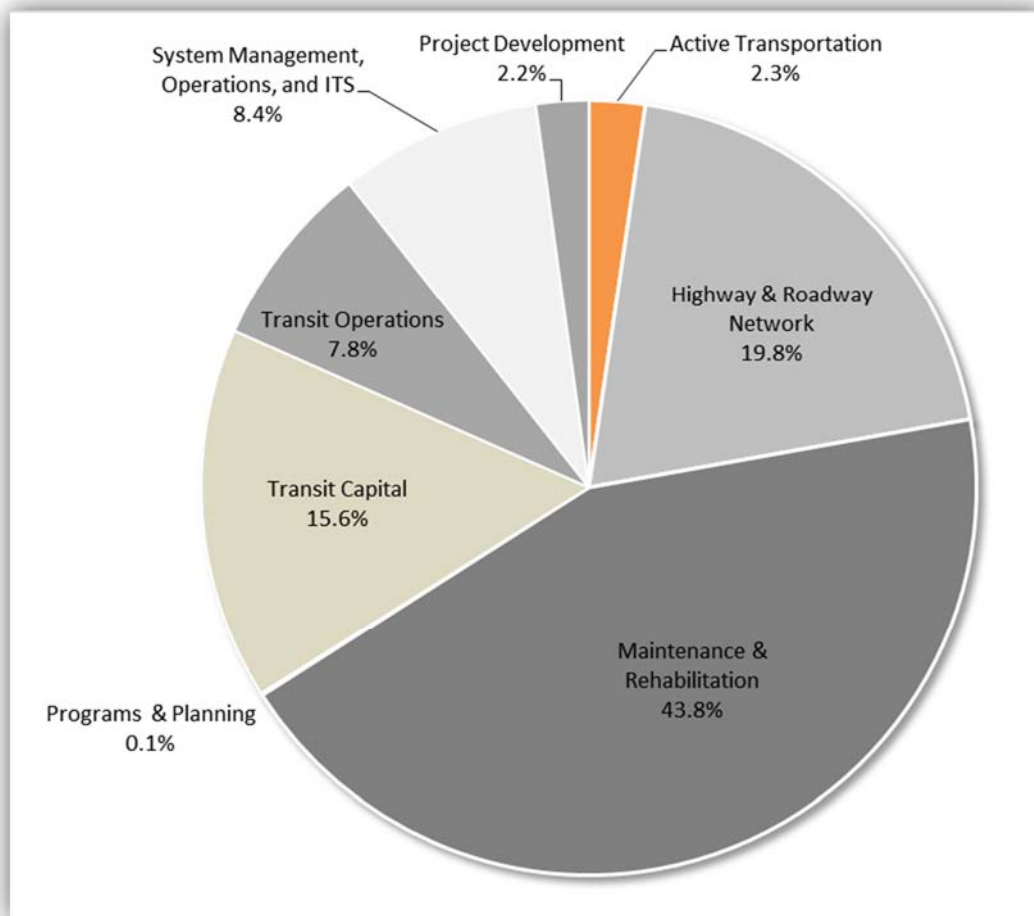
1. Continue to implement the actions outlined in the short range action plan. *(PCTPA, jurisdictions)*

ACTIVE & ALTERNATIVE TRANSPORTATION PROJECTS

Currently programmed and planned active transportation and alternative transportation projects in Placer County are shown on Table 6.6-4. Projects identified as “project development only” are included for reference. These improvements are proposed to improve

mobility, increase safety, promote active lifestyles, and enhance recreational activities in Placer County. Figure 6.6-4 compares the Active Transportation & Alternative Transportation Action Plan share of the total expenditures through 2036.

Figure 6.6-4
Percentage of Active & Alternative Transportation
Action Plan to Total Expenditures (YOE)



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**Table 6.6-4
Active & Alternative Transportation Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20571	Caltrans D3	A- Bike & Ped	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	\$10,000,000	\$13,100,000	Project complete by 2036	Planned
CAL20628	Caltrans D3	A- Bike & Ped	SR 49 Class II Bike Lane	On SR 49, construct Class II bicycle lane from Bell Rd to Dry Creek Rd.	\$480,000	\$751,000	Project complete by 2036	Planned
CAL20651	Caltrans D3	A- Bike & Ped	SR 49 Class II Bike Lane	On SR 49, construct Class II bicycle lane from Lincoln Way to Luther Rd.	\$960,000	\$1,501,000	Project complete by 2036	Planned
CAL20516	Caltrans D3	A- Bike & Ped	Upgrade Pedestrian Facilities @ Various Locations	In Yuba, Sacramento, Placer, El Dorado and Butte counties on Various Routes at Various Locations - Upgrade pedestrian facilities [EFIS ID 0312000071; CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in 17/18 FY] (Toll Credits for PE, ROW, CON)	\$696,400	\$696,400.00	Project complete by 2020	Programmed
PLA25639	City of Auburn	A- Bike & Ped	Marguerite Mine Road Pedestrian and Bikeway Facilities	Marguerite Mine Road, from Marguerite Mine Road/State Route 49 intersection to the north and Marguerite Mine Road/Auburn Ravine Road intersection, approximately 2,200 feet: install curb, gutter sidewalk on west side segments and install Class II Bike Lane for the entire length. (Toll Credits for CON). Toll Credits for CON	\$448,710	\$448,710	Project complete by 2020	Programmed
PLA25471	City of Auburn	A- Bike & Ped	Nevada Street Pedestrian & Bicycle Facilities	Class 2 bike lane and adjacent sidewalks along Nevada St from Placer St to Fulweiler Ave to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.01, NOx 0.01.)	\$1,700,645	\$1,700,645	Project complete by 2020	Programmed

**Table 6.6-4 (cont.)
Active & Alternative Transportation Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25577	City of Colfax	A- Bike & Ped	North Main Street Bike Route	Along N. Main Street, from the Depot Transit Center to Highway 174: Construct class III bike route and associated improvements. Improvements include tree trimming, road repairs, non-capacity road widening, re-striping, drain inlet upgrade, bike rack, and barrier curb. (Requesting state-only ATP.)	\$299,333	\$299,333	Project complete by 2020	Programmed
PLA25237	City of Colfax	A- Bike & Ped	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	\$36,000	N/A	Project complete after 2036	Project Development Only
PLA25022	City of Lincoln	A- Bike & Ped	Auburn Ravine Bike/Ped Bridge Phase 1	In Lincoln: Construction of multi-use bridge across Auburn Ravine: Preliminary Engineering, Environmental Documentation, Permitting, and Construction of bicycle and pedestrian bridge crossing Auburn Ravine.	\$987,193	\$1,035,000	Project complete by 2020	Planned
PLA25515	City of Lincoln	A- Bike & Ped	East Ave. and East Joiner Pkwy. Sidewalks (SRTS)	East side East Ave. between SR 93 (McBean Park Dr.) and 12th St.; east side E. Joiner Pkwy. between 12 Bridges Dr. and Westview Dr.: Construct sidewalk, curb and gutter, curb ramps; install bike lanes. SRTS3-03-005	\$519,600	\$519,600	Project complete by 2020	Programmed

**Table 6.6-4 (cont.)
Active & Alternative Transportation Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25464	City of Lincoln	A- Bike & Ped	Lincoln Blvd. Streetscape - Phase 1	In Lincoln: Between 7th Street and McBean Park Drive; construct various pedestrian, bicycle, NEV, and ITS improvements along Lincoln Boulevard (old Highway 65 / G Street). Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings along Lincoln Boulevard, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of Highway 65, roadway narrowing through the construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor. (Emission Benefits in kg/day: ROG 0.58, NOx 0.41, PM10 0.08)	\$3,278,812	\$3,278,812	Project complete by 2020	Programmed
PLA25554	City of Lincoln	A- Bike & Ped	Lincoln Blvd. Streetscape - Phase 2	Lincoln Blvd, First Street to McBean Park Drive: Provide a more pedestrian, bicycle and Neighborhood Electric Vehicle (NEV) friendly environment along the main street through the city. Pedestrian improvements include wider sidewalks, bulb-outs at intersections and crosswalks. Bicycle and NEV improvements include Class 2 lanes on each side of the street. (Emission Benefits in kg/day: ROG 0.16, NOx 0.11, PM10 0.06) (Toll Credits for PE and CON)	\$1,019,639	\$1,019,639	Project complete by 2020	Programmed

**Table 6.6-4 (cont.)
Active & Alternative Transportation Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25552	City of Rocklin	A- Bike & Ped	Pacific Street-Bikeway/Neighborhood Electric Vehicle Expansion Project	Construct & add striped median ,striping, pavement markings and signage on both NB and SB lanes of Pacific Street. The project will also construct a Class II bike path on the northwest portion of Pacific Street from Town of Loomis border to Del Mar Ave.(Emission Benefits in kg/day: ROG 0.16; NOx 0.13; PM10 0.08)	\$1,698,542	\$1,698,542	Project complete by 2020	Programmed
PLA25581	City of Roseville	A- Bike & Ped	2017 Pedestrian Facilities Improvement	In Roseville, upgrade ADA pedestrian ramps along various arterial and collector roadways for safety and to meet current ADA standards. (Emission Benefits in kg/day: 0.10 ROG; 0.06 NOx; 0.02 PM2.5)	\$815,925	\$815,925	Project complete by 2020	Programmed
PLA25465	City of Roseville	A- Bike & Ped	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.55, NOx 0.34, PM2.5 0.11)	\$3,217,000	\$3,217,000	Project complete by 2020	Programmed
PLA19910	City of Roseville	A- Bike & Ped	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	\$3,268,629	\$3,268,629	Project complete by 2020	Programmed

**Table 6.6-4 (cont.)
Active & Alternative Transportation Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25386	City of Roseville	A- Bike & Ped	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)	\$870,909	\$870,909	Project complete by 2020	Programmed
PLA25469	City of Roseville	A- Bike & Ped	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.13, NOx 0.09, PM10 0.04) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	\$3,046,159	\$3,046,159	Project complete by 2020	Programmed
PLA25500	City of Roseville	A- Bike & Ped	Pedestrian Facilities Improvement Project	In Roseville, reconstruct ADA pedestrian ramps along various arterial and collector roadways to current ADA standards. (Emission Benefits in kg/day: 0.10 ROG, 0.06 NOx, 0.02 PM2.5) (Toll Credits for CON)	\$562,525	\$562,525	Project complete by 2020	Programmed

**Table 6.6-4 (cont.)
Active & Alternative Transportation Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25582	City of Roseville	A- Bike & Ped	Washington Boulevard Improvement	In Roseville, along Washington Boulevard from Kaseburg Drive to Pleasant Grove Boulevard, construct new concrete sidewalks, Class I & Class II bike facilities. Proposed facilities cross under the Union Pacific tracks (aka "Andora Underpass"). (Emission Benefits in kg/day: 0.24 ROG; 0.16 NOx; 0.05 PM2.5).	\$1,242,517	\$1,242,517	Project complete by 2020	Programmed
PLA25588	PCTPA	A- Bike & Ped	Bicycle Facilities	Construct various bicycle facilities according to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	\$40,000,000	\$52,565,000	Lump Sum or Ongoing	Planned
PLA25587	PCTPA	A- Bike & Ped	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.	\$52,000,000	\$68,335,000	Lump Sum or Ongoing	Planned
PLA25472	Placer County	A- Bike & Ped	Auburn Folsom Rd Class II Bike Lane	On Auburn-Folsom Rd between Douglas Blvd and Joe Rodgers Rd, construct a Class II Bike lane on both sides of the road, including signing and striping; construct sidewalk on both sides of Auburn-Folsom Rd from Wilcox Place north to Joe Rodgers. (Emission benefits in kg/day: ROG 0.06, NOx 0.04, PM10 0.03) [Toll Credits for CON]	\$1,227,674	\$1,227,674	Project complete by 2020	Programmed
PLA25533	Placer County	A- Bike & Ped	Auburn Folsom Rd. Safety Improvements	Auburn Folsom Rd. from approximately 60' N of Willow Ln. to Robin Hood Ln.: Construct sidewalks, curb ramps, curb and gutter; install mid-block crosswalk; improve pavement friction; provide dynamic speed sign.(HSIP5-03-013)	\$746,300	\$746,300	Project complete by 2020	Programmed

**Table 6.6-4 (cont.)
Active & Alternative Transportation Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25565	Placer County	A- Bike & Ped	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.04, NOx 0.02, PM10 0.01) [Toll Credits for PE, ROW, CON]	\$2,190,157	\$2,190,157	Project complete by 2020	Programmed
PLA25549	Placer County	A- Bike & Ped	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day; ROG 0.02;NOx 0.01;PM10 0.01)	\$4,700,000	\$4,700,000	Project complete by 2020	Programmed
PLA25564	Placer County	A- Bike & Ped	Pedestrian Improvements along Hwy 49, Education Street, and Town Court	Along Hwy 49 on the westside from Bell Rd to Education St. South side of Education St. west to connect to existing sidewalk and improve ADA ramps & crosswalks along Town Court (Emissions Benefits in kg/day: ROG 0.07, NOx 0.04, PM10 0.02) (Toll Credits for PE, ROW, CON)	\$925,000	\$925,000	Project complete by 2020	Programmed
PLA25584	Placer County	A- Bike & Ped	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	\$4,500,000	\$4,500,000	Project complete by 2020	Programmed
PLA25264	Town of Loomis	A- Bike & Ped	Antelope Creek	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	\$50,000	N/A	Project complete after 2036	Project Development Only
PLA25263	Town of Loomis	A- Bike & Ped	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	\$60,000	N/A	Project complete after 2036	Project Development Only
					Short-Term	\$ 37,961,669	\$ 38,009,476	
					Long-Term	\$103,440,000	\$136,252,000	
					Project Development Cost (10% of project total)	N/A	\$ 22,766	
					Total	\$141,401,669	\$174,284,242	

6.7 Transportation Systems Management

This chapter describes Transportation System Management (TSM) techniques, which are generally low-cost strategies designed to maximize the efficiency of the existing transportation system, reduce travel demand and dependence on single occupant vehicles, improve air quality, and reduce or eliminate the need for new and expensive transportation infrastructure.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Finding creative solutions to deal with growth in population, traffic congestion, and achieving federal air quality standards, is an ongoing effort. One element of this effort that remains constant is finding ways to make our existing transportation system as efficient as possible. This is the role of Transportation System Management (TSM).

Transportation Systems Management (TSM) is often used interchangeably with Transportation Control Measures (TCMs) and Travel Demand Management (TDM) to describe a series of techniques designed to maximize the efficiency of the existing transportation system by reducing dependence on single occupant vehicles. The common goals of TSM, TCMs, and TDM are to reduce traffic congestion, improve air quality, and reduce or eliminate the need for new and expensive transportation infrastructure. Techniques are generally low-cost measures to reduce travel demand or improve the utilization of existing transportation facilities.

The differences between the three concepts are subtle. Each contains alternative transportation measures such as carpooling, transit, bicycling, walking, vanpooling, compressed work weeks, and telecommuting. Transportation Systems Management (TSM) places emphasis on reducing traffic congestion by increasing the person-trip capacity of existing transportation systems. TSM techniques also include restriping roadways for channelization, ramp metering, establishment of freeway auxiliary lanes, and freeway service patrol. Travel Demand Management (TDM) strategies are designed to influence an individual's travel behavior in order to reduce the demand for single occupant vehicle travel, especially during peak commute periods. TDM strategies include techniques such as preferential parking for carpoolers, teleconferencing and advanced communication technology, and providing incentives for using alternative transportation modes. Transportation Control Measures (TCMs) are geared towards reducing air pollution through reductions in vehicle use and improving traffic flow. Examples of TCMs include improved public transit, high-occupancy vehicle lanes, and flexible work schedules.

Since 1981, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have required that Transportation Systems Management (TSM) measures be part of the regional transportation planning and programming process. Specifically, the Regional Transportation Plan must have a TSM element which describes

how the region intends to address the movement of people and goods by improving the efficiency and effectiveness of the total transportation network.

The SACOG's 2016 MTP/SCS has a goal to reduce anticipated regional vehicle miles traveled (VMT) by 10 percent. Land uses defined by Blueprint principals in the MTP/SCS provide the framework for the future reduction of trips and VMT. TSM and TDM programs are a complementary component of the overall strategy toward achieving the 10 percent VMT reduction goal. According to SACOG's Regional Transportation Monitoring Report, commute trips account for about 25 percent of all person trips and nearly one-half of all household VMT in the region. To contribute to the goals set forth in the MTP/SCS, TSM and TDM programs will need to expand services to target the other 75 percent of trips in the region. This chapter outlines various TSM and TDM strategies currently implemented in Placer County that will contribute toward achieving the regional goal.

According to the annual Urban Mobility Report prepared by the Texas Transportation Institute, using 2011 data for Sacramento, about 81 percent of travel during peak periods is congested, resulting in 32 hours of delay and a total congestion cost of \$669 per peak commuter per year.

TSM STRATEGIES

Traffic Flow Improvements

Roadway restriping, spot widening, channelization, ramp metering, auxiliary lanes, elimination of on-street parking, and computerized signalization are techniques currently used to improve the flow of traffic without new road construction.

- Roadway restriping seeks to increase the number of lanes by reducing lane width, thus increasing traffic capacity.
- Channelization, which is often done in conjunction with restriping, adds turn lanes to busy roadways to eliminate traffic backups behind cars trying to make turns.
- Auxiliary lanes are often added to ease merging of traffic onto and off of freeways, such as Interstate 80.
- Elimination of on-street parking is done to add lanes, and thus capacity, to heavily traveled roadways. In addition, traffic backups caused by vehicles entering or exiting on-street parking spaces is eliminated.
- Computerized signalization seeks to coordinate signal timing to smooth traffic flow.

Freeway Service Patrol (FSP)

Approximately half of the delay experienced by travelers in the United States is due to causes other than simple high volumes of traffic. Much of this nonrecurring congestion occurs as a result of traffic accidents and stalled vehicles. Quickly identifying and removing vehicle incidents reduces traveler delay by returning traffic capacity to normal levels. Freeway service patrol (FSP) programs are designed to reduce the traffic congestion during peak commute periods on area freeways by removing traffic impediments, such as cars with mechanical problems or that have been involved in accidents, as well as assisting the motoring public.

In 2003, PCTPA received grant funding from the Placer County Air Pollution Control District (APCD) to implement a Freeway Service Patrol in the congested areas of I-80 in south Placer County. In 2005 this service was augmented by State funding, allowing the program to expand to SR 65 and adding hours of operation. Table 6.7-1 summarizes recent assist data for the PCTPA administered program

Problem Type	2014		
	SR 65	I-80	Service Truck*
Abandoned	68	112	37
Accidents	464	568	273
Debris	34	37	27
Electrical	6	17	10
Flat Tire	139	343	164
Mechanical	204	347	221
Other	82	272	127
Out of Gas	113	142	99
Overheat	30	53	18
Total Assists	1140	1891	976
Vehicle Location			
In FWY Lanes	101	166	53
On a Ramp	83	89	89
On Left Shoulder	76	115	47
On Right Shoulder	730	1502	701
Other	146	18	86
Unable to Locate	4	1	0
Total Assists	1140	1891	976
Source: Draft FSP MIS Local District Report FY 2014/15, Caltrans, November 2015.			

Public Transit

Public transit service is the most widely used TSM measure in Placer County serving residents who depend on transit for commuting to work and school and for shopping, medical, and leisure trips. For a more comprehensive overview of the public transit and passenger rail services operating in Placer County see the Public Transit and Passenger Rail sections of the Action Element.

Public transit service is provided by the Placer County Department of Public Works, the City of Roseville, the City of Auburn, and the Western Placer Consolidated Transportation Services Agency (CTSA). Both Roseville and Placer County provide commuter bus services to downtown Sacramento. In addition, Placer County subsidizes ten commuter vanpools that provide an alternative to driving alone. The Capitol Corridor Joint Powers Authority (CCJPA) provides intercity passenger rail service between Auburn and San Jose with stops in Rocklin and Roseville in Placer County.

Ridesharing

There are several coordinated ridesharing programs that serve Placer County. SACOG manages the Regional Rideshare program covering Placer, El Dorado, Sacramento, Yolo, Yuba, and Sutter counties. It is part of a statewide network of rideshare agencies. The purpose of the Regional Rideshare program is to encourage the use of carpooling and other alternative transportation modes for traveling to work, school, personal trips, and recreation. The Regional Rideshare program includes a toll-free, easy to remember number (511) to call for information, an online database of commuters interested in ridesharing through carpools and vanpools (Sacramento Region Commuter Club), a vanpool incentive program, and an extensive outreach program through employers.

Another regional program focused on encouraging ridesharing is Spare the Air managed by the Sacramento Metropolitan Air Quality Management District (SMAQMD) and supported by the air districts of the Sacramento region (including the Placer County Air Pollution Control District). Spare the Air is a regional driving curtailment and health notification program that operates in the Sacramento ozone non-attainment area (which includes Placer County with the exception of the Tahoe Basin) during the summer smog season of June through September. Drivers are alerted to reduce driving on days when ozone formation is expected to be high, and the public is advised of ozone levels and health effects through a variety of media.

PCTPA, in partnership with the City of Roseville, implements the Congestion Management Program (CMP) for Placer County. Closely coordinated with the Regional Rideshare program and Spare the Air, the CMP provides marketing, seasonal incentive campaigns, and educational and outreach efforts to the public and employers throughout Placer County. These efforts focus on promoting the benefits of using alternative modes of transportation, with the goal of reducing drive-alone auto commute trips and VMT. The CMP also offers an emergency ride home program for employees that utilize alternative transportation, and

educates school age children and their parents about the benefits of walking to school and using alternative transportation. A component of the CMP includes coordinated marketing efforts focused on increasing awareness of public transit services in Placer County including a universal bus pass program for youth during the summer.

Pedestrian and Bikeway Facilities

By making pedestrian and bikeway facilities safer and more convenient, bicycling and walking become more attractive alternatives to the automobile. To further support biking as a viable alternative to driving alone, Placer County bike maps are updated as needed and made available to the public. PCTPA annually coordinates with local business, agencies, and residents for the May is Bike Month campaign across the six-county region. Promotional events, contests, bicycle maintenance clinics, and safety clinics are held throughout the county to promote this event and encourage residents to bike for utilitarian and recreational purposes. For a discussion of plans for pedestrian and bikeway facilities within Placer County, see the Active & Alternative Transportation chapter of the Action Element.

As listed below under TDM Strategies, Placer County's Congestion Management Program encourages the use of pedestrian and bikeway facilities by commuters with the provision of incentives through its commuter bike subsidy program (Bucks for Bikes), bicycle safety and maintenance clinics, Spare the Air campaign, and participation in regional campaigns such as May is Bike Month and Smart Commute Month.

Park-and-Ride Lots

The purpose of park-and-ride lots is to provide a central meeting place adjacent to major travel routes where commuters can congregate and form carpools or catch buses for the remainder of the commute trip. Non-commuters can use these facilities for recreational purposes, such as trail access for bicycling, hiking, and equestrian usage.

Caltrans operates numerous park-and-ride lots in Placer County, located along Interstate 80. Placer County also operates several lots, which are located convenient to I-80 as well. Many lots include bicycle lockers and are all paved areas for parking cars. Table 6.7-2 identifies Placer County park-and-ride lot locations and their service characteristics.

**Table 6.7-2
Placer County Park-and-Ride Facilities**

Jurisdiction	Location	Owner	Spaces	Transit Service	Bike Locker	Bike Lockers
Auburn	West of SR 49 at Atwood Rd	State	42	No	No	0
Auburn	Auburn Amtrak Rail Station -Nevada Street and Fulweiler Avenue	City	50	Amtrak and Placer County Transit	No	0
Placer Uninc.	Bell Rd and Bowman Rd NW side of 80	State / County	33	No	No	0
Placer Uninc.	Bowman - East side of Lincoln Way Interchange of I-80	County	21	No	Yes	4
Meadow Vista	Clipper Gap Rd - South side SR 80 on Placer Hills Road	County	53	Placer County Transit	No	0
Newcastle	Newcastle - SE side of Newcastle Rd Interchange	State / County	39	No	No	0
Newcastle	Indian Hills Rd and Newcastle Rd	State	27	No	No	0
Ophir	Lincoln / Ophir SR 193 on North West side of I- 80	County	37	No	No	0
Penryn	Penryn Rd Interchange on NW of I-80 on Boyington Rd	County	39	Placer County Transit	No	0
Weimar	Weimar Cross Rd -SW side of SR 80 at Weimar Cross Roads	County	12	No	No	0
Colfax	Dingus McGees Colfax (former) - Approx 1 mile south of Colfax/west side of SR 80	Private	50	No	No	0
Colfax	Colfax Amtrak Railroad Street	City	10	Amtrak and Placer County Transit	No	0
Lincoln	Sierra College Blvd - SW corner of SR 193 and Sierra College Blvd	State	24	No	No	0
Loomis	Horseshoe Bar Rd Interchange South side of SR 80	County	24	No	No	0
Loomis	Loomis Train Station, Horseshoe Bar Road	City	71	Placer County Transit		3

**Table 6.7-2 (cont.)
Placer County Park-and-Ride Facilities**

Jurisdiction	Location	Owner	Spaces	Transit Service	Bike Locker	Bike Lockers
Rocklin	Sierra College Blvd - SE I-80 at Sierra College Blvd	County	24	No	No	0
Rocklin	Rocklin Amtrak Station - Rocklin Road and Railroad Avenue	City	50	Amtrak and Placer County Transit	No	0
Roseville	Roseville Amtrak Station - Church Street and North Grant Street	City	78	Amtrak and Roseville Transit		0
Roseville	Church at Cirby Way and Orlando Av	Private	172	Roseville Transit	Yes	Yes
Roseville	Creekside Town Center - Creekside Ridge Court	Private	50	Roseville Transit	No	0
Roseville	Foothills Blvd / Junction Blvd	Private	25	Roseville Transit	No	0
Roseville	Mahany Park - Pleasant Grove Blvd / Woodcreek Oaks	Private	42	Roseville Transit	Yes	0
Roseville	Maidu Park - East of I-80 at Rocky Ridge Drive and Johnson Ranch Drive	City	50	Roseville Transit	No	0
Roseville	Highland Reserve Marketplace - Pleasant Grove Boulevard and Fairway Drive	Private	25	Roseville Transit	Yes	Yes
Roseville	Roseville Galleria Blvd / East Roseville Parkway	Private	50	Placer County Transit and Roseville Transit	No	0
Roseville	Saugstad Park - NE of I-80 at Douglas Blvd and Buljan Street	State / County	91	Roseville Transit	Yes	6
Roseville	Roseville Costco - Stanford Ranch Road / Five Star Blvd	Private	35	Placer County Transit	No	0
Roseville	Taylor Road & Eureka Road	State	150	Placer County Transit and Roseville Transit	Yes	16

Source: Guide to Regional Park and Ride Lots, Sacramento Region 511 / SACOG, October 2006

Mobility Rest Areas

Mobility rest areas are provided to increase driver safety and satisfaction. They offer motorists and commercial drivers regular stopping opportunities to rest, receive pertinent traveler information, and access to restroom facilities. There is currently one rest area in Placer County, located along I-80 at Gold Run.

Potential TSM Strategies

In Placer County, most every applicable TSM strategy is already being used in some form. Some strategies, such as transit, are well-established, while others, such as real-time information by transit providers, are just beginning to expand their applicability. In addition, prior Intelligent Transportation Systems (ITS) studies completed in the Sacramento region, in the foothill counties (Placer, El Dorado, Nevada, Sierra), and in the Tahoe Basin (refer to Chapter 6.9) serve as the basis for implementation of additional measures and technologies. The result of these studies will be recommendations for implementation of technology improvements that can improve the flow and timeliness of information available to the traveler in order to avoid and/or reduce traffic congestion and delays due to traffic.

TDM STRATEGIES

Telecommuting, Compressed Work Weeks, and Flexible Work Hours

Telecommuting, compressed work weeks, and flexible work hours are employment-based techniques to reduce the number of work trips per week, or to transfer trips to reduce peak hour congestion. Telecommuting, or alternative work location, allows workers to perform job duties at home or another location, communicating with the main work center by modem, mobile device, fax, or telephone as necessary. This alternative is especially attractive for workers in rural areas or those commuting long distances, and studies have shown telecommuters are up to 20% more productive.

Compressed work weeks increase the number of hours worked each day to consolidate a regular work week into fewer work days. A typical schedule could be four 10-hour work days each week (4/10 schedule) or eight 9-hour days and one 8-hour day in two weeks (9/80 schedule).

Flexible work hours do not reduce the number of work trips per week, but seek to reduce traffic congestion by shifting some trips out of the peak period. Employers using flexible hours may allow workers to vary time of arrival and departure daily, or may require workers to choose a specific schedule to meet the needs of the employer and employee.

Teleconferencing

Teleconferencing is generally defined as meetings held by telephone or video hookup to replace the need for traveling to meet in person. Many employers in Placer County utilize teleconferencing as a cost-effective way to conduct meetings and seminars while avoiding travel on roadways.

TDM Examples

There are many examples of TDM promotions and marketing campaigns currently being implemented in Placer County. The venues outlined below provide an opportunity for promoting alternative transportation modes through both on-going and seasonal campaigns, with an emphasis on congestion management and improved air quality.

Examples of ongoing TDM promotions and marketing campaigns implemented in Placer County include:

- Coordination with SACOG, regional air districts, and jurisdictions on alternative transportation efforts
- Transportation fair participation
- Sacramento Region 511
- Sacramento Region Commuter Club including rideshare marketing
- Vanpool promotion
- Emergency Ride Home services
- Transit and rail information services for the general public
- TDM outreach for major capital projects
- Media releases, including Public Service Announcements, cable, radio and newspaper advertisements and articles
- Outreach to jurisdictions, employers and schools
- Quarterly employer TSM meetings, including training seminars for Employee Transportation Coordinators
- New employee outreach, including information packets with alternative transportation information
- Speaking engagements

Examples of seasonal TDM promotions and marketing campaigns implemented in Placer County include:

- Spare the Air, including incentive campaigns
- Summer Youth Bus Pass campaign
- Bucks for Bikes commuter subsidy program
- Bicycling safety and maintenance clinics
- May is Bike Month regional promotions and related Bike to Work Day events
- Earth Day events
- Capitol Corridor promotions
- Walk to School day events
- Smart Commute Month regional promotions

TDM Partnerships

Partnering occurs with other agencies during on-going and seasonal campaigns with similar messages. This helps leverage resources for greater impact and expanded outreach. PCTPA is an active partner in SACOG's Transportation Demand Management Strategic Planning Group. This group coordinates and develops alternative transportation marketing strategies that are promoted by member organizations. Examples of recent regional efforts include the Sacramento Region Commuter Club and May is Bike Month. PCTPA has a strong working partnership with the City of Roseville and their large employer-based network of businesses. PCTPA also works with the Capitol Corridor to promote passenger rail transportation as an alternative for Placer County residents traveling to downtown Sacramento, Davis, and to the Bay Area both for commute and leisure purposes. Further, all Placer County jurisdictions are members of the Transit Operators Working Group (TOWG), which serves in an advisory role for implementing coordinated transit marketing efforts.

TDM Program Impacts

With a number of commuters using ridesharing arrangements and public transit, and an increasing percentage traveling outside of peak periods, it is increasingly important to understand the effects traveler choices relate to external influences and public policy choices. Currently, the Sacramento region does not have a monitoring and measurement system in place to assess progress or long-term effectiveness of existing TDM programs.

At one time, placement surveys were used to assess whether persons registering for ridesharing were placed into alternate modes of commuting. These surveys were, however, discontinued several years ago by SACOG. The current means of assessing program effectiveness is to use the results of the decennial Census Household Travel Survey. SACOG has recently assembled a Regional Transportation Monitoring Report documenting transportation data and trends in the Sacramento region from 2002 to 2013. The Monitoring Report provides a useful understanding of how the transportation system in the region is being used; and what changes and trends are in evidence. SACOG anticipates the Regional Transportation Monitoring Report will be updated every two years. The report will provide a resource to track and monitor the progress of transportation system performance.

Further, SACOG is currently conducting an update to its TDM Strategic Plan which will look at new strategies and policies that could be added to TDM efforts to improve performance, as well as what tools should be used to measure those performance outcomes to better monitor these efforts. The TDM Strategic Plan will include some baseline quantitative analysis on the effectiveness of current TDM-related programs and campaigns in the region and will look to adopt any emerging technologies deemed cost effective for future TDM strategies.

TSM ACTION PLAN

Short and Long Range

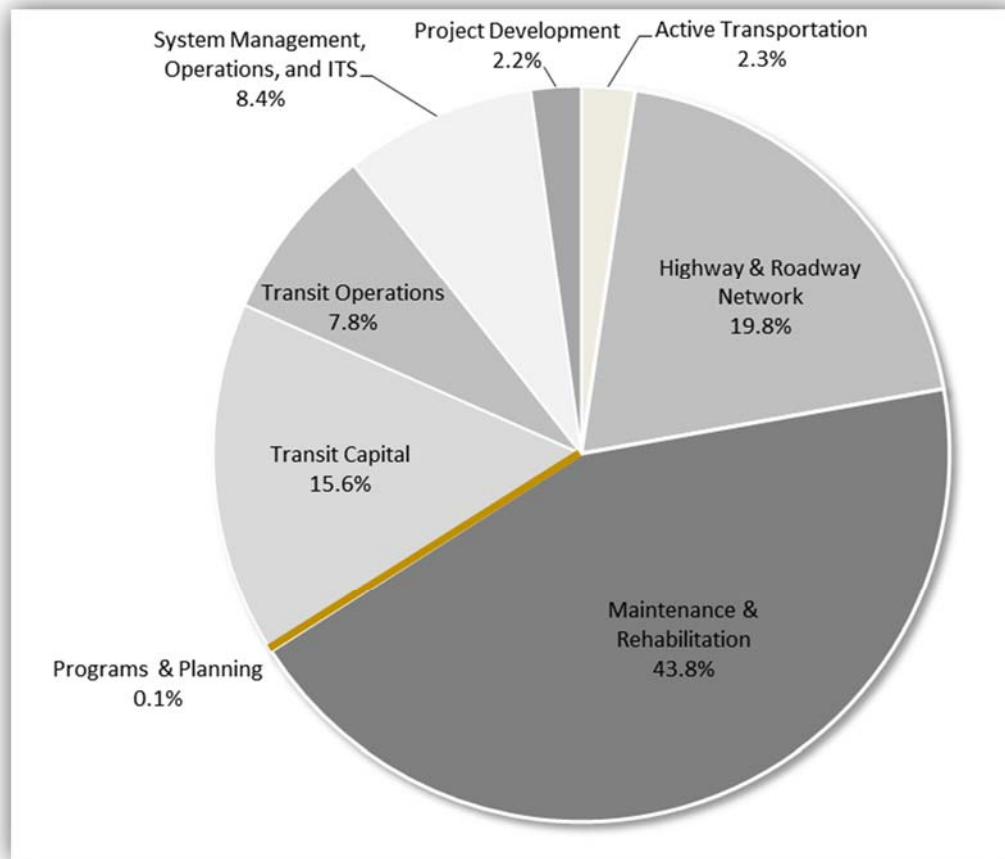
1. Work cooperatively with neighboring jurisdictions to implement ITS improvements that would support TSM efforts in the region. (*PCTPA, SACOG, TRPA, NCTC, EDCTC, Sierra County, Caltrans*)
2. Continue to work cooperatively with SACOG, SMAQMD, and the City of Roseville on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation. (*SACOG, SMAQMD, PCTPA, City of Roseville, local employers*)
3. Continue to work cooperatively with area school districts on outreach to children which educates them about the benefits realized through the use of alternative transportation. (*PCTPA, school districts, transit operators*)
4. Implement traffic flow improvements on regionally significant roadways. (*PCTPA, jurisdictions, Caltrans*)
5. Improve and expand public transportation systems (bus and rail) as feasible, to maintain existing ridership and increase new ridership. (*PCTPA, CCJPA, transit operators*)

6. Develop and expand facilities to support the use of active and alternative transportation options such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations. (*PCTPA, CCJPA, jurisdictions, Caltrans*)
7. Increase the awareness of active and alternative transportation options in Placer County through outreach, educational, and incentive programs. (*PCTPA, jurisdictions, transit operators*)
8. Encourage SACOG to develop a periodic regional survey of traveler choices, which would monitor trends in traveler choices related to external influences and the impact of public policy programs.
9. Continue to implement regional Transportation Demand Management (TDM) programs as a strategy for education and promotion of alternative travel modes for all types of trips toward reducing Vehicle Miles Traveled (VMT) by 10 percent.

TSM PROJECTS

Currently programmed and planned TSM projects are shown in Table 6.7-3. There are also many other projects that are consistent with the TSM action plan including passenger rail, public transit, and non-motorized projects. See those sections of the Action Element for applicable project lists. Figure 6.7-1 on the following page compares the TSM Action Plan share of the total expenditures through 2036. Note that the TSM Action Plan projects are categorized as programs and planning according to SACOG's 2016 MTP/SCS.

Figure 6.7-1
Percentage of Transportation Systems Management Action Plan to Total Expenditures (YOE)



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**Table 6.7-3
Transportation Systems Management Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20459	Caltrans D3	D- Programs & Planning	Rattlesnake Bar Rd. Turn Pocket	Near Auburn, at the Rattlesnake Bar Road intersection - Construct left-turn channelization (PM R31.1) [CTIPS ID 107-0000-0865] (Toll Credits)	\$2,020,000.00	\$2,020,000	Project complete by 2020	Programmed
CAL17380	Caltrans D3	D- Programs & Planning	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds) for non-capacity increasing projects only.	\$400,000.00	\$400,000	Project complete by 2020	Programmed
VAR56096	SACOG	D- Programs & Planning	Roseville Transit Mobility Management	The proposed mobility management services would enhance the ability of passengers to successfully ride transit in multiple areas (Placer County, Loomis, Rocklin, Lincoln, Auburn and Roseville). The goal of the program would include providing travel training from transit staff, trip planning training, and practice trips with staff.	\$47,500.00	\$47,500.00	Project complete by 2020	Programmed
PLA25516	City of Roseville	D- Programs & Planning	SRTS Toolkit Expansion	Multiple Schools in the Roseville City School District: Expand Safe Routes to School (SRTS) toolkit. SRTS3-03-006	\$295,000.00	\$295,000	Project complete by 2020	Programmed
PLA25468	PCTPA	D- Programs & Planning	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (KG/day ROG 54.00; NOx 60.00; PM10 39.00)	\$955,429.00	\$955,429	Project complete by 2020	Programmed
PLA25413	PCTPA	D- Programs & Planning	Planning, Programming, Monitoring 2011-2015	PCTPA plan, program, monitor (PPM) for RTPA related activities.	\$1,455,000.00	\$1,455,000	Project complete by 2020	Programmed
PLA25512	Placer County	D- Programs & Planning	King Rd. Safety Lane Widening	King Rd. between Auburn Folsom Rd. and Sudor Ln.: Widen travel lanes; construct drainage improvements. HSIP4-03-007 [Toll Credits for CON]	\$1,200,000.00	\$1,200,000	Project complete by 2020	Programmed

**Table 6.7-3 (cont.)
Transportation Systems Management Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25548	Town of Loomis	D- Programs & Planning	Town Center Implementation Plan Improvements Phase 2	Taylor Road, Horseshoe Bar Road to Walnut Street: streetscape improvements. (Emissions in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM10)	\$791,000.00	\$791,000	Project complete by 2020	Programmed
					Short-Term	\$7,163,929	\$7,163,929	
					Long-Term	\$0	\$0	
					Project Development Cost (10% of project total)	N/A	N/A	
					Total	\$7,163,929	\$7,163,929	

6.8 Transportation Safety & Security

This chapter addresses transportation safety and security as required under MAP-21 and California’s Strategic Highway Safety Plan.

Transportation safety and security is a critical component of the RTP; it encompasses multiple elements of the plan and addresses all modes, facilities and services. This chapter’s focus is on increasing the safety of the transportation system for all users; and on increasing the ability of the transportation system to support homeland security and to safeguard the personal security for all users.

PCTPA ROLE

Over the past decade, Placer County has experienced tremendous growth and transformation from a rural landscape to a more urban one. Where once local roads were used mainly to transport goods to market or to move farm machinery from location to location, these same roads must now accommodate commute and recreational trips that may conflict with older, rural transportation patterns. The influx of growth presents new safety and security concerns for all transportation system users.

PCTPA’s role in transportation safety and security is limited to essentially four roles:

- Provide a policy forum to help develop a coordinated, countywide consensus on transportation safety and security issues;
- Serve as a resource of information on transportation system conditions and the types of responses that might be useful in an emergency;
- Assist in the planning and programming of transportation infrastructure improvements; and
- Find opportunities to leverage resources, projects and planning functions that can enhance or provide benefit to transportation safety and security efforts.

Freeway Service Patrol

An example of a mitigation effort currently being implemented by PCTPA is the Freeway Service Patrol (FSP) Program, which specifically addresses traffic accidents and other incidents on area freeways in Placer County. FSP patrols the region’s most congested freeway segments during the busiest times of the day, quickly clearing accidents and other incidents. FSP also assists motorists in trouble, removes dangerous road debris, and otherwise helps to make the County’s freeways safer and less congested by reducing the chance of further accidents and bottlenecks caused by impatient drivers and gawkers.

TRANSPORTATION SAFETY

Historically, transportation safety has not been included as part of the transportation planning process. Rather, safety considerations have been viewed as a reactionary consideration.

Traffic Accident Trends

To adequately address safety in the planning process requires active monitoring of the transportation system for safety problems. This involves monitoring the number of crashes, injuries and fatalities associated with the operation of different transportation modes.

The National Highway Traffic Safety Administration (NHTSA) began tracking highway accident statistics in 1966. According to the NHTSA, traffic accidents, including fatalities and injuries, peaked in 1972 and have been slowly declining since. The lowest rate on record was experienced in 2008, an almost ten percent drop since 1966. Advancements in vehicle safety technology that prevents rollovers; an increase in seatbelt usage; new transportation safety educational programs, including drunk driving awareness campaigns; safer transportation facilities; in addition to fewer drivers on the road with more people choosing to use alternate modes of transportation due to higher fuel prices; have all cumulatively contributed to this decline. The NHTSA anticipates this downward trend to continue for the foreseeable future.

California has had a positive record in terms of traffic safety. The fatality rate per 100 million vehicle miles traveled (VMT) between 1995 to 2004 was 1.25, compared to the national rate at 1.46 for the same period. In 2008 the national fatality rate per 100 million VMT was 1.28, compared to California's rate at 1.04.

California Strategic Highway Safety Plan

Under MAP-21 and continued under the FAST-Act, and States are required to develop Strategic Highway Safety Plans (SHSP). Each State must have a SHSP in place by October 1, 2007 to receive its full share of federal-aid transportation funds. Federal regulations require that metropolitan transportation planning agencies summarize the SHSP within their RTPs. Under the California Transportation Commission's (CTC) 2010 RTP Guidelines, RTPAs are held to the same requirement to address safety and security in the development of the RTP.

The California SHSP sets broad goals for safety; lays out a set of emphasis areas for action; and for each emphasis area recommends strategies; followed with a detailed implementation plan, which identifies specific actions and the agencies that will carry them out. The California Strategic Highway Safety Plan (SHSP) was recently updated as of September 2015.

The California SHSP highlights challenges to roadway user safety; proposes strategies to reduce accidents, fatalities and injuries; serves as a guide for implementation of specific projects and activities through 2019. The SHSP has an aspirational goal of Toward Zero Deaths in California and that realistic and achievable steps should be set. Those steps include a three percent per year reduction for the number and rate of fatalities and a 1.5 percent per year reduction in the number and rate of severe injuries.

All safety emphasis areas from the SHSP are tied to elements of the 2036 RTP, as it relates to the State highway system, local streets and roads, as well as other transportation modes such as passenger rail, aviation, and the non-motorized system. Safety considerations are addressed

in these respective chapters. The TSM and ITS chapters also briefly address the issue of safety.

Some emphasis areas also lend themselves for focus at the regional scale, and would be addressed in SACOG’s 2036 MTP, while others are more local or site-specific, and addressed at the jurisdiction level. The California SHSP notes that regional and local agencies have the greatest ability to affect change are in education, engineering, and development of physical improvements to the transportation system, and this RTP places strong emphasis in both the Policy and Action Elements to address the issue of safety of the transportation system.

Causes & Types of Traffic Accidents

Having national data can help begin discussions about transportation safety; however, more detailed data is necessary to find safety solutions at the regional and local level. This section highlights safety statistics compiled by the California Highway Patrol (CHP) using the Statewide Integrated Traffic Records System (SWITRS) for Placer County and its jurisdictions, where available.

Major contributors to traffic accidents in Placer County include impaired driving, aggressive driving, which includes speeding and tailgating, failure to yield the right of way, running red lights and stop signs, inattentive driving, and unfamiliarity with traffic rules.

As can be seen in Table 6.8-1 below, fatal and injury collisions in Placer County have varied greatly over the past ten years, although generally mirroring the decline identified in national statistics. Fatal collisions peaked in 2005, with 2010 having the fewest fatalities; while injury peaked in 2005, with fewest injuries occurring in 2012.

Category	2004	2005	2006	2007	2008	2009	2010	2011	2012
Total Collision	2,238	2,381	2,132	2,079	1,968	1,858	1,938	1,997	1,393
Total Fatalities	48	78	53	35	36	34	34	40	41
Total Injuries	3,339	3,374	3,163	2,973	2,701	2,658	2,714	2,847	1,935
Total Serious Injuries	159	171	170	140	155	167	133	160	134
Note: This data may be under reported for Non-CHP agencies due to traffic collision report form revisions.									
Source: Transportation Injury Mapping System, UC Berkeley, 2015									

The CHP has found that collisions typically result from a combination of three factors: the vehicle, the driver, and the road. In fatal or severe injury collisions, the collision is most likely to occur with a fixed object, rather than with another motor vehicle. In “all other collisions,” motor vehicle collisions are most common, accounting for over half of all collisions; however, in rural areas of Placer County, animal-vehicle collisions are also commonplace.

Shown in Table 6.8-2 is data on fatal collisions for select State highways within Placer County, for the period 2004 through 2012.

**Table 6.8-2
Fatal Collisions on State Highways in Placer County between 2004-2012**

Facility	2004	2005	2006	2007	2008	2009	2010	2011	2012
I-80	11	20	34	5	12	10	7	6	5
SR 65	0	10	13	1	1	0	3	5	1
SR 49	1	2	11	0	2	2	2	3	3

Source: Transportation Injury Mapping System, UC Berkeley, 2015

State Highway System

Caltrans monitors safety statistics and motorist complaints to determine State highway locations that are functioning below acceptable safety standards. Once a safety problem is identified, its resolution becomes a first priority to receive funding.

Caltrans performs safety screens of State highways to identify traffic safety, enforcement activities, or future improvements to eliminate or reduce the number and / or severity of traffic accidents at locations:

- Fatal and injury accident rate;
- Roadway width on two or three lane conventional highways where shoulder widths are less than standard;
- Pedestrian and bicyclist needs; and
- Other vehicular safety issues.

Caltrans also inspects every bridge under State jurisdiction at least once every two years for potential safety issues, and inspects a majority of locally owned bridges that are not part of the State highway system.

Placer County

Placer County has developed the Traffic Accident Analysis System (TAAS) to monitor traffic safety on the County roadway network. TAAS allows for an annual review of the CHP traffic accident reports. Categories reviewed include intersections (with broadside collisions or with right of way violations), roadway segments, run off the road, wet pavement, snow or ice, motorcycle, bicycle, and pedestrian. High incidence locations are subsequently identified and reviewed to determine whether changes or improvements should be undertaken, for example changes to traffic control, signage or striping at the location or if the development of a safety project is needed.

TRANSPORTATION SECURITY

Security issues within the context of the transportation system refers to potential personal and homeland security threats. Placer County is vulnerable to many types of potentially catastrophic incidents. Incidents could include significant transportation accidents, natural disasters (earthquake, floods, and wild fires), sabotage, civil unrest, hazardous materials spills, environmental hazards, criminal activity, or acts of terrorism.

Transportation can play multifaceted roles in responding to such incidents and emergencies. Every day, jurisdictions and agencies handle incidents such as accidents on the transportation system. Other examples of support functions that the transportation system can play in an incident or emergency response include:

- Allowing traffic signals to extend the red or green cycle time to allow large numbers of vehicles or pedestrians to proceed in one direction;
- Deploying traffic personnel to problem intersections to manually direct traffic;
- Deploying various methods to direct traffic, such as portable signs, cones or barrels;
- Installing permanent or portable changeable message signs along major routes that could be used to provide the public up-to-date information;
- Using road shoulders to increase vehicle capacity of evacuation routes;
- Using contra flow lanes to move large numbers of vehicles in one direction;
- Using public transit to assist in the evacuation of the public, if necessary; and
- Using transportation facilities, such as rail stations or major transit centers as potential staging areas for medical and food supplies.

Placer County Office of Emergency Services

Organizational response to a security incident and disaster is the responsibility of the Placer County Office of Emergency Services (OES). Under the California Emergency Services Act, the Placer County OES directs the County's overall emergency response to natural disasters, man-made incidents, or acts of terrorism, in cooperation with local jurisdictions and agencies; and also coordinates on-going preparedness, including emergency drills and simulations with agencies, including those that provide transportation services. The coordination role OES serves allows law enforcement and emergency response to occur in an expeditious manner. At the same time, the role OES provides allows the transportation system to continue to function and to handle the possibly overwhelming public response to a major incident or emergency.

TRANSPORTATION SAFETY & SECURITY ACTION PLAN

Short and Long Range

1. Encourage jurisdictions to develop a systematic approach to identify and review existing or potential high incident accident locations, including rural areas to prevent animal-vehicle collisions. *(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*
2. Prioritize projects that implement preventative and routine maintenance. *(Local jurisdictions, transit operators, CCJPA, Caltrans, PCTPA and SACOG)*
3. Prioritize infrastructure in need of replacement, relocation or upgrade to meet current safety and design standards, including implementation of safety measures, enforcement, and educational activities. *(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*
4. Continue to participate in the SHSP planning process and various interagency coordination efforts to exchange information on ongoing safety activities and best practices, as well as identify training opportunities, and exercise capabilities. *(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*
5. Encourage a regional approach to maximize public outreach and education and related enforcement initiatives that target high risk behavior issues and that improve safe driving practices. *(Local jurisdictions, CCJPA, Caltrans, CHP, PCTPA and SACOG)*
6. Encourage jurisdictions and transportation agencies to continue to coordinate with the Placer County OES on emergency preparedness activities. *(Local jurisdictions, transit operators, Caltrans, CHP, Placer County OES, PCTPA)*
7. Encourage the preparation of transportation security assessments, and emergency preparedness plans, including continuity of operations, business resumption and recovery. *(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*

TRANSPORTATION SAFETY & SECURITY PROJECTS

The 2036 RTP continues the commitment to improve transportation safety and security for the region. The scope of the RTP goes beyond specific funding for safety and security projects. It emphasizes collaboration amongst many stakeholders, Caltrans, SACOG, local jurisdictions, public transit operators, law enforcement, and emergency responders, including Placer County OES. The result of this collaboration is consistent with the goals of the California SHSP.

Unlike in prior Action Plan sections, there are no projects included in the 2036 RTP that are specifically identified as “safety projects” and consequently are not depicted as a proportionate share of total expenditures. There are projects that are consistent with the Transportation Safety & Security Action Plan, which are included in the other Action plans. Examples of these projects include the following improvements:

- Auburn Folsom Rd. Safety Improvements (see Active Transportation Action Plan)
- Shoulder and Centerline Rumble Strips on Various Caltrans facilities (see Regional Roadway Action Plan)
- SR 193 Curve Improvement (see Regional Roadway Action Plan)
- Lincoln Blvd. Signal Upgrade and Lighting (see ITS Action Plan)
- King Rd. Safety Lane Widening (see TSM Action Plan)

In addition, safety and security standards are considered as part of every transportation project design. Activities within this can range from construction of median barriers, guardrails, crash cushions, skid-resistant pavements, signage and markings to erosion control to prevent landslides.

6.9 Intelligent Transportation Systems

This chapter describes Intelligent Transportation Systems (ITS). The chapter also describes the process that defines how agencies and systems are interconnected through the development of a statewide architecture, and integrated regional and local systems.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) are a collection of roadway and transit management strategies, communication systems, computer technologies, electronics, monitoring instrumentation, and other applications to improve the safety, operational effectiveness, and efficiency of the existing surface transportation system. ITS is not a mode of transportation itself. Examples of ITS programs include regional traveler information, traffic signal control, transit management, ramp metering, incident management, and emergency management.

ITS ARCHITECTURE & REGIONAL PLANNING

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires ITS projects funded from the Highway Trust Fund to conform to the National ITS Architecture. The ITS architecture involves a process that defines how agencies and systems are interconnected. The intent is to foster the development of a statewide architecture, and integrated regional and local ITS systems.

TAHOE GATEWAY ITS STRATEGIC DEPLOYMENT PLAN (SDP)

PCTPA coordinated ITS planning for El Dorado, Nevada, Placer and Sierra Counties (see Figure 6.9-1). This effort was coordinated with the ITS planning begun by the Tahoe Regional Planning Agency (TRPA) for the Tahoe Basin. In 2002, the Tahoe Gateway Counties ITS Strategic Deployment Plan (SDP) was adopted by the four Regional Transportation Planning Agencies.¹ It addresses the unique aspects of the rural environment where challenges include rapid changes in weather, limited alternative routes and difficulties in developing effective communication systems.

The SDP will undergo periodic review for consistency with regional goals. Updates to the SDP will occur to accurately reflect the region's existing ITS capabilities and future plans. SACOG is responsible for maintaining the Tahoe Gateway Regional ITS Architecture and making the physical changes required to maintain the architecture. PCTPA provides for ongoing coordination and information sharing on ITS technologies among the four counties, and act as liaison with SACOG.

¹ El Dorado County Transportation Commission, Nevada County Transportation Commission, PCTPA, and Sierra County Transportation Commission

SACOG ITS STRATEGIC DEPLOYMENT PLAN

The ITS Strategic Deployment Plan for the Sacramento region was prepared by SACOG in 2005, and replaces the 1996 Early Deployment Plan and updates the Sacramento ITS Regional Architecture completed in 2001. The SDP brings the Sacramento region into full compliance with architecture requirements; provides a vision for ITS; outlines a program of low, medium and high priority projects; identifies probable costs; and establishes a plan for managing, integrating and operating the ITS elements in the region. The SDP also incorporates recent efforts to demonstrate the interrelation between land use and transportation improvements, and address ways in which advanced technologies can improve both mobility and air quality in the region.

ITS NEEDS ASSESSMENT

The SDP is the Tahoe Gateway Counties ITS implementation guide. It identifies regional transportation needs and ITS Elements to meet them. The Regional ITS Architecture is a core component of the SDP.

The following list summarizes the high priority need areas in the Tahoe Gateway Region (in no particular order):

- Enhanced traveler information within and beyond project boundaries;
- Improved cooperation and coordination among transportation agencies and others;
- Improved traffic flow and system operation monitoring;
- Advanced technology uses to more effectively and efficiently operate traffic signal systems;
- Coordinated, efficient transit and public transportation systems;
- Coordinated incident/emergency management plans and procedures (including HAZMAT);
- Improved traveler safety; and
- Enhanced access and availability of tourist information.
- Accurate, early traffic information to commercial vehicle operators
- Active fleet management of state/locally owned highway maintenance vehicles
- Improved integration of information and systems to better manage the transportation assets

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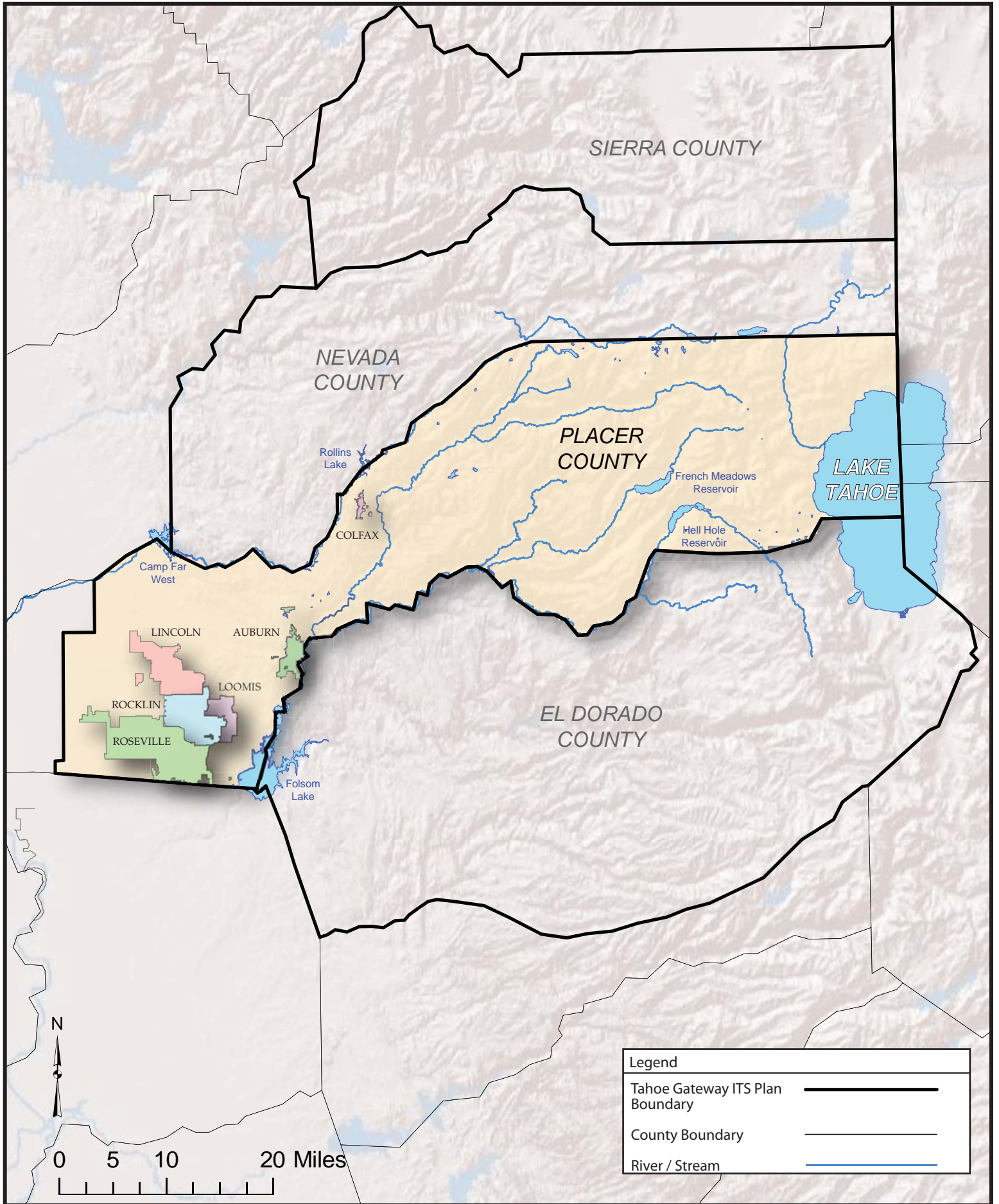


Figure 6.9-1
Tahoe Gateway Counties ITS Plan Area

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SACRAMENTO TRANSPORTATION AREA NETWORK (STARNET)

SACOG is working with partner agencies to implement an ITS project called STARNET system. STARNET is an information exchange network and operations coordination framework that will be used by operators of transportation facilities and emergency responders in the Sacramento region. STARNET was identified as a high priority project for the Sacramento region in the ITS SDP, and became operational in 2008.

STARNET builds upon previous ITS investments using existing field infrastructure and central systems, with little or no modification. As part of STARNET implementation, interfaces will be developed to existing systems to enable real-time sharing of data and live video, provide data and video to the public via the 511 regional travel information system, and provide operations and emergency responders with a map based regional transportation management display.

SACRAMENTO REGIONAL TRANSPORTATION MANAGEMENT CENTER (RTMC)

The Sacramento Regional Transportation Management Center (RTMC) is located in Rancho Cordova, California. The RTMC serves as the hub of all highway traffic operations in Caltrans District 3, monitoring the state highway transportation system and disseminating information as needed. The California Highway Patrol (CHP) communication center is also located at the RTMC.

ROSEVILLE INTELLIGENT TRANSPORTATION SYSTEM

Roseville's Intelligent Transportation System is used to notify the general motoring public about current traffic conditions, such as delays, road closures, accidents and special events. At the time of the City's update of the ITS Master Plan in 2012, the City was operating and maintaining 166 traffic signals and 172 cameras with an extensive communications network connected to the Traffic Operations Center (TOC) located downtown in City Hall. In addition to the TOC, implementation to date includes an emergency vehicle priority (EVP) system, closed circuit television (CCTV) cameras, changeable message signs (CMS), and a traveler information system.

BAY TO TAHOE BASIN TOURISM AND RECREATIONAL TRAVEL IMPACT STUDY

The study was led by the El Dorado County Transportation Commission (EDCTC) and funded by a Caltrans Partnership Planning Grant to examine the relationship of major Northern California urban areas and the "rural areas" of El Dorado, Placer, Amador, and Nevada counties and the bi-state Lake Tahoe Basin as defined by tourism travel. This study evaluates the impacts of regional and interregional tourism traffic on the rural state highway system in the Study Area, including US Highway 50 (US 50), Interstate 80 (I-80), and SR 20, SR 49, SR 88, SR 89, SR 193, and SR 267. This study was completed in October 2014.

Recommendations stemming from this study were developed around the following concepts:

- Improving visitors travel experience on the I-80 corridor through better access and awareness of recreation opportunities, including signage, more accessible transit connections, better and more accessible parking.
- Pursuing the modification of transportation funding formulas to include the total number of users (User Population). This number factors in tourism travel, not just travel by the region’s relatively small resident population.
- Improving methods for improved traveler information through expanded ITS elements.
- Enhanced Marketing activities to improve awareness of activities and opportunities in the Study Area via website based marketing (prior to trip), mobile device applications (once on trip).

PCTPA will coordinate with local agencies and partners to develop projects and strategies to implement the study recommendations.

ITS ACTION PLAN

Short Range

1. Maximize the operating efficiency of the existing surface transportation system. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)*
2. Improve the safety of travel into, through, and out of the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)*
3. Ensure that accurate and reliable traveler information regarding traffic and weather conditions is available to those entering the region as well as those traveling within the region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)*
4. Provide more effective and convenient transit services. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, transit operators, SACOG)*
5. Ensure efficient commercial vehicle operations into, through and out of the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)*
6. Ensure the long-term viability of ITS in the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, FHWA)*
7. Maintain an ITS program that is compatible and supported by National ITS efforts. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans, FHWA)*

8. Coordinate with communication utilities to include rural broadband, where possible, as part of the implementation of jurisdiction ITS projects.

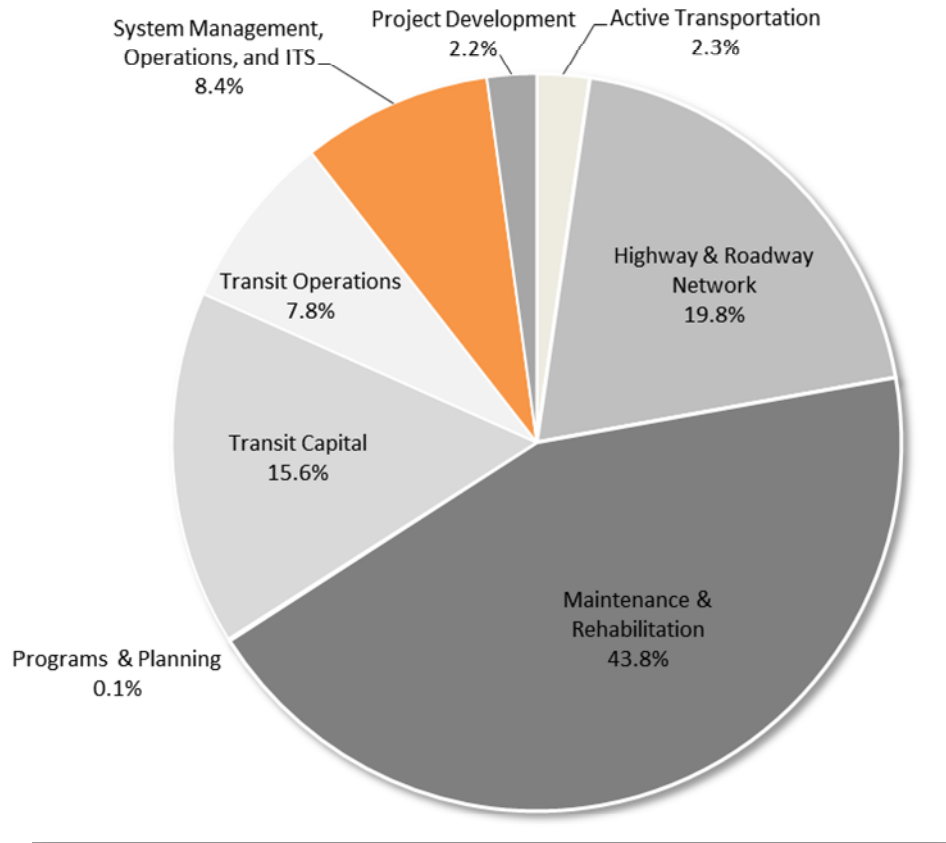
Long Range

1. Continue implementation (deployment, operations, and maintenance) of the Tahoe Gateway Counties ITS. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA*)
2. Continue implementation (deployment, operations, and maintenance) of the Sacramento Region ITS. (*PCTPA, El Dorado County, Sacramento County, Sutter County, Yolo County, Yuba County, jurisdictions, Caltrans, SACOG, FHWA*)
3. Continue regional ITS management via each member County, neighboring regions, and other agencies, organizations, and individuals. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA*)
4. Mainstream or incorporate ITS technologies into the planning process as stand-alone projects and/or as part of larger transportation projects. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA*)
5. Ensure that the Regional ITS Architecture Maintenance Plan continues to be implemented. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA*)

ITS PROJECTS

Currently programmed and planned intelligent transportation systems projects in Placer County are shown on Table 6.9-1. These improvements are proposed to improve travel, inform motorists, better respond to traffic incidents, and manage travel flow in Placer County. Figure 6.9-2 on the following page compares the ITS Action Plan share of the total expenditures through 2036. Note that projects in this action plan are categorized as system management, operations, and ITS according to SACOG's 2036 MTP/SCS.

Figure 6.9-2
Percentage of Intelligent Transportation Systems Action Plan to Total Expenditures (YOE)



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**Table 6.9-1
ITS Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20497	Caltrans D3	G- System Management, Operations, and ITS	Alpine Meadows Road Traffic Signal	Placer County, about 9.3 miles south of Truckee at Alpine Meadows Road - Construct signalized intersection at SR 89 [FCO Only] (Pla-89-12.1/12.5) [SHOPP Minor A 201.310] (Toll Credits for CON)	\$974,000.00	\$974,000	Project complete by 2020	Programmed
CAL20518	Caltrans D3	G- System Management, Operations, and ITS	CCTV Cameras at Various Locations	In El Dorado, Nevada, Placer, Sacramento and Yolo counties on Routes 5, 50, 51, 80, 89, 99 and 267 at Various Locations - Upgrade closed caption televisions (CCTV) [EFIS ID 0313000197; CTIPS ID 107-0000-0966] (Toll Credits for PE, ROW, CON)	\$546,800.00	\$546,800.00	Project complete by 2020	Programmed
CAL20538	Caltrans D3	G- System Management, Operations, and ITS	Crispin Cider STAA Access	I-80 at Canyon Way IC, Illinois town OC and driveway entrance to Crispin Cider warehouse - Widen ramp pavement at three locations, modify overcrossing and install signage to accommodate Surface Transportation Assistance Act (STAA) (PM 31.1/31.9) [SHOPP Minor A program 201.310] (Toll credits for CON)	\$2,020,000.00	\$2,020,000	Project complete by 2020	Programmed
CAL20655	Caltrans D3	G- System Management, Operations, and ITS	HAR Update at 25 locations in 11 counties	In Sacramento, Butte, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 50, 70, 80, 89, 99 and 267 at various locations. Upgrade Highway Advisory Radios	\$626,000.00	\$976,560.00	Project complete by 2036	Planned
CAL20548	Caltrans D3	G- System Management, Operations, and ITS	HAR Upgrades - Various Counties and Routes	In Sacramento, Butte, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 50, 70, 80, 89, 99 and 267, at various locations - Upgrade Highway Advisory Radios (HAR) [CTIPS ID 107-0000-1001] (Toll credits for PE, ROW, CON)	\$626,000.00	\$626,000.00	Project complete by 2020	Programmed
CAL20609	Caltrans D3	G- System Management, Operations, and ITS	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties.	\$1,584,000.00	\$1,584,000.00	Project complete by 2020	Planned

**Table 6.9-1 (cont.)
ITS Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20533	Caltrans D3	G- System Management, Operations, and ITS	Replace/Upgrade Sign Panels/Structures at Various Locations	In Sacramento, El Dorado and Yolo counties, on US 50, I-5, SR51, I-80 and SR 99 at various locations - Replace sign panels and upgrade sign structures [EFIS ID 0314000244; CTIPS ID 107-0000-0987] (Toll Credits for PE, ROW, CON)	\$417,300	\$417,300.00	Project complete by 2020	Programmed
CAL20656	Caltrans D3	G- System Management, Operations, and ITS	Roadway Weather Information Stations (RWIS)	In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 28, 50, 51, 80, 89, 99 and 267 at various locations. Repair and upgrade roadway information systems	\$546,000	\$851,760	Project complete by 2036	Planned
CAL20547	Caltrans D3	G- System Management, Operations, and ITS	RWIS Upgrades - Various Counties	In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 28, 50, 51, 80, 89, 99 and 267, at various locations: Repair and upgrade roadway information systems (RWIS) also known as ITS, Intelligent Transportation Systems. [CTIPS ID 107-0000-1000] (Toll credits for PE, ROW, CON)	\$546,000	\$546,000.00	Project complete by 2020	Programmed
CAL20486	Caltrans D3	G- System Management, Operations, and ITS	Shoulder and Centerline Rumble Strips (Safety) at Various Locations	In Butte, Colusa, El Dorado, Nevada, Placer, Sacramento, Sutter, Yolo and Yuba counties at various locations - Install shoulder and centerline rumble strips [CTIPS ID 102-0000-0174]	\$520,500	\$520,500.00	Project complete by 2020	Programmed
CAL20638	Caltrans D3	G- System Management, Operations, and ITS	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67)	\$15,000,000	\$18,304,000	Project complete by 2036	Planned
CAL20573	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Signal Coordination	Install signal at Shale Ridge Rd., coordinate to the north on Dry Creek Rd. and to the south on Bell Rd. (PM 6.38/7.427)	\$2,000,000	\$2,441,000	Project complete by 2036	Planned
CAL20550	Caltrans D3	G- System Management, Operations, and ITS	Upgrade CMS Panels - Various Counties	In Sacramento, El Dorado, Nevada, Placer, Solano and Yolo Counties, on Routes 5, 50, and 80, at various locations - Upgrade Changeable Message Sign (CMS) panels [CTIPS ID 107-0000-1003] (Toll credits for PE, ROW, CON)	\$1,064,000	\$1,064,000	Project complete by 2020	Programmed

**Table 6.9-1 (cont.)
ITS Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL20654	Caltrans D3	G- System Management, Operations, and ITS	Upgrade CMS panels to LED	In Sacramento, Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sierra, Sutter, Yolo and Yuba Counties on Routes 5, 50 and 80 at various locations. Upgrade Changeable Message Sign (CMS)	\$1,064,000	\$1,098,048	Project complete by 2036	Planned
CAL20519	Caltrans D3	G- System Management, Operations, and ITS	Upgrade Traffic Monitoring Stations	In Sacramento, Placer, Yolo and Yuba counties, on Routes 5, 50, 51, 65, 70, 80, 99 and 113, at Various Locations - Upgrade Traffic Monitoring Stations (TMS) [EFIS ID 0313000198; CTIPS ID 107-0000-0967] (Toll Credits for PE, ROW, CON)	\$1,045,200	\$1,045,200.00	Project complete by 2020	Programmed
PLA25591	City of Colfax	G- System Management, Operations, and ITS	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	\$15,000,000	\$23,459,000	Project complete by 2036	Planned
PLA25531	City of Lincoln	G- System Management, Operations, and ITS	Lincoln Blvd. Signal Upgrade and Lighting	Lincoln Blvd. (SR 65) between Sterling Pkwy. and 7th St.: Upgrade traffic signals; install safety lighting and bike lanes. (HSIP5-03-006)	\$1,080,000	\$1,080,000	Project complete by 2020	Programmed
PLA25635	City of Rocklin	G- System Management, Operations, and ITS	Granite Drive at Rocklin Road Roundabout	At Rocklin Rd/Granite Dr., between east of Meyers St to the Caltrans WB on-ramp/right of way on Rocklin Road: Replace the existing four lane signalized intersection with a two lane roundabout (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$2,707,607	\$2,707,607	Project complete by 2020	Programmed
PLA17820	City of Rocklin	G- System Management, Operations, and ITS	Pacific Street	On Pacific Street: Construct downtown improvements.	\$8,000,000	\$8,391,000	Project complete by 2020	Planned
PLA25545	City of Roseville	G- System Management, Operations, and ITS	Roseville CMS Installation Project - Pleasant Grove Blvd.	In Roseville, install Changeable Message Sign (CMS) on SW/B Pleasant Grove Blvd. approaching Roseville Pkwy. to reduce traffic congestion by improving traffic information dissemination per the ITS Master Plan. (Qualitative emission benefits on file.)	\$200,000	\$200,000	Project complete by 2020	Programmed

**Table 6.9-1 (cont.)
ITS Projects List**

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25626	PCTPA	G- System Management, Operations, and ITS	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quit zones throughout County	\$500,000,000	\$516,000,000	Project complete by 2036	Planned
PLA25586	PCTPA	G- System Management, Operations, and ITS	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	\$20,000,000	\$26,283,000	Lump Sum or Ongoing	Planned
PLA25543	PCTPA	G- System Management, Operations, and ITS	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 7.35; NOx 1.10; PM10 1.16)	\$550,000	\$550,000	Project complete by 2020	Programmed
PLA25567	Placer County	G- System Management, Operations, and ITS	Safety Surface Treatment	At 18 various locations throughout Placer County: install high friction surface treatment. (HSIP6-03-010)	\$1,537,600	\$1,537,600	Project complete by 2020	Programmed
PLA25568	Placer County	G- System Management, Operations, and ITS	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011)	\$1,658,522	\$1,658,522	Project complete by 2020	Programmed
PLA25630	Placer County	G- System Management, Operations, and ITS	SR49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	\$13,000,000	\$13,636,000	Project complete by 2020	Planned
PLA25556	USFS Tahoe National Forest	G- System Management, Operations, and ITS	Sugar Pine OHV Staging Area	Outside of Foresthill, Sugar Pine Off Highway Vehicle (OHV) Staging Area: Renovation of an existing staging area, including parking, accessible restrooms, and picnic facilities. (RM-13-016)	\$325,950	\$325,950	Project complete by 2020	Programmed
					Short-Term	\$38,403,479	\$39,430,479	
					Long-Term	\$554,236,000	\$589,413,368	
					Total	\$592,639,479	\$628,843,847	

6.10 Recreational Travel

This chapter documents recreational travel and tourism data for Placer County and transportation facility needs and services to accommodate this important segment of travel.

EXISTING RECREATIONAL TRAVEL SETTING

Placer County is home to recreational areas and activities that entertain, relax, and reinvigorate local residents as well as visitors from nearby and tourists from afar. For many, Placer County's natural, outdoor recreation setting is the defining characteristic of the region. The area's recreational offerings benefit the community socially as well as economically.

Much of the recreational travel and tourism data for Placer County collected and reported in this chapter is derived from the *Placer County Travel Industry Assessment and Detailed Economic Impact Estimates 2002 - 2008*, prepared by Dean Runyon Associates (March 2009) for the Placer County Office of Economic Development, Placer Valley Tourism, Placer County Visitors Bureau, and the North Lake Tahoe Resort Association and supplemented with information from the Bay to Tahoe Basin Tourism and Recreational Travel Impact Study (EDCTC, 2014).

Visitor Regions

Three distinct "visitor" regions can be found in Placer County – The Valley, Gold Country, and High Country. Each contains a rich resource of diverse attractions.

The Valley comprises the westernmost reaches of the county including lands on the Sacramento Valley floor up to the low foothills of the Sierra Nevada range. The area is largely comprised of three cities: Lincoln, Rocklin, and Roseville. The Valley has been marketing "lifestyle" tourism, principally team sports and recreation venues, supported by high quality shopping, dining, gaming, and golf and lodging facilities.

The Gold Country region comprises the foothills of the Sierra-Nevada from just below the City of Auburn up to the High Sierra snow-belt. The Gold Country possesses a wide range of recreation opportunities from dispersed outdoor activities, touring to agricultural and leisure destinations and festivals, cultural and heritage attractions including historic town sites, and arts events and galleries.

The High Country comprises the western slopes of the High Sierra, the Lake Tahoe Basin, and adjacent alpine destinations. Lake Tahoe and the surrounding alpine environment is an internationally-known destination.

The Placer County recreation and tourism industry has three primary marketing organizations supporting the visitor regions: Placer Valley Tourism (PVT), the Placer County Visitors Bureau (PCVB) and the North Lake Tahoe Resort Association (NLTRA). Secondary

organizations that promote tourism and recreational travel to Placer County include: cities, chamber of commerce's, downtown merchants associations, Placer Grown, Placer Arts, Sierra Gateway Business Association, Sierra Nevada Arts Alliance, hospitality sector tourism businesses, lodging, retail and restaurants, team sports organizations, not-for-profit organizations, destination resort companies, and recreation providers.

Existing Recreational Attractions & Destinations

Recreational travelers and tourists within and through Placer County are drawn by a diversity of assets which include the area's endowment of lakes, rivers, and parkland; numerous opportunities for year-round outdoor recreational activities; natural, scenic wonders; world-class competitive sports venues; the historic Gold Country; family-owned wineries; a multitude of arts and unique cultural festivals; conferences and events, educational opportunities; and for gaming enthusiasts casino gambling.

Placer County seems to have something for almost every outdoor recreational activity: winter opportunities - skiing, snowboarding, snowmobiling, ice skating, snow tubing and sleigh riding; summer opportunities – golf, rock climbing, hiking, camping, fishing, boating, swimming, water-skiing, river rafting, endurance sports, mountain biking, paved bike trails, horseback riding, hunting, recreational mineral collecting (gold panning), bungee jumping, hot air ballooning, and off-highway vehicle (OHV) recreation

Diverse natural areas include Lake Tahoe, Tahoe National Forest, Folsom Lake State Recreation Area, the Auburn State Recreational Area, and American River Canyon. There are over 3,000 campgrounds and Recreational Vehicle (RV) sites in Placer County. There are also sites available at private campgrounds and RV parks. The U.S. Forest Service and California State Department of Parks and Recreation manage over one-third of the camping sites, with convenient access to numerous outdoor recreation activities such as fishing, boating, and hiking. The High Country with a larger portion of publicly managed land has the highest number of campgrounds. In contrast, the Valley and Gold Country's campsites are more oriented to RV campgrounds.

Currently, 20 active family owned and operated wineries and vineyards can be found in Placer County. Most of the vineyards existing today were started in the late 1990s, and became wineries in the early 2000's. Placer County wineries are notable in that a very high proportion of wine production is sold on site or otherwise in restaurants and retail establishments throughout the County. Visitors to Placer County are a primary source of wine sales. Marketing events, such as the Placer Hills Winery Tour, and through the Placer Wine and Grape Association, enhance Placer County as a popular travel destination. Nearly all offer wine tasting and tours by appointment, though on-site visitor facilities are limited. Placer County adopted in September 2008 a winery ordinance regarding allowable activities for winery operations such as public visits, tasting, sales and tours.

Placer County's gaming industry began when the United Auburn Indian Community opened the *Thunder Valley Casino* in unincorporated Placer County near Lincoln, in June 2003, attracting thousands of visitors, most notably, from the Sacramento region and the San Francisco Bay Area. Today the casino offers a variety of gaming, entertainment, dining, and lodging opportunities.

There are a wide variety of lodging accommodations found in Placer County, distributed through hotels, motels, beds and breakfast inns, rented condominium villages and single family vacation homes. As of 2009, the largest accommodations (defined as 50 units and above) are distributed as follows: in the Valley there are 2,256 rooms, with Thunder Valley Casino, near Lincoln, the largest resort; in the Gold Country there are 494 rooms; and in the High Country, there are 1,705 rooms, with the Resort in Squaw Valley the largest.

One of the biggest recreational draws in Placer County is the Lake Tahoe Basin. The Sierra Nevada Mountains offer the largest concentration of world-class ski resorts in the western United States. For example, Squaw Valley USA hosted the 1960 Olympics and hosts the National Alpine Championships.

Lake Tahoe's North Shore and Western Shore are in Placer County and are characterized by permanent and seasonal homes, visitor accommodations, and other commercial development. A large percentage of the housing serves as vacation homes or as vacation rental properties; in 2003, nearly 69 percent were not owner occupied, indicating that year-round residents have been replaced by vacation, rental and seasonal use.

There are also on average 25 public events held per year in Placer County. Some are held each year to attract visitors from outside the Placer County, while other events attract mostly local residents, such as farmers markets.

Recreational Travel Characteristics

The past decade has seen a shift in recreational travel trends that affect the demand for destination areas such as Placer County – particularly demand from travelers from other parts of the United States and international locations.

Demographic trends that affect recreational travel include an aging and increasingly educated population, more dual-earner households, and increasing disposable income.

American households are more likely to take more frequent, long weekend, short trips closer to home. Extended, multi-destination, long-distance travel has been on the decline since 2001. More than half of all frequently travel trips in the United States are now for two days or less, with only 20 percent of trips lasting a week or more. Entertainment is an increasingly important component of this travel.

Travel for meetings, conferences and conventions also declined after 2001. Growth is associated with economic activity. This market is now growing again. Travelers are now often extending business trips to include leisure travel activities adjacent to major metropolitan areas. Business trips are also more likely to include family members than in the past; however, the majority of business trips are still taken by solo travelers.

Travel associated with organized group/membership had been increasing through the 1990s, however, growth essentially stopped after 2001. Long term increases should continue, as it is highly correlated to the aging of the population and increasing incomes. Much of this travel occurs during the summer, is very value-oriented providing a packaged experience of education and entertainment. Agritourism is a growing segment of this market.

The preferred travel season for most Americans is June, July and August when well over a third of leisure travel occurs. Family travel in particular is oriented to these three summer months. Spring and fall travel tend to be somewhat more popular among empty nesters. Gaming-oriented travel occurs year-around; meetings/convention travel is more oriented to fall and spring.

Other factors that affect recreational travel decisions include competition from other leisure, recreation and educational activities. Travel costs and traffic congestion are also important considerations as they affect the ability of visitors to travel to an area, and are particularly important for those traveling from 100 or more miles away.

The California Trade and Commerce Agency defines tourism as leisure vacation travel over 50 miles in length requiring an overnight stay. Recreation is defined as leisure activities in which participants travel less than 50 miles and do not require an overnight stay.

Visitors (i.e. tourists) travel to and within Placer County for a variety of recreational activities and attractions that are dispersed throughout the county. The land's three distinct geographical areas, Valley, Gold Country (Sierra-Nevada foothills), and the High Country (North Lake Tahoe), attract visitors year-round. Although recreational travel/tourism is significant in all three areas, experience and empirical data shows that the majority of recreational trips are destined for the North Lake Tahoe area in the High Country.

According to surveys, the majority of visitors to the North Lake Tahoe area come from within a three hour drive typically, the Sacramento region and the San Francisco Bay Area. Travelers from elsewhere in California and other states visit Placer County as part of their itinerary. International travel to Placer County comes primarily from Canada and Mexico, but also from Japan and the United Kingdom.

Visitors within the two to three hour drive comprised 71% of the wintertime visitors and 68% of the summertime visitors. Of wintertime survey respondents, 43% came from the San Francisco Bay Area, and 28% came from another state; in the summertime, it was 36% and 32%, respectively. Visitors coming from the Greater Tahoe/Sierra Nevada area comprised only 3% each season. Visitors coming from all other parts of California comprised 21%

(winter) and 25% (summer) of those surveyed. The remaining 5% (winter) and 6% (summer) of visitors were international.

The majority of recreational trips in Placer County are seasonal, primarily ski trips to the North Lake Tahoe area in the wintertime. Historically, the Saturdays of the Martin Luther King, Jr. and Presidents' Day holiday weekends (in January and February, respectively) are the highest peak volumes of the year.¹ Based on the 1996-1998 surveys, 59% of the wintertime visits to North Lake Tahoe were for skiing. Visiting family/friends was a distant second reason, comprising 10% of wintertime trips. In the summertime, the top reason that out-of-state visitors came to North Lake Tahoe was to attend conventions or seminars. The top reasons that visitors came from the Bay Area to visit were rest and relaxation (19%) and visiting family/friends (18%).

Recreational Trips & Traffic

Travel by personal automobiles and recreational vehicles are the predominant means of transport for tourism and recreation both statewide and within the region. Thus, recreational travel relies primarily on state, regional, and local roadways.

Reno-Tahoe International Airport (RTIA), with about 160 daily departures, offers the most direct scheduled passenger air service within close proximity to the High Country region of Placer County (about 50 miles from RTIA to Tahoe City). Even when traveling by air, most visitors also incorporate a private or rental automobile in their travel. The 1996-1998 surveys found that 97% of visitors from the Bay Area traveled to the North Lake Tahoe area by car, and 2% by commercial or chartered aircraft. Twenty-two percent of out-of-state visitors came by car and 77% came by commercial or chartered aircraft. Although much less utilized, other modes include regional and local transit service, rail, and bicycling.

Besides supporting recreational travel for destinations within the county, Placer County provides routes for tourists to connect to other popular destinations, such as South Lake Tahoe, Sacramento, Reno, and San Francisco. For millions of recreational travelers each year, Placer County serves as a travel-through route rather than a destination. For example, according to the California Department of Transportation (Caltrans) records for 2001, seven million non-resident vehicles entered the county at the California Welcome Center located at the Foresthill exit on Interstate-80, signifying the large volume of visitor traffic that passes through the county each year. For county residents working in the recreation and tourism industry, recreational destinations are also employment destinations. As a result, high volume recreational travel routes can have an associated commuter use.

Peak traffic congestion times in the North Tahoe area are highly correlated to seasonal recreational travel (as opposed to daily commuter travel), and occur within relatively limited time periods. According to the *North Tahoe Regional Traffic Management Plan*², peak traffic

^{1,2} *North Tahoe Regional Traffic Management Plan*, LSC Transportation Consultants, Inc., February 19, 2003.

congestion occurs predominantly during ten peak weekends and holidays in the winter, and during approximately eight weeks in the summer. Winter weather conditions also contribute to traffic delays. For example, Caltrans chain control checkpoints (for Donner Summit) and interstate closures, which are indispensable for driver safety, can cause some traffic congestions and delay. During the peak seasons, traffic congestion and delay is common along portions of all the region's major roadways.

To alleviate these congestion conditions, the County, Caltrans, and/or private businesses (e.g. ski resorts and lodging operations) set up independent traffic control programs. For example, winter traffic control programs are put in place at the Tahoe City "Wye" (intersection of State Routes 89 and 28); at Alpine Meadows Road/State Route 89; at Squaw Valley Road/ State Route 89; and at Northstar Drive/ State Route 267. In the summer, a traffic control program is put in place on State Route 89/28 at Fanny Bridge. According to the *North Tahoe Regional Traffic Management Plan*, much of the existing peak traffic delay experienced along Interstate 80 and State Routes 89, 28, and 267 can be attributed to peak traffic volumes generated from ski area parking lots that cannot be accommodated adequately (i.e. without long delays) by the available roadway capacity. Another significant congestion spot is Fanny Bridge, which carries State Route 89 over the Truckee River. This is the sole northern access to Lake Tahoe's West Shore, and is second only to Interstate 80 for level of traffic volumes in the North Tahoe/Truckee region. Fanny Bridge is a tourist spot in its own right, known for its views of fish passage in the Truckee River. The combination of pedestrian, automobile, and bicycle traffic contributes to traffic congestion and delays. During peak times it is not uncommon for northbound traffic queues to extend over three miles, generating delays of up to an hour or more.

Recreational travel to Placer County is also done by rail. Two Amtrak trains serve Placer County: the Capitol Corridor and the California Zephyr. The Capitol Corridor train route runs from San Jose in Santa Clara County to Auburn in Placer County, and includes stops around the San Francisco Bay Area, Davis, and Sacramento. Within Placer County the Capitol Corridor train stops at stations in Roseville and Rocklin as well as Auburn. Amtrak/Capitol Corridor feeder bus service offers connections east to Grass Valley/Nevada City, Colfax, Truckee, and on to Reno; north to Redding; and loops south from Sacramento to South Lake Tahoe and on to Carson City. Through the Capitol Corridor route, Placer County offers direct connections to many recreational and tourist destinations in the region, as well as offers rail access for visitors coming to Placer County. The Capitol Corridor is also an established train for business travelers and students traveling between the S.F. Bay Area, the University of California, Davis, the state capitol, and adjacent areas.

Amtrak's California Zephyr route travels from Emeryville to Chicago, and stops in Placer County at Roseville and Colfax. Major stops outside Placer County include Sacramento, Reno, Salt Lake City, Denver, Omaha, and finally Chicago's historic Union Station. The Zephyr is used primarily for recreational travel.

Recreational Travel Economic Impacts

The California Trade and Commerce Agency's Division of Tourism (CalTour) estimates that the travel industry and associated recreation in California generates approximately \$55.2 billion annually (6.5 percent of the gross state product) and supports almost 700,000 jobs statewide, making California first in the nation for travel earnings, domestic visitors and overseas visitors.

Tourism and recreational travel are an integral part of the regional economy, contributing millions of dollars to the Placer County economy each year; providing business opportunities, employment, and tax revenue for many local communities.

Direct travel spending in Placer County for 2008 was \$787 million, growing by an average annual rate of 3.8 percent per year from 2003 to 2008. Total earnings represented \$425 million. Accommodation and food service represented the majority of \$163 million in other sales. Local and state tax receipts from tourism and recreation, not including property taxes, amounted to \$43.9 million. Travel spending in 2007 averaged about \$3,641 per Placer County household.

Recreation and travel industry employment stayed relatively flat between 2003 to 2008, employing 14,150 people, with direct employment at 9,460 people, distributed as follows in Placer County: 4,500 in the High Country, 2,250 in the Gold Country, and 2,700 in the Valley. Most people are primarily employed in accommodation and food services, with the remainder in recreation, entertainment and the arts.

Based on surveys of visitor perceptions, traffic congestion has a negative impact on economic growth in recreational travel and tourism. Past surveys indicate that traffic congestion is one of the reasons that tourism is not growing in relation to population growth.³

RECREATIONAL TRAVEL NEEDS ASSESSMENT

The following lists the key areas of concern for recreational travel needs in Placer County (listed in no particular order):

- Providing timely and accurate information about road and traffic conditions, particularly in winter;
- Providing options to driving private/personal car;
- Increasing use of transit services (e.g. buses, rail, shuttles), especially by visitors (tourists) and commuters in the recreation/tourism industry;
- Providing shuttle service to/from airports to reduce use of rental cars;
- Ease recreational travel congestion on Interstate 80 within the constraint of not expanding roadway;

³ *Placer County General Plan - Background Report*, Volume I, August 16, 1994.

- Ease episodic recreational travel congestion by increasing shifts to off-peak travel;
- Improving access into and within the region for all modes of recreational travel, which attracts many local and out-of-region visitors.

RECREATIONAL TRAVEL ACTION PLAN

Short and Long Range

1. Promote and use intelligent transportation systems (ITS) to improve recreational travel. (*PCTPA, Caltrans, SACOG, TRPA, FHWA*)
2. Work with SACOG and other regional partners to implement and expand the 511 traveler information system (electronic information system) so it can be used to provide accurate and timely information on roads, traffic, transit, and alternative routes. (*SACOG, Caltrans, PCTPA, transit operators*)
3. Provide education and marketing of alternatives to the personal automobile. (*PCTPA, employers, resorts, TNT TMA, transit operators*)
4. Identify public infrastructure in need of expansion, as well as maintenance and repair to support tourism and recreation. (*PCTPA, jurisdictions, Caltrans, transit operators*)
5. Expand the availability of alternative transportation options (transit, rail, bike, pedestrian, airport shuttles) to driving the personal (private or rental) automobile. (*transit operators, PCTPA, jurisdictions, Capitol Corridor, employers, resorts*)
6. Provide coordinated feeder transit services to parks and attractions. (*transit operators, resorts, employers, Caltrans*)
7. Coordinate transportation planning with the tourism and resort industry to cooperatively develop, recommend, and implement transportation-related programs for improving recreational travel. (*resorts, employers, Caltrans, TNT TMA, transit operators*)
8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. (*PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers*)
9. Work with primary marketing organizations to develop travel guides, way finding signage and to designate tourism routes. (*PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resort, business and merchant associations, visitors bureau, chambers of commerce's, recreation providers*)

RECREATIONAL TRAVEL PROJECTS

Unlike in prior Action Plan sections, there are no projects included in the 2036 RTP that are specifically identified as “recreational travel” and consequently are not depicted as a proportionate share of total expenditures. There are projects that are consistent with this Action Plan, which are included in the other sections. Examples of these projects include the following improvements:

- SR 267 Truck Climbing Lanes (see ITS Action Plan)
- Upgrade Changeable Message Sign Panels (see ITS Action Plan)
- Tahoe Area Regional Transit Operations (see Public Transit Action Plan)
- Sugar Pine OHV Staging Area (see ITS Action Plan)

6.11 Integrated Land Use, Air Quality & Transportation Planning

This chapter identifies the need for an interdisciplinary approach to integrate land use, transportation, and air quality planning efforts with one another to improve mobility throughout Placer County and the Sacramento region.

OPPORTUNITIES & CONSTRAINTS (ISSUES & NEEDS)

Placer County possesses an array of development patterns ranging from fast-growing suburban areas to the west, year-round tourist destinations in Lake Tahoe to the east, and small bustling foothill towns in between. The Placer region continues to develop as a result of constant pressure for urban growth throughout California and specifically within the six-county Sacramento metropolitan area. As the need to move people and goods increases along with stringency of air quality regulations, the importance of developing balanced land use patterns and coordinated transportation networks remains critical within the region and beyond.

The escalating growth in population, housing, and employment in Placer County brings increasing demand for the planning and installation of infrastructure needed to effectively transport people and their goods between the places in which they live, work, shop, recreate, obtain services, and go to school. This demand to provide access between different land uses is directly related to the quality of life provided within Placer County. Quality of life can also be affected by the levels of air quality which are greatly influenced by our land use and transportation decisions. As a result, maintenance of this quality of life occurs cumulatively through the region-wide coordination of the land use, air quality, and transportation planning processes. However, integration of these processes is not without certain opportunities and constraints.

One of the prime motivations for the establishment of PCTPA in 1975 was to provide a forum for interjurisdictional coordination on county-wide issues. Interjurisdictional coordination is a key component of an effective and efficient transportation system, and remains the underlying strategy for integration of land use, transportation, and air quality planning efforts. Planning agencies and jurisdictions in Placer County must work together to support and encourage land use patterns that promote alternatives to driving alone while preserving the natural and cultural resources that are so attractive to existing residents, newcomers, and visitors alike. Land use decisions are made relatively quickly – in contrast to transportation projects that may take decades to fund, design, and implement. A continuous dialogue, interdisciplinary approach, and proactive strategy will be needed to keep land use decision-making and transportation investments in step with one another to improve mobility throughout the region.

Regional Planning

Impacts resulting from major land use and transportation decisions extend beyond any single jurisdictional boundary. As people continue to work and shop outside the county in which they live, traffic congestion and air quality issues are shared throughout many of the region's jurisdictions. Regional planning efforts that address land use, transportation, and air quality issues are crucial to maintaining an acceptable quality of life for residents inside and outside of Placer County.

SACOG Blueprint

Placer County and its incorporated areas continue to work with the Sacramento Area Council of Governments (SACOG) through a cooperative regional planning effort called "Blueprint." The Blueprint was adopted in April 2004 by SACOG and continues to live on through SACOG's sustainable communities strategy as required by SB 375. Jurisdictions have subsequently adopted its implementation strategies. Blueprint planning integrates land use development and housing to transportation and air quality planning, considering these needs simultaneously, while focusing on the principles of "smart growth." The Blueprint approach fosters more efficient land use patterns and transportation systems that improve mobility and reduce dependency on single-occupant vehicle trips; reduce congestion; increase transit use, walking and bicycling; encourage infill development; accommodate an adequate supply of housing for all incomes; reduce impacts on valuable habitat and productive farmland; improve regional air quality; increase efficient use of energy and other resources; and result in safer neighborhoods.

Placer County Conservation Plan

Another example of regional planning is the Placer County Conservation Plan, a Habitat Conservation Plan under the federal Endangered Species Act and a Natural Community Conservation Plan under California's Natural Community Conservation Planning Act. The Conservation Plan covers approximately 201,000 acres of western Placer County, and is intended to directly provide regulatory coverage for 34 special status species and for federally regulated wetlands, as well as indirectly protect the habitat of hundreds of other plants and animal species dependent on the same habitat. The Conservation Plan is designed to avoid potential conflicts between the County's growth areas and unique ecological assets, while clearing regulatory obstacles toward development. Participating agencies include SPRTA. The Plan would aid SPRTA in planning for the Placer Parkway, a transportation corridor that will link SR 65 with SR 99/70 in Sutter County.

The PCCP has been in development since 2001, and has involved the public and other stakeholders interested in the region's future growth and protection of natural resources. The Planning Agreement was signed in December 2001, the Independent Science Advisors Report was completed in January 2004, and the Administrative Draft PCCP was completed in February 2011. The environmental review documents (EIR/EIS) are in progress. The lead agency will need to execute an Implementing Agreement, and prepare Findings before a

federal and state permit is issued. The timing of the PCCP is not known, but may go into effect during the life of the RTP.

Rural & Urban Development

With a mix of both urban and rural development in Placer County, there currently exists a wide range of transportation services provided. In general, the more urbanized areas have a greater demand for transportation services and therefore possess more extensive infrastructure and opportunity for use of alternative transportation modes. But as both rural and urban areas experience their own levels of growth, there exists opportunities in each of these areas to consider how land use decisions and transportation choices affect one another. Conscious design of both rural and urban communities can help encourage people to use alternative modes of transportation including walking, riding bicycles, riding the bus, taking light rail, riding the train, or ridesharing. While rural portions of Placer County will always demand less transportation services than urbanized areas, it remains that the more people walk, bike, or ride the bus, the more congestion and air pollution are reduced.

SACOG Rural-Urban Connections Strategy

Placer County and its incorporated areas continue to work with the Sacramento Area Council of Governments (SACOG) on rural-urban transportation issues, through a multi-faceted planning effort known as the Rural-Urban Connections Strategy (“RUCS”). The RUCS project was designed to help implement the Sacramento Region Blueprint through finding methods to help ensure the economic vitality of rural areas of the region, including sustainable transportation and land use, agriculture, natural resources and other uses for the rural landscape. The RUCS project focuses on the region’s farm economy that produces food for the nation and world, as well as increasing the share of the region’s collective consumption that is grown within the region. The program is ongoing and the findings are reflected in SACOG’s 2016 MTP/SCS through transportation investments and policies and land use patterns that support the rural economy.

It is expected that the RUCS project will result in an economic and environmental sustainability strategy for rural areas. As the strategy continues to be developed the RTP as well as local jurisdiction plans will incorporate applicable elements.

General Plans

As the constitution of development within any California jurisdiction, the general plan provides policies to guide the land use and circulation patterns within a given city or county. In addition, goals and policies related to air quality are typically found within the general plan. The general plan must reflect both the anticipated level of land development and the road system necessary to serve that level. Currently, all of Placer County’s jurisdictions have

adopted general plans which contain the mandated land use and circulation elements and which also contain policies and goals for improving air quality.

State law requires all approved development projects to be consistent with a jurisdiction's adopted general plan policies. This essential and required relationship provides an ongoing opportunity for integration of land use and transportation planning as development projects are approved and as changes and updates are made to the General Plans of any of Placer County's seven jurisdictions. As land use and transportation projects in Placer County are planned, General Plan policies related to land use, transportation, and air quality for the respective jurisdiction will be consistently considered in order to ensure compliance with these policies during the project approval process.

Economic Development

Every jurisdiction within Placer County has some form of economic development authority. It is the nature of these authorities to attract development of appropriate need and scale to their respective jurisdiction for the benefit of the local economy. While the need and scale may vary between rural and urban areas, the basic factors that attract development often remain constant. These factors include whether or not the appropriate land uses and transportation services are provided to serve the needs of a prospective development. In addition, specific air quality regulations may be a factor for prospective commercial and industrial developments if they produce emissions. These factors provide reason and opportunity for economic development authorities throughout Placer County to participate in and encourage the integration of land use, transportation, and air quality planning efforts.

Transportation Funding Resources

There are many more transportation projects in Placer County than there are funds available to implement them. Future funding sources for state and local projects will continue to be dependent on the condition of the state budget and the state legislature's development of statewide transportation funding programs. Funding and construction of transportation projects needed to serve new developments will continue to be provided by developers to the extent possible, while innovative approaches to transportation funding and development of new funding sources will be needed to provide for the multi-modal transportation needs of the residents of Placer County. Coordinated transportation and land use planning efforts will be essential in order to maintain minimum levels of service on those roadways potentially impacted by future developments.

Environmental Considerations

Current growth rates in Placer County and surrounding counties in the Sacramento region have resulted in increasing vehicle miles traveled, making it difficult for the region to meet

state and Federal air quality standards. Other environmental constraints also affect how transportation and land use projects are planned in Placer County, including sensitive plant and animal species, wetlands and vernal pool locations, noise impacts, archeological/historic resources, geologic issues, and drainage. In order to limit the effects of increased population growth on air quality and global climate, and to limit the impacts of transportation projects on the environment, it is important that local and regional land use, transportation, and air quality planning are closely coordinated.

PLANNING STRATEGIES

One of the overall goals of the RTP Policy Element is to integrate land, air, and transportation planning, in order to build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental quality standards. With this goal in place, strategies must be developed consistent with supporting policies and objectives of this plan as well as with applicable land use and air quality policies and regulations of other agencies and member jurisdictions.

Interjurisdictional Coordination

Interjurisdictional coordination is necessary to ensure connectivity of roads, transit, bicycle and pedestrian paths, and other transportation systems to provide continuity and access between communities. Coordination is also critical for addressing transportation-related regional impacts, such as air quality, congestion, and preservation of natural and cultural resources. Furthermore, in a time of limited financial resources, coordination is even more important to ensure that those funds that are available for transportation projects are spent in the most efficient and effective manner possible. Intergovernmental coordination furthers this goal by developing county-wide transportation priorities, implementing studies and projects in cooperation with other counties, facilitating joint transportation projects, and anticipating and mitigating impacts of governmental decisions of one jurisdiction on another.

PCTPA has a variety of venues to promoting interjurisdictional coordination. The Technical Advisory Committee (TAC), which includes public works representatives from all member jurisdictions, meets monthly to discuss project delivery, funding opportunities, air quality, and other relevant regional transportation issues. Regular meetings are also held with the members of the Transit Operators Working Group (TOWG), which includes representatives from all of the transit operators and PCTPA member jurisdictions. This group coordinates transit marketing, planning, and related subjects. Caltrans and SACOG also participate in the TAC and the TOWG.

Coordination within Placer County and with the other SACOG jurisdictions, as well as the Bay Area, Nevada County, and the Tahoe Regional Planning Area (TRPA), will be crucial in the effort to address transportation challenges along key corridors such as Interstate 80, State Route 49, and State Route 65. Coordination among regional agencies such as Caltrans,

SACOG, Placer County Air Pollution Control District (PCAPCD), Sacramento Metropolitan Air Quality Management District (SMAQMD), the California Air Resources Board, and others will also play an important role. PCTPA will continue to “encourage jurisdictions to require land uses which produce significant trip generation to be served by transportation corridors with adequate capacity and design standards to provide safe usage for all modes of travel,” consistent with Policy 9.A.3.

Corridor Preservation

Corridor preservation is a means of coordinating transportation planning with land use planning by minimizing development in areas which are likely to be required to meet future transportation needs. Preserving land for the eventual construction of large transportation projects can help to prevent inconsistent development, minimize or avoid environmental, social, and economic impacts, reduce displacement, prevent the foreclosure of desirable location options, permit orderly project development, and reduce costs.

Corridor preservation should occur when the multimodal planning process has indicated the need for additional transportation facilities in an area where significant development has not yet taken place. It may be especially important in those areas of Placer County which are beginning to experience development pressures. Only as part of a multi-jurisdictional planning effort, can successful corridor preservation occur. The Placer Parkway project is a prime example of an existing effort underway in Placer County.

Interim tools such as general plan designations, zoning controls, and access management, should be used to help secure future right of way for essential transportation corridors. This strategy is consistent with Policy 9.A.4 in Chapter 5 which encourages “jurisdictions to protect corridors and rights-of-way, when identified, for future expressway and highway corridors through the adoption of specific plans and general plans.” Permanent tools such as acquisition, development easements, and development agreements should also be used when possible.

Infrastructure Investments

Where existing infrastructure cannot efficiently provide for the transportation needs of new development, additional investments in infrastructure should be made to ensure levels of service are not compromised. Providing adequate corridor infrastructure that meets existing and future needs is essential for successful transportation networks. However, simply building more roadways is not always the best solution when financial resources, environmental impacts, and smart growth concepts are considered.

Consistent with policies contained in this plan, PCTPA will continue to encourage jurisdictions to develop local roadways that complement planned growth patterns and economic development programs. Jurisdictions will also be encouraged to review and assess

the impact of new development proposals on transit system demand and supply as well as air quality. Requirements of public transit and facilities for pedestrian and bicycle activities should also be considered as jurisdictions require street patterns for new roadways, especially in commercial, industrial, and high-density residential areas. Furthermore, coordination between agencies on the timing of roadway construction where utilities and other facilities are planned will be necessary to provide the most cost-effective solution to providing needed infrastructure.

Integration of Blueprint Principles into Community Types

SACOG’s 2016 MTP/SCS builds upon and refines the regional land use development pattern developed for the regions first SCS in 2012. An important part of the SCS is forecasting a land use growth pattern for the 2036 horizon. In the development of the land use growth pattern, SACOG researched the market trends, housing preferences, demographics, the status of land development proposal and challenges to implementing development proposals. The land use development pattern reflects the anticipated regional growth to accommodate all future populations and the growth anticipated for Placer County (see Chapter 3: Physical & Socioeconomic Setting).

SACOG’s MTP/SCS land use pattern can be described in three ways: by Community Type, by Blueprint principle, and by Transit Priority Areas. SACOG’s MTP/SCS determined that travel patterns vary by community type due to the development location near employment centers, transit accessibility, and street pattern. The following section summarizes the community types and the estimated travel patterns. Appendix C contains the breakdown of land uses by community type and by jurisdiction. Figure 6.11-1 illustrates the boundaries of the community types within the SACOG region and in Placer County.

Center and Corridor Communities

Center and Corridor Communities Land uses in Center and Corridor Communities are typically higher density and more mixed than surrounding land uses. Centers and Corridors are identified in local plans as historic downtowns, main streets, suburban or urban commercial corridors, rail station areas, central business districts, or town centers. They typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the communities surrounding them. Some have frequent transit service, either bus or rail, and all have pedestrian and bicycling infrastructure that is more supportive of walking and bicycling than other Community Types.

Established Communities

Established Communities are typically the areas adjacent to, or surrounding, Center and Corridor Communities. Many are characterized as “first tier,” “inner-ring,” or mature suburban communities. Local land use plans aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. Depending on the density of existing land uses, some Established

Communities have bus service; others may have commuter bus service or very little service. The majority of the region's roads are in Established Communities in 2012 and in 2036.

Developing Communities

Developing Communities are typically, though not always, situated on vacant land at the edge of existing urban or suburban development; they are the next increment of urban expansion. Developing Communities are identified in local plans as special plan areas, specific plans, or master plans and may be residential- only, employment-only, or a mix of residential and employment uses. Transportation options in Developing Communities often depend, to a great extent, on the timing of development. Bus service, for example, may be infrequent or unavailable today, but may be available every 30 minutes or less once a community builds out. Walking and bicycling environments vary widely though many Developing Communities are designed with dedicated pedestrian and bicycle trails.

Rural Residential Communities

Rural Residential Communities are typically located outside of urbanized areas and designated in local land use plans for rural residential development. Rural Residential Communities are predominantly residential with some small-scale hobby or commercial farming. Travel occurs almost exclusively by automobile and transit service is minimal or nonexistent.

Transit Priority Areas

A subset of the MTP/SCS housing and employment growth falls within what SACOG refers to as Transit Priority Areas (TPAs). TPAs are areas of the region within one-half mile of a major transit stop (existing or planned light rail, street car, or train station) or an existing or planned high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Res. Code, § 1155.) SACOG uses this definition of TPAs because it coincides with the definition of Transit Priority Projects in SB 375 which, as discussed below, are eligible for CEQA streamlining benefits. TPAs are considered an overlay geography and do not necessarily correspond directly to Community Types. While substantial overlap exists between TPAs and Center and Corridor Communities, TPAs provide additional opportunities to realize the benefits of smart land use during the MTP/SCS planning period.

Figure 6.11-1 illustrates the relationship of the TPAs to the Community Types. Table 6.11-1 summarizes the expected housing and employment within the Placer County Transit Priority Area.

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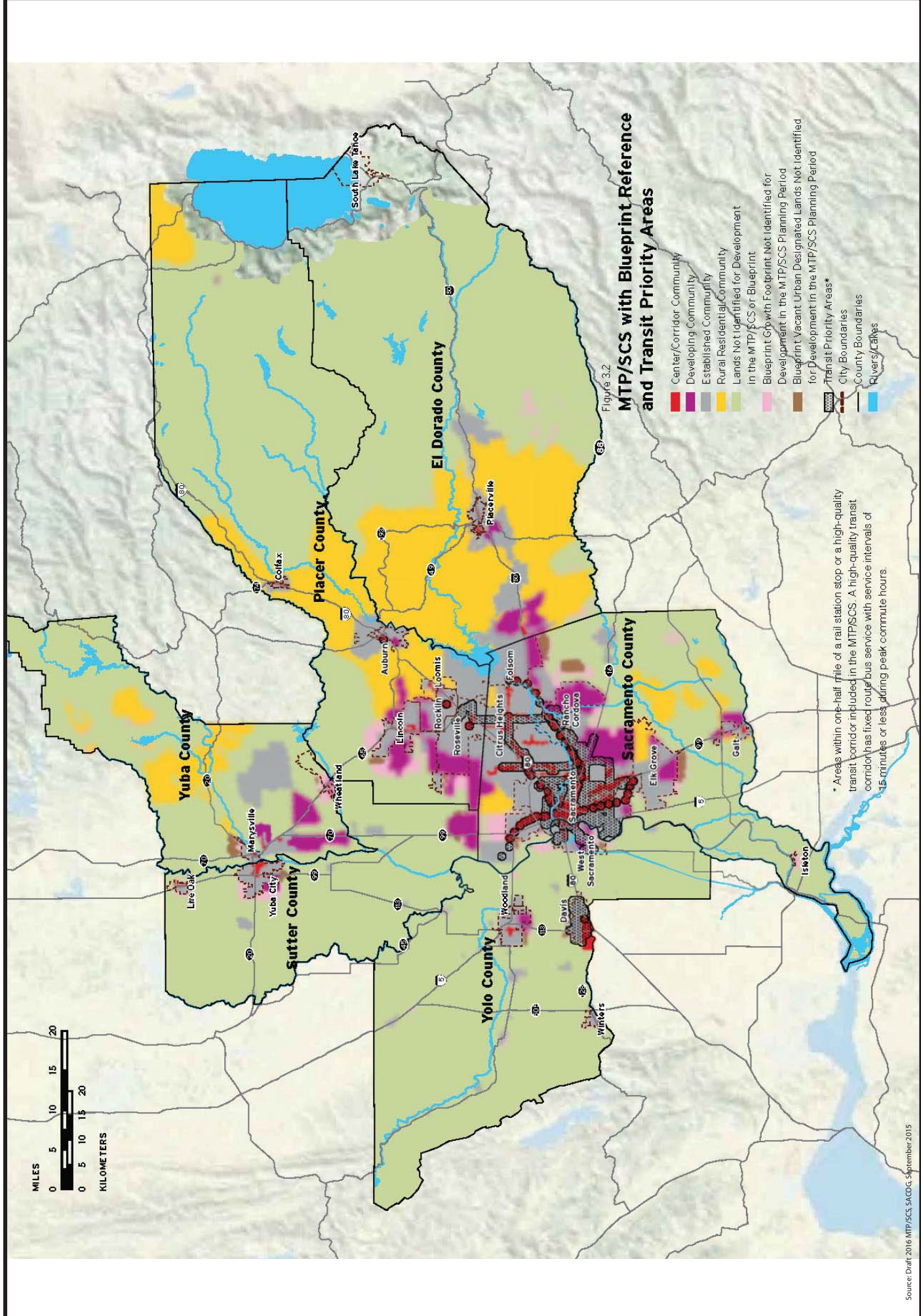


Figure 6.11-1
SACOG MTP/SCS Community Types Map

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Dwelling Units	
2012 Dwelling Units	17,005
2012-2036 New Dwelling Units	2,252
2036 Total Dwelling Units	19,257
Employees	
2012 Employees	42,732
2012-2036 New Employees	15,147
2036 Total Employees	57,879
<p>Note: Transit Priority Areas are those areas of the region within one-half mile of a major transit stop (existing or planned light rail, street car, or train station) or high-quality transit corridor. A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources Code, § 21155).</p> <p>Source: SACOG Draft 2016 MTP/SCS, September 2015</p>	

Providing transportation choice increases opportunities for non-vehicle travel, an essential Blueprint principle and MTP/SCS component. The more people walk, bicycle, or take transit, the less they will drive, which reduces the mileage the average household drives in a day, commonly known as vehicle miles traveled (VMT). In the MTP/SCS, VMT reduction is the primary driver of GHG reduction. However, providing transportation choice without all of the other land use considerations discussed above would not result in as much VMT reduction as it does with it, and conversely the other land use factors would not reduce VMT as much as when paired with key transit investments. Travel patterns by region wide community type are summarized below:

- Residents of Center and Corridor Communities have the lowest per capita VMT for the MTP/SCS of all Community Types: 13.1 miles in 2012, decreasing to 11.9 miles by 2036. These rates are 27 to 30 percent lower than regional average. Centers and Corridors have the most compact land uses, which support walking and biking for shorter trips, and have the greatest access to transit, which provides alternatives to driving for longer trips.
- Residents of Established Communities have the next lowest per capita VMT: 17.3 miles in 2012, decreasing to 16.3 by 2036. Although Established Communities are neither as compact nor as well served by transit as Centers and Corridors, because of the proximity of Established Communities to existing developed areas, especially employment centers, there are more options for making shorter vehicle trips.
- Residents of Developing Communities have the next lowest per capita VMT: 21.4 miles in 2012, decreasing to 19.8 by 2036. These rates are 17 to 19 percent higher than regional average. Both of these levels are above the regional average (18.8 miles for 2012, and 17.0 for 2036). There are a number of factors related to these VMT rates. First, by 2036 the Developing Communities in the SCS are only partially built-out. Because these areas are in general at the edges of the urbanized area where factors like regional accessibility are below average, partial build-out limits the potential for land use and transportation factors to reduce VMT. Also, transit service in these areas,

while present in the SCS, is limited. As Developing Communities develop more fully, and the full value of planned land uses in these areas emerge, the VMT rates for residents should drop significantly.

- Residents of Rural Residential Communities and Lands not Identified for Development in the MTP/ SCS are similar in VMT per capita: about 29.0 miles in 2012, declining slightly to about 28.7 miles in 2036. These rates are 62 to 69 percent higher than regional average. Because of the locations of these Community Types, options for shortening vehicle trips are few, and most of the areas have limited, if any, transit service.

Figure 6.11-2 illustrates the regional VMT per community type in the SACOG Region.

Figure 6.11-2
Weekday Household Vehicle Miles Traveled By Community Types in SACOG Region

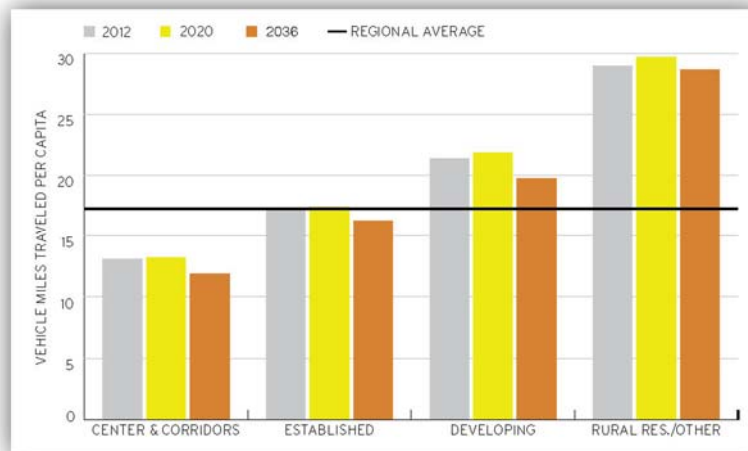
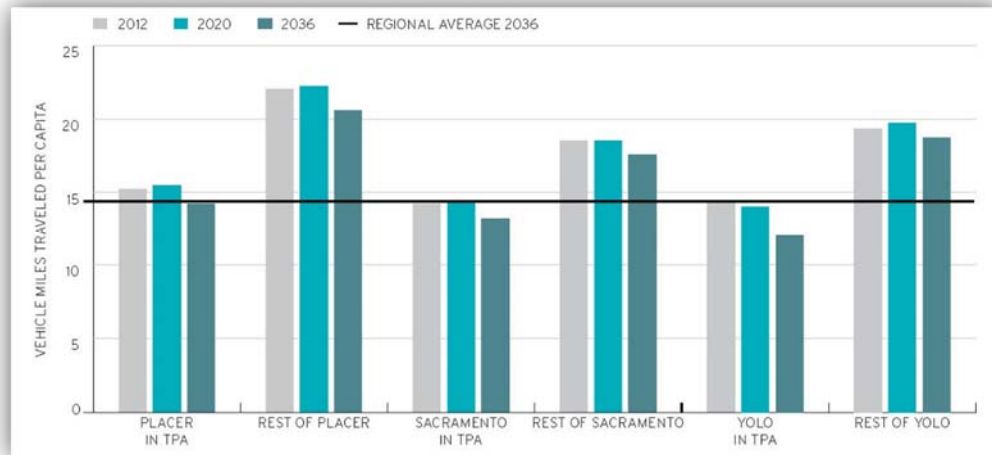


Figure 6.11-3 illustrates the regional VMT by transit priority area in the SACOG Region.

Figure 6.11-3
Weekday Household Vehicle Miles Traveled per Capita
by Transit Priority Area in the SACOG Region



Both written and financial support should be provided for infill and transit oriented projects in Placer County and transit priority areas wherever feasible. This strategy is consistent with Policy 9.A.5 which encourages “jurisdictions to design neighborhoods and communities to reduce vehicle miles traveled (VMT) and enable shorter length trips to be made using alternative modes.”

Prioritize Reduced Emission Projects

The Sacramento region, which includes Placer County, has the seventh worst air quality in the nation (*American Lung Association - for ozone, 2005*), with various air basins currently at non-attainment levels. With increasingly strict air quality conformity standards being implemented in the Sacramento region, ensuring that transportation projects do not significantly contribute to increased vehicle emissions is becoming more essential. Yet consistent growth pressures create demand for more transportation projects.

PCTPA continues to work with the PCAPCD and SACOG to develop plans that meet the performance standards of the California Clean Air Act and the Federal Clean Air Act Amendments. These agencies will also evaluate the impacts of each transportation plan and program on achievement of timely attainment of ambient air quality standards.

Support Regional Projects & Programs

Because the successes or failures of many transportation projects are shared across jurisdictional boundaries, coordination among local jurisdictions, SACOG, Caltrans, the California Transportation Commission, and other transportation agencies is essential in order to develop a regional planning and programming process that ensures that Placer County jurisdictions have maximum participation and control in the transportation decision-making process. Coordination of interjurisdictional transportation projects requires land use, air quality, and transportation planning considerations. By helping to facilitate the coordination and implementation of local, county-wide, and regional transportation programs, integrated transportation and land use planning can help to improve mobility and air quality while influencing sound land use decisions.

One of the objectives listed in this plan is to participate in state, multi-county and local transportation efforts to ensure coordination of transportation system expansion and improvements. Mechanism such as Memorandums of Understanding (MOU) and joint powers agreements between jurisdictions can be used to accomplish sound planning and implementation of multi-jurisdictional transportation projects and programs. PCTPA will strive to build coalitions with key private sector and community groups to involve the community in developing transportation solutions.

PCTPA is in a somewhat unusual position, representing the transportation interests from blend of urban and rural perspective. As such, PCTPA is represented in a number of forums and committees, including the Regional Transportation Planning Agency Group, Self-Help Counties Group, Regional-Caltrans Coordinating Group, California Transportation Commission, California Association of Councils of Government, and others; representing the interests of local jurisdictions in federal, State, and regional policy and funding decisions.

PCTPA also works very closely and continuously with the Sacramento Area Council of Governments (SACOG), as the Metropolitan Planning Organization (MPO) for the Sacramento region, to implement federal and State transportation programs. While many of the interactions are specified under a Memorandum of Understanding, regional interests and overlapping jurisdictions provide additional need for close coordination; for example, the update of the Metropolitan Transportation Plan, as well as the Sustainable Communities Strategy planning efforts. In addition, PCTPA works in close coordination with the Placer County Air Pollution Control District (APCD) in regards to transportation/air quality issues.

By promoting a transportation system which facilitates a balance of jobs and housing in Placer County, reduced environmental and air quality impacts, as well as increased transportation efficiency for all transportation modes can be achieved. Such a system should provide effective, convenient, and regionally and locally coordinated transit services that connect residential areas with employment centers, serve key activity centers and facilities, and offer a viable option to the drive-alone commute to, from, and within Placer County. It should also reduce single-occupancy vehicle trips during non-commute periods by presenting a safe, convenient, and affordable means of reaching shopping, recreation, and medical-

related destinations. Supporting projects that accommodate alternative modes of transportation such as pedestrian and bicycle activities and pursuing a regional approach to transit services in Placer County will be key components of this strategy.

TRAVEL TRENDS

MAP-21 shifted state and regional planning efforts to performance based planning and decision making in transportation investments. Performance based planning considers historical trends and future projections to qualitatively or quantitatively evaluate potential outcomes of transportation investments, choices, and the success of the transportation system. With the movement towards performance based planning requirements this RTP begins a movement in this direction to integrate more effective performance measures.

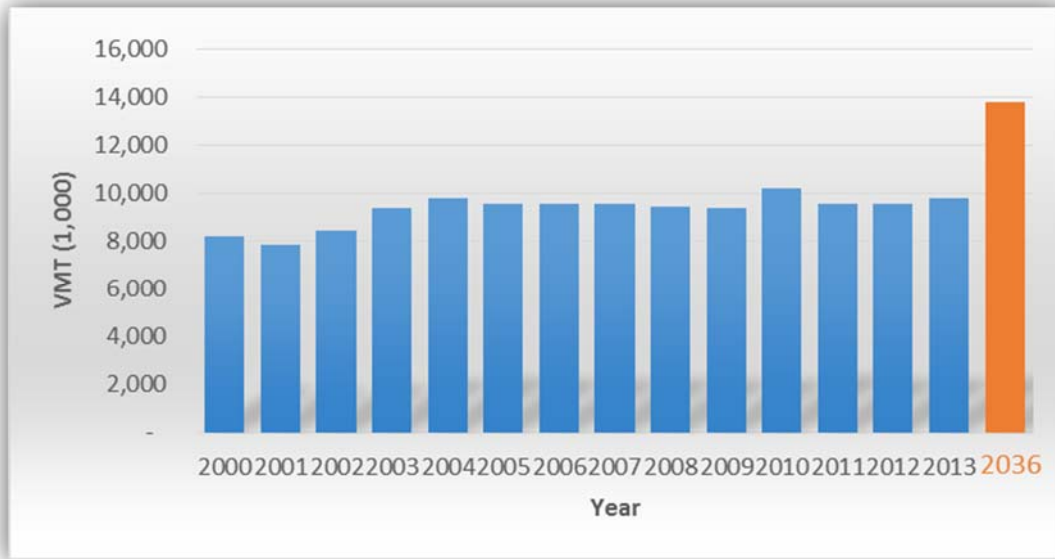
In addition to performance based planning, SACOG prepares a Sustainable Communities Strategy (SCS) along with their MTP pursuant to SB 375. The SCS is a scenario based planning component of the six-county MTP that considers complimentary land use and transportation alternatives. The scenario based planning is performance driven to achieve the greatest balance of transportation and land use benefits. As required by SB 375, SACOG's MTP/SCS must achieve a reduction of 7% and 16% greenhouse gas (GHG) reductions by 2020 and 2036, respectively.

The following section summarizes the VMT trends and GHG reduction efforts as part of the RTP as a component to the overall SACOG six-county MTP/SCS.

Figure 6.11-4 illustrates the historical VMT estimates from Caltrans annual California Public Road Data report and the projected 2036 VMT according to SACOG's SACSIM travel demand forecasting model. Table 6.11-2 compares the SACSIM base year (2012) and horizon year (2036) travel demand model VMT estimates. As shown VMT will increase; however, through the integrated land use plans of Placer County jurisdictions and transportation projects contained in the 2036 RTP, VMT per/capita is anticipated to decrease by 4.5% by 2036. This is in contrast to an approximately 41 percent increase in overall VMT and 48 percent increase in population during this same time period. The per capita decline in VMT is attributed to many factors such as transportation projects that improve mobility, preferences for travel (e.g., car vs. transit or bike), the interaction between land use options and transportation choices, and a greater balance in jobs and housing options in Placer County that keep local residents employed in the county.

Carbon dioxide (CO₂) from passenger vehicles closely tracks with GHG emissions. Table 6.11-3 compares the change in CO₂ emissions between 2012 and 2036. According to the EMFAC 2011 data provided by SACOG, a 0.56 percent reduction in CO₂ is anticipated by 2036. That is in comparison to overall VMT and population growth exceeding 40 percent during this same time period.

**Figure 6.11-4
Placer County Vehicle Miles Traveled Trends**



**Table 6.11-2
VMT Projections Per Capita**

Measure	2012	2036	% Change
VMT (Daily)	9,770,592	13,762,652	40.9%
Population	346,984	512,045	47.5%
VMT / Capita	28.16	26.88	-4.5%

Source: SACOG SACSIM Travel Demand Forecasting Model, 2015

**Table 6.11-3
CO₂ Emissions Projections Per Capita**

Measure	2012	2036	% Change
Passenger Vehicle CO ₂ Emissions (weekday)	5,618	8,243	46.7%
Population	346,984	512,045	47.5%
CO ₂ / Capita	0.0162	0.0161	-0.56%

Source: SACOG EMFAC 2011 modeling results, 2015

INTEGRATED LAND USE, AIR QUALITY & TRANSPORTATION PLANNING ACTION PLAN

Short Range

1. Continue to coordinate with jurisdictions and agencies inside and outside of Placer County to help establish county-wide transportation priorities, implement studies and projects in cooperation with other counties, facilitate joint transportation projects, and anticipate impacts on Placer County from governmental decisions. *(PCTPA, jurisdictions, SACOG, Caltrans, PCAPCD, CCJPA, Nevada County, Sacramento County, El Dorado County, Yuba County, Sutter County)*
2. Review local general and specific plans, and land use entitlement applications for consistency with airport land use plans. *(PCTPA, jurisdictions)*
3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. *(PCTPA, jurisdictions, PCAPCD, Caltrans)*
4. Continue to participate in the SACOG regional Blueprint and Sustainable Communities Strategy planning efforts. *(PCTPA, jurisdictions, SACOG)*
5. Develop guidelines and/or implement policies to prioritize transportation projects that have air quality benefits, while providing cost effective movement of people and goods. *(PCTPA, PCAPCD)*
6. Provide support for projects consistent with Placer County's Ozone Reduction Ordinance, and also lead to reduced Greenhouse Gas emissions. *(PCTPA, PCAPCD)*
7. Encourage jurisdictions to develop transportation corridors that complement Blueprint planned and Sustainable Communities Strategy growth patterns, infill development, economic development programs, and requirements of infrastructure to support planned land uses. *(PCTPA, jurisdictions)*
8. Encourage jurisdictions to review and assess the impact of new development proposals consistency with Blueprint principles, and the impact on local circulation plans and transit system demand and supply. *(PCTPA, jurisdictions, transit operators)*
9. Continue active participation in local and regional coordinating groups as well as statewide forums to maximize opportunities for transportation improvements in Placer County. *(PCTPA)*
10. Provide written support for development projects which may increase residential and employment densities near existing transit and rail stations, as well as future rail

stations that may emerge as a result of expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (*PCTPA*)

11. Plan for new/expanded facilities such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations where development projects will provide increased residential and/or employment densities. (*PCTPA, jurisdictions, Caltrans, CCJPA*)
12. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities. (*PCTPA, jurisdictions*)
13. Work with jurisdictions to include the needs of all transportation users in the planning, design, construction and maintenance of roadway (complete streets) and transit facilities where feasible. (*PCTPA, jurisdictions, transit operators, Caltrans*)
14. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities. (*PCTPA, jurisdictions, transit operators*)
15. Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. (*PCTPA, jurisdictions, transit operators, Caltrans*)
16. Where possible, support jurisdictions' efforts to maintain their adopted Level of Service (LOS) on local streets and roads in accordance with the applicable general plan Circulation Element. (*PCTPA, jurisdictions*)
17. Encourage jurisdictions to require land uses which produce significant trip generation to be served by roadways with adequate capacity and design standards to provide safe usage for all modes of travel. (*PCTPA, jurisdictions, Caltrans*)
18. Encourage jurisdictions to include transit-oriented development Blueprint principles in designing neighborhoods and communities to reduce vehicle miles traveled (VMT) and to deal with more short trips. (*PCTPA, jurisdictions, transit operators, Caltrans*)

Long Range

1. Integrate land, air, and transportation planning, in order to build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental quality standards. (*PCTPA, jurisdictions, SACOG, PCAPCD, SMAQMD*)

2. Continue to coordinate with SACOG, the Placer County Air Pollution Control District, and the Sacramento Metropolitan Air Quality Management District to ensure transportation projects meet all applicable budgets for air quality conformity standards. (*PCTPA, PCAPCD, SMAQMD, SACOG*)
3. Encourage the use of general plan designations, zoning controls, access management, acquisition, development easements, and development agreements to help secure future right of way for essential transportation corridors. (*PCTPA, jurisdictions*)
4. Coordinate and arrange for regional workshops focused on the incorporation of “smart growth” and transportation project planning.

INTEGRATED LAND USE, AIR QUALITY & TRANSPORTATION PLANNING PROJECTS

Unlike in prior Action Plan sections, there are no projects included in the 2036 RTP that are specifically identified as “integrated planning projects” and consequently are not depicted as a proportionate share of total expenditures. There are projects that are consistent with this Action Plan, which are included in the other sections. Examples of these projects include the following improvements:

- City of Roseville Safe Routes to School Toolkit Expansion (see TSM Action Plan)
- Electric Vehicle Charging and Alternative Fuels Infrastructure (see ITS Action Plan)
- PCTPA Planning, Programming, and Monitoring (PPM) (see TSM Action Plan)
- Capital Corridor Third Track Project from Roseville to Sacramento (see Passenger Rail Action Plan)

CHAPTER 7

AIR QUALITY, GLOBAL WARMING, CLIMATE CHANGE & GREENHOUSE GAS ELEMENT

The Federal Clean Air Act and the California Clean Air Act establish standards for air quality and govern air emissions throughout California. Responsibility for air quality planning and regulation in Placer County is borne by a variety of federal, state, regional, and local agencies. Air quality policy and regulation is critical to the RTP because on- and off-road vehicles contribute over two-thirds of pollution emissions.

This chapter describes federal and state air quality related law, the roles of air quality regulators, and the impact of these laws on the RTP. This chapter describes the required determination that must be made by SACOG that the RTP conforms to federal air quality regulations. The later part of the chapter contains background information on global warming, climate change and greenhouse gas emissions and the associated planning efforts in Placer County and the SACOG region. Although parallels exist between the two subjects, they are two distinct issues that are addressed in this chapter.

7.1 Environmental Setting

Placer County is located within three separate air basins: Mountain Counties, Sacramento Valley Air Basins, and Lake Tahoe. Land area included in California air basins generally share similar meteorological and geographic conditions (air basins are defined in Section 39606 of the Health and Safety Code and the California Code of Regulations (CCR Title 17, Division 3, Chapter 1, Article 1). Placer County totals 1,416 square miles, 65 percent (918 square miles) within the Mountain Counties Air Basin, 30 percent (426 square miles) within the Sacramento Valley Air Basin, and five percent (72 square miles) of which is located with the Lake Tahoe Air Basin.

The jurisdiction of PCTPA is defined in California Government Code Section 67910 as Placer County, exclusive of the Lake Tahoe Air Basin. The planning area of the RTP is coterminous with the jurisdiction of PCTPA. The Placer County RTP planning area is made up of the Mountain Counties Air Basin and the Sacramento Valley Air Basin and represents approximately 95 percent of the Placer County land area, or 1,344 square miles.

PCTPA is responsible for preparing an RTP for the portion of Placer County containing the Sacramento Valley Air Basin and the Mountain Counties Air Basin. Because the Lake Tahoe Air Basin is not within the jurisdiction of PCTPA, the Placer County 2036 RTP does not consider air quality conformity issues for the Lake Tahoe Air Basin. The Tahoe Regional Planning Agency (TRPA) has been designated the Metropolitan Planning Organization (MPO) for the Lake Tahoe Air Basin, and therefore, considers air quality conformity issues for this area. Figure 7.1 shows the air basins in Placer County.

The following is a description of the Mountain Counties and Sacramento Valley Air Basins.

MOUNTAIN COUNTIES AIR BASIN

The Mountain Counties Air Basin (MCAB) includes Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, Mariposa counties, a portion of El Dorado and Placer County, excluding that portion included in the Lake Tahoe Air Basin as well as the southwestern portion of Placer County that is in the Sacramento Valley Air Basin. The MCAB includes both eastern and western slopes of the Sierra Nevada Mountains incorporating much of the Sierra foothills.

Elevation within the MCAB varies from less than 1,000 feet above sea level on the west to approximately over 6,000 feet on the east. The general climate in the MCAB varies considerably with elevation and proximity to the Sierra Nevada crest. The terrain features of the MCAB make it possible for various climates to exist in relatively close proximity. The pattern of mountains and hills causes a wide variation in rainfall, temperature, and localized winds throughout the MCAB. Temperature variations have an important influence on basin wind flow, dispersion along mountain ridges, and vertical mixing.

The Sierra Nevada receives large amounts of precipitation during winter, from storms originating in from the Pacific Ocean. Precipitation levels are high in the highest mountain elevations but decline rapidly toward the western portion of the basin. Winter temperatures in the mountains can be below freezing for weeks at a time, and substantial depths of snow can accumulate. In the western foothills, winter temperatures usually dip below freezing only at night and precipitation is mixed as rain or light snow. In the summer, temperatures in the mountains are mild, with daytime peaks in the 70s to low 80s F, but the western end of the county can routinely exceed 100 degrees F.

The local topography and meteorology conditions in the MCAB largely determine the effect of air pollutant emissions in the basin. Regional airflows are affected by the mountains and hills, which direct surface air flows, cause shallow vertical mixing, and hinder dispersion, thereby creating areas of high pollutant concentrations. Inversion layers, where warm air overlays cooler air, frequently occur and trap pollutants close to the ground. In the winter, these conditions can lead to carbon monoxide “hotspots” along heavily traveled roads and at busy intersections. During the summer’s longer daylight hours, stagnant air, high temperatures, and plentiful sunshine provide the conditions that can result in the formation of ozone.

SACRAMENTO VALLEY AIR BASIN

The Sacramento Valley Air Basin (SVAB) includes Tehama, Glenn, Butte, Colusa, Yolo, Sutter, Yuba, Sacramento, and Shasta Counties, and a portion of Solano County, as well as that portion of Placer County that lies west of Range 9 East, which is approximately three miles east of Auburn. The SVAB is bounded by the Sacramento Valley extending from the

Sacramento River Delta north to Shasta County. The Placer County portion of the SVAB includes the eastern edge of the Sacramento Valley and the lower slopes of the Sierra Nevada.

Like the MCAB, the SVAB contains areas with differing climates. In general, this air basin has a mild climate that is characterized by hot, dry summers, and moist, mild winters. The north-south alignment of the valley, the coast range, and the Sierra Nevada mountains strongly influence wind flow in the valley. A sea-level gap in the coast range at the Carquinez Straits permits cool, marine air to flow occasionally into the valley during the summer season. This marine air lowers the temperature throughout the Sacramento-San Joaquin River Delta as far north as Sacramento. In the spring and fall, a large north-to-south pressure gradient develops over the northern part of the state. Air flowing over the Siskiyou Mountains to the north warms and dries as it descends to the valley floor.

The SVAB can experience temperatures exceeding 100° F, caused by airflow from subtropical high-pressure areas that bring light winds and humidity below 20 percent. Heavy fog occurs mostly in midwinter, and seldom in spring, summer or autumn. An occasional winter fog, under stagnant atmospheric conditions, may persist for several days. Light and moderate fogs are more frequent, and may come anytime during the wet, cold season. The fog is usually confined to early morning hours and dissipates by afternoon hours.

In the winter months, the SVAB experiences a high percentage of days with calm atmospheric conditions. These calm conditions result in stagnation of air and increased air pollution. Movement of air allows for the dispersion and subsequent dilution of air pollutants. Without movement, air pollutants can collect and concentrate in a single area, increasing the health hazards associated with air pollutants

The SVAB frequently experiences temperature inversions that inhibit the dispersion of pollutants. With inversions occurring near the ground, very little mixing or turbulence occurs, and high concentrations of pollutants may occur locally near major roadways. Elevated inversions, or inversions which occur higher in the atmosphere, can be generated by a variety of meteorological phenomena. Elevated inversions act as a lid (or upper boundary) and restrict vertical mixing. Below the elevated inversion, dispersion is not restricted. Mixing heights for elevated inversions are lower in the summer and more persistent. During summer months, low inversions over the SVAB are responsible for high levels of ozone in the SVAB.

7.2 Air Quality Regulatory Structure

Responsibility for air quality planning involves a wide variety of agencies and groups at the federal, state, regional, and local levels. Some of these agencies have actual regulatory authority, while others are responsible for development and implementation of programs and procedures aimed at reducing air pollution levels.

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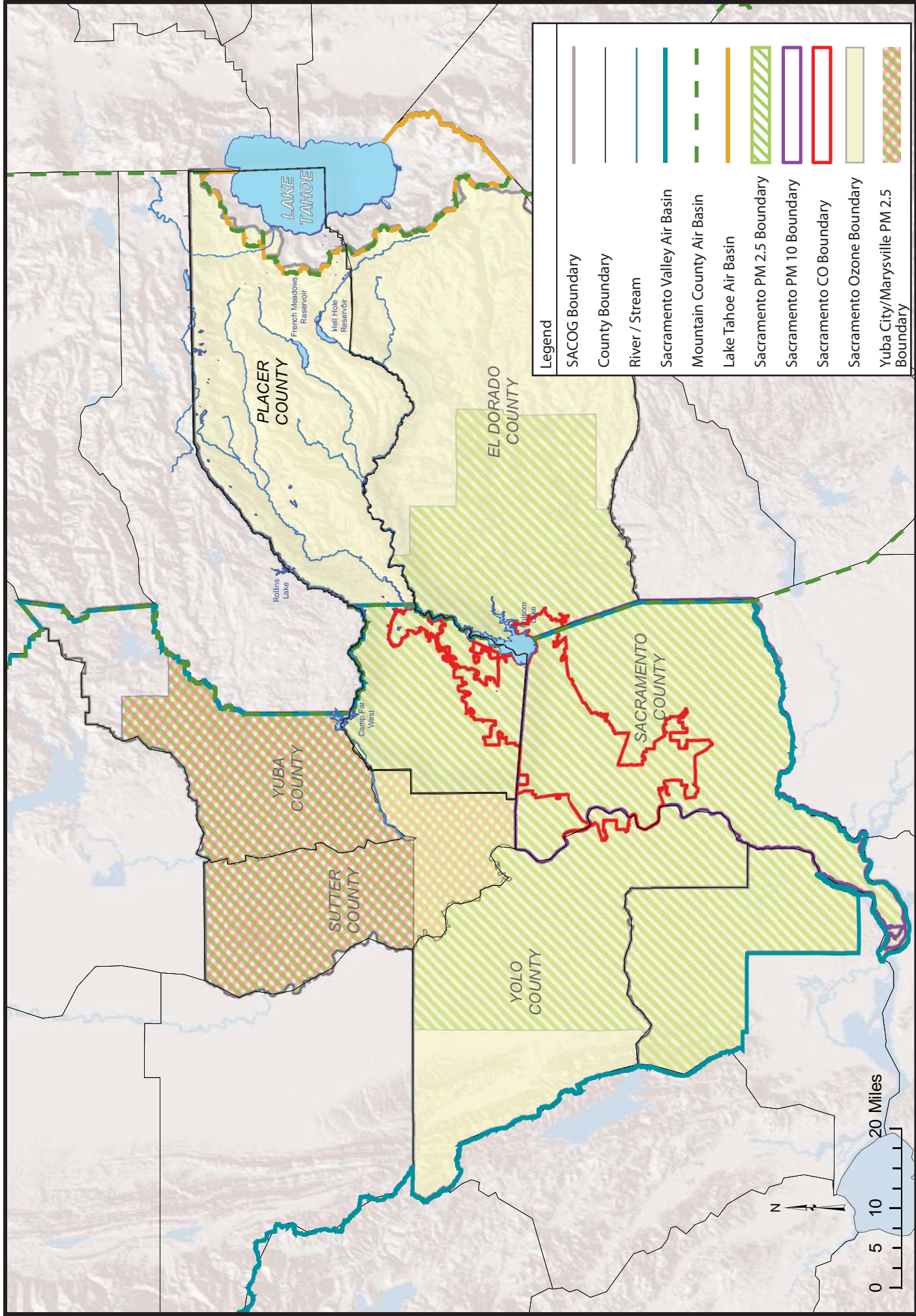


Figure 7.2-1
Air Basin and Air Quality Conformity Boundaries

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FEDERAL CLEAN AIR ACT

The Federal Clean Air Act of 1970 (federal CAA) requires the U.S. Environmental Protection Agency (EPA) to establish national health-based air quality standards to protect against common air pollutants, often referred to as “criteria pollutants.” Criteria pollutants include ozone (smog), carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), lead (Pb), and particulate matter (PM). The EPA is responsible for enforcing the federal CAA, establishing national ambient air quality standards (NAAQS) for criteria pollutants, and regulating major air emission sources such as on- and off-road vehicles, power plants, industrial sources, and hazardous pollutants.

CALIFORNIA CLEAN AIR ACT

The California Clean Air Act (state CAA) of 1988 established AAQS for California that is more stringent than the national standards. In addition to the criteria pollutants regulated by the federal CAA, the state CAA adds three additional air pollutants, visibility reducing particles, sulfates, and hydrogen sulfide. The state CAA does not set a specific deadline by which California’s AAQS must be met. However, it does require a five percent reduction in emissions per year, or "reasonably feasible" reductions until compliance with state standards is achieved.

The California Environmental Protection Agency, through the California Air Resources Board (CARB), implements the state CAA and sets state AAQS. The mission of the CARB is to protect the public health by regulating mobile sources of air pollution, including mobile sources, fuels, consumer products, and air toxics. In addition, the CARB oversees and assists local air pollution control districts.

LOCAL AND REGIONAL AIR QUALITY REGULATION

There are several additional regional and local agencies that are involved in the regulation of air quality that affect Placer County or that are involved in the implementation of polices that affect air quality.

Sacramento Area Council of Governments

SACOG is designated as the Metropolitan Planning Organization (MPO) for the El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and prepares the Metropolitan Transportation Plan (MTP) for the Sacramento Region. In addition, SACOG, through a memorandum of understanding with PCTPA, governs federal transportation planning and programming for Placer County and is responsible for ensuring that the Placer County RTP conforms to the State Implementation Plan (SIP).

Placer County Transportation Planning Agency

The Placer County Transportation Planning Agency (PCTPA) is responsible for transportation planning within the Sacramento Valley and Mountain Counties Air Basin portions of Placer County, including preparation of the Regional Transportation Plan (RTP) for the county. PCTPA is designated as the Regional Transportation Planning Agency, Congestion Management Agency, and the Airport Land Use Commission for Placer County. As the designated Congestion Management Agency for Placer County, PCTPA is eligible to receive federal Congestion Management and Air Quality Funds for programs to reduce congestion and improve air quality, such as bikeways, pedestrian improvements, and alternative fuel for transit buses. PCTPA's role and responsibilities are described in greater detail in Chapter 2.

Placer County Air Pollution Control District

The Placer County Air Pollution Control District (PCAPCD) was created by state law to enforce local, state, and federal air pollution regulations in Placer County. The PCAPCD is governed by a nine member board of directors containing three members of the County Board of Supervisors and a representative of the city council of each city within the county. The responsibilities of the APCD are set forth in §40001 of the California Health and Safety Code, which reads: “subject to the powers and duties of the state board, the (PCAPCD) shall adopt and enforce rules and regulations to achieve and maintain the state and national ambient air quality standards in all areas affected by emission sources under (its) jurisdiction, and shall enforce all applicable provisions of state and federal law.”

Placer County and Cities within Placer County

Placer County contains six incorporated cities: Auburn; Colfax; Lincoln; Loomis; Rocklin; and Roseville. Placer County and these six cities do not directly regulate air quality within their jurisdictions. The county and cities each adopt policies to reduce air pollutant emissions as part of their general plans and other local programs.

7.3 Air Quality Standards

National and state AAQS have been established by EPA and the CARB for criteria pollutants. The NAAQS have been divided into primary and secondary standards. Primary standards refer to levels of air quality to protect the public health. Secondary standards refer to levels of air quality to protect public welfare (e.g., agriculture, visibility, property) for any known adverse effects of a pollutant.

EPA sets NAAQS for five criteria pollutants: ozone, particulate matter (PM), carbon monoxide, nitrogen dioxide, and sulfur dioxide. The CARB established equal or more

stringent AAQS for each of the national criteria pollutants, as well as for visibility-reducing particles, sulfates, hydrogen sulfide, lead, and vinyl chloride. Table 7.1 contains the national and state AAQS for each air pollutant regulated by the federal and state government.

Under State and federal law, the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to NAAQS. An attainment designation signifies that pollutant concentrations do not exceed the standard during the required time period; nonattainment means that an area exceeds the standard one or more times during a year; and unclassified means that sufficient information is not available to support classification as attainment or nonattainment. Table 7.1 summarizes the federal and California state ambient air quality standards.

Table 7.1		
State and National Ambient Air Quality Standards for Criteria Pollutants		
Averaging Time	California Standards	National Standards
	Concentration	Primary
Ozone (O₃)		
1 hour	0.09 ppm (180 µg/m ³)	---
8 hour	0.07 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)
Respirable Particulate Matter (PM₁₀)		
Annual Geometric Mean	20µg/m ³	---
24 hour	50 µg/m ³	150 µg/m ³
Fine Particulate Matter (PM_{2.5})		
24 hour	No Separate State Standard	35 µg/m ³
Annual Arithmetic Mean	12µg/m ³	12 µg/m ³
Carbon Monoxide (CO)		
8 hour	9 ppm (10 µg/m ³)	9 ppm (10 µg/m ³)
1 hour	20 ppm (23 µg/m ³)	35 ppm (40 µg/m ³)
8 Hour (Lake Tahoe)	6 ppm (7 µg/m ³)	---
Nitrogen Dioxide (NO₂)		
Annual Arithmetic Mean	0.03 ppm (57 µg/m ³)	53 ppb(100 µg/m ³)
1 hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)
Sulfur Dioxide (SO₂)		
24 Hour	0.04 ppm (105 µg/m ³)	---
3 Hour	---	---
1 Hour	0.25 ppm (665 µg/m ³)	75 ppb (196 µg/m ³)
Lead (see footnote 9)		
30 days average	1.5 µg/m ³	---
Calendar Quarter	---	1.5 µg/m ³
Rolling 3-Month Average (see footnote 10)	---	0.15µg/m ³
Notes: Excludes Lake Tahoe Basin unless otherwise stated. ppm = parts per million, ug/m3 = Micrograms per Cubic Meter Source: California Air Resources Board, 2010		

Attainment Status

In accordance with the California Clean Air Act (CCAA), the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An “unclassified” designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The U.S. EPA designates areas for ozone (O₃), carbon monoxide (CO), and nitrogen dioxide (NO₂) as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For sulfur dioxide (SO₂), areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used. Table 7.2 summarizes the status of the Placer County air basins for each criteria pollutant under California and national standards.

Criteria Pollutants	State Designations	Federal Designations
	Sacramento/Mountain/Tahoe	Sacramento/Mountain/Tahoe
Ozone	Nonattainment	Nonattainment/Nonattainment/ Unclassified-Attainment
PM10	Nonattainment	Unclassified
PM2.5	Attainment/Unclassified/ Attainment	Nonattainment/Unclassified- Attainment/ Unclassified- Attainment
Carbon Monoxide	Attainment/Unclassified/ Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Unclassified/ Attainment
Sulfates	Attainment	**
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	**
Visibility Reducing Particles	Unclassified	**
SOURCES: CALIFORNIA AIR RESOURCES BOARD (2013).		
**= There was insufficient (or no) data available to determine the status.		

The standard is designed to protect the public from exposure to ground-level ozone. Ozone is unhealthy to breathe, especially for people with respiratory diseases and for children and adults who are active outdoors. The 8-hour ozone standard is based on averaging air quality measurements over 8-hour blocks of time. EPA uses the average of the annual fourth highest 8-hour daily maximum concentrations of ozone from each of the last three years of air quality monitoring data to determine a violation of the ozone standard.

Within Placer County, the Mountain Counties and Sacramento Valley air basins have been defined as a “Non-Attainment” Area for state and federal standards related to ozone and as an “Attainment” or “Unclassified Area” for other pollutants except for PM_{2.5}, which has a “Nonattainment” federal designation in the Sacramento basin.

7.4 Criteria Pollutants of Concern

The United States Environmental Protection Agency (EPA) uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). Each criteria pollutant of concern for Placer County is described below.

OZONE

Ozone (O₃) is a photochemical oxidant and the major component of smog. While O₃ in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O₃ at ground level are a major health and environmental concern. O₃ is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O₃ levels occur typically during the warmer times of the year. Both VOCs and NO_x are emitted by transportation and industrial sources. VOCs are emitted from sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops and other sources using solvents.

The reactivity of O₃ causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O₃ not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O₃ for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise.

CARBON MONOXIDE

Carbon Monoxide (CO) is a colorless, odorless and poisonous gas produced by incomplete burning of carbon in fuels. When CO enters the bloodstream, it reduces the delivery of

oxygen to the body's organs and tissues. Health threats are most serious for those who suffer from cardiovascular disease, particularly those with angina or peripheral vascular disease. Exposure to elevated CO levels can cause impairment of visual perception, manual dexterity, learning ability and performance of complex tasks.

PARTICULATE MATTER

Particulate matter (PM) includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires and natural windblown dust. Particles formed in the atmosphere by condensation or the transformation of emitted gases such as SO₂ and VOCs are also considered particulate matter. Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO₂) and laboratory studies of animals and humans, there are major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death.

PARTICULATE MATTER LESS THAN 10 MICRONS

Respirable particulate matter (PM₁₀) consists of small particles, less than 10 microns in diameter, of dust, smoke, or droplets of liquid which penetrate the human respiratory system and cause irritation by themselves, or in combination with other gases. Particulate matter is caused primarily by dust from grading and excavation activities, from agricultural uses (as created by soil preparation activities, fertilizer and pesticide spraying, weed burning and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. PM₁₀ causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

PARTICULATE MATTER LESS THAN 2.5 MICRONS

Fine particulate matter (PM_{2.5}) consists of small particles, which are less than 2.5 microns in size. Similar to PM₁₀, these particles are primarily the result of combustion in motor vehicles, particularly diesel engines, as well as from industrial sources and residential/agricultural activities such as burning. It is also formed through the reaction of other pollutants. As with PM₁₀, these particulates can increase the chance of respiratory disease, and cause lung damage and cancer. In 1997, the EPA created new Federal air quality standards for PM_{2.5}. The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children. Particulate matter also soils and damages materials, and is a major cause of visibility impairment.

Table 7.3 provides a three year summary of air quality data for the Spare the Air Program in Placer County, showing the number of ozone and particulate matter exceedances under national and State one and eight-hour standards.

**Table 7.3
National and State Ozone & PM Exceedance Days for Placer County**

Pollutant (Primary Standard)	State	Federal	Year	Max Concen- tration	Days Exceeded State/Federal Standard
Monitoring Station – Auburn – 11645 Atwood Road					
Ozone (O3) (1-hour)	0.09 ppm (180 µg/m3)	--	2014	0.097	1 / (N/A)
			2013	0.097	1 / (N/A)
			2012	0.107	2 / (N/A)
Ozone (O3) (8-hour)	0.070 ppm (137 µg/m3)	0.075 ppm (147 µg/m3)	2014	0.085	17 / 6
			2013	0.080	6 / 1
			2012	0.088	34 / 13
Particulate Matter (PM10) (24-hour)	50 µg/m3	150 µg/m3	2014	**	**/**
			2013	**	**/**
			2012	**	**/**
Fine Particulate Matter (PM2.5) (24- hour)	--	35 µg/m3	2014	190.2	(N/A) / 4*
			2013	75.6	(N/A) / 7.2*
			2012	83.3	(N/A) / 2*
Monitoring Station – Colfax – City Hall					
Ozone (O3) (1-hour)	0.09 ppm (180 µg/m3)	--	2014	0.089	0 / (N/A)
			2013	0.083	0 / (N/A)
			2012	0.097	1 / (N/A)
Ozone (O3) (8-hour)	0.070 ppm (137 µg/m3)	0.075 ppm (147 µg/m3)	2014	0.080	6 / 2
			2013	0.077	5 / 1
			2012	0.085	16 / 7
Particulate Matter (PM10) (24-hour)	50 µg/m3	150 µg/m3	2014	287.0	6.6* / 6.5*
			2013	57.5	12.2* / 0*
			2012	31.7	0* / 0*
Fine Particulate Matter (PM2.5) (24- hour)	--	35 µg/m3	2014	275.4	**/**
			2013	55.8	**/**
			2012	23.6	**/**
Monitoring Station – Lincoln -1445 1st Street					
Ozone (O3) (1-hour)	0.09 ppm (180 µg/m3)	--	2014	0.107	1 / (N/A)
			2013	0.081	0 / (N/A)
			2012	0.040	0 / (N/A)
Ozone (O3) (8-hour)	0.070 ppm (137 µg/m3)	0.075 ppm (147 µg/m3)	2014	0.086	4 / 1
			2013	0.073	2 / 0
			2012	0.035	0 / 0
Particulate Matter (PM10) (24-hour)	50 µg/m3	150 µg/m3	2014	**	**/**
			2013	**	**/**
			2012	**	**/**
Fine Particulate Matter (PM2.5) (24- hour)	--	35 µg/m3	2014	32.3	**/**
			2013	46.1	**/**
			2012	14.2	**/**

**Table 7.3 (cont.)
National and State Ozone & PM Exceedance Days for Placer County**

Pollutant (Primary Standard)	State	Federal	Year	Max Concen- tration	Days Exceeded State/Federal Standard
Monitoring Station – Roseville – N. Sunrise Boulevard					
Ozone (O3) (1-hour)	0.09 ppm (180 µg/m3)	--	2014	0.097	4/ (N/A)
			2013	0.111	2 / (N/A)
			2012	0.108	9 / (N/A)
Ozone (O3) (8-hour)	0.070 ppm (137 µg/m3)	0.075 ppm (147 µg/m3)	2014	0.087	21 / 10
			2013	0.084	8 / 2
			2012	0.093	28 / 13
Particulate Matter (PM10) (24- hour)	50 µg/m3	150 µg/m3	2014	31.8	0*/0*
			2013	55.5	**/0*
			2012	44.8	0*/0*
Fine Particulate Matter (PM2.5) (24- hour)	--	35 µg/m3	2014	30.7	(N/A)/0*
			2013	57.0	(N/A)/0*
			2012	28.0	(N/A)/ 0*
Monitoring Station – Tahoe City – 221 Fairway Drive					
Ozone (O3) (1-hour)	0.09 ppm (180 µg/m3)	--	2014	0.076	0/ (N/A)
			2013	0.049	0 / (N/A)
			2012	**	NA / (N/A)
Ozone (O3) (8-hour)	0.070 ppm (137 µg/m3)	0.075 ppm (147 µg/m3)	2014	0.069	0 / 0
			2013	0.047	0 / 0
			2012	**	NA / NA
Particulate Matter (PM10) (24- hour)	50 µg/m3	150 µg/m3	2014	**	**/**
			2013	**	**/**
			2012	**	**/**
Fine Particulate Matter (PM2.5) (24- hour)	--	35 µg/m3	2014	145.5	(N/A)**
			2013	10.2	(N/A)**
			2012	**	(N/A)/ **
Notes: PPM = Parts per million, UG/M3 = Microns per cubic meter; N/A = Not applicable; * = Location outside of the PCTPA planning area; ** = Insufficient (or no) data available to determine the value. Source: California Resources Board (ADAM) Air Pollution Summaries, 2015.					

OTHER CRITERIA POLLUTANTS

The other criteria air pollutants are nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb). The NAAQS for NO₂ have as their objective the prevention of respiratory disease, odor, and ozone creation. NAAQS for SO₂ are designed to prevent health risks and improve visibility. The standards for ambient Pb concentrations are set to protect against toxic health effects of this substance. The adverse environmental effects of NO₂, and SO₂ go beyond public health, odor, and visibility impacts. Their ability to react with atmospheric water vapor

to create acid rain results in accelerated weathering of stone and masonry structures and facilities, enhanced leaching of nutrients and toxic substances in soils, and direct damage to vegetation and aquatic biota. Monitored NO₂, SO₂, and Pb concentrations in the area have not exceeded state or federal standards in the past five years.

CUMULATIVE DEGRADATION OF AIR QUALITY

Emissions associated with local development and development throughout the SVAB and MCAB, combined with those of the San Francisco Bay Area which migrate east with prevailing winds, cumulatively degrade air quality throughout both air basins. Adherence to the SIP for the region will help reduce cumulative air quality impacts. The topography and meteorology of the region, combined with population-related emissions increases, are expected to result in continued violations of ozone and PM standards. In addition, potential violations of CO standards could occur due to increases in traffic volumes associated with regional population growth.

7.5 Air Quality Conformity Determination

DEFINITION OF CONFORMITY

The 1990 amendments to the federal CAA included provisions requiring that actions by the federal government not undermine state or local efforts to achieve and maintain NAAQS. These are often referred to as requirements for general conformity. Conformity determinations are made by comparing a federal action to the requirements of the SIP. The federal CAA contains specific conformity provisions for transportation related federal actions, which include regional transportation plans involving programs and projects that will receive federal funds. This ensures that transportation activities will not cause new air quality violations, worsen existing violations, or delay the timely attainment of the relevant NAAQS. Conformity currently applies under EPA rules to areas that are designated as nonattainment. Under the transportation conformity provisions of the federal CAA, the determination of conformity is made by the agency responsible for the project. Transportation conformity is required under CAA Section 176(c).

PLACER RTP CONFORMITY RESPONSIBILITY

In the case of the Placer County RTP, the conformity determination is made by the SACOG who is the MPO for the region (the SVAB and MCAB portion of Placer County). SACOG performs a quantitative analysis of emissions resulting from the programs and projects contained in the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP), as amended, including programs and projects contained in the Placer County RTP, and compare this calculation to the NAAQS for this region. It is the responsibility of SACOG to ensure that the RTP conforms to the SIP and to make the necessary conformity findings relating to the applicable SIPS that area required under Section 176(c) of the federal CAA.

All of the 2036 RTP projects are either included in the 2016 MTP/SCS or programmed in the MTIP where applicable. The conformity analysis performed on the 2036 RTP projects relies on the SACOG Draft MTP/SCS (September 2015) conformity analysis.

RTP POLICY RELATING TO AIR QUALITY CONFORMANCE

The RTP contains many goals and policies to reduce vehicle trips and improve air quality. The goal areas containing the most explicit policies relating to air quality are: Non-motorized Transportation, Transportation Systems Management, and Integrated Land Use, Air Quality, and Transportation Planning. The Action Element also contains action plans that are intended to further the RTP’s air quality-related goals and policies. The action plans include both short-term and long-term steps for each transportation mode.

Transportation projects in Placer County, which are exempt from a regional emissions analysis for PM_{2.5}, may require a qualitative hot spot analysis if they meet any of the criteria established for a project of air quality concern as described in EPA’s final rule and EPA / FHWA guidance issued in March 2006. SACOG’s Regional Planning Partnership committee, in its air quality conformity and consultation role, uses the EPA / FHWA guidance to make the findings for transportation projects in Placer County.

7.6 Global Warming, Climate Change & Greenhouse Gas

BACKGROUND

Climate change is considered a global problem and GHG emissions are considered global pollutants, unlike air pollutants such as ozone and carbon monoxide, which are pollutants of regional and local concern. In April 2010 the California Transportation Commission (CTC) released the 2010 Regional Transportation Plan Guidelines that incorporated new planning requirements as a result of SB 375 and to incorporate the addendum to the 2007 RTP Guidelines. SB 375 requires the 18 MPOs in the state to identify a forecasted development pattern and transportation network that will meet greenhouse gas emission reduction targets specified by the California Air Resources Board (ARB) through their RTP planning processes. According to the 2010 RTP guidelines, “these requirements do not pertain to the 26 rural RTPAs that also prepare RTPs”. SACOG is the federally designated MPO for the Sacramento region, including Placer County, and has the responsibility to address SB 375 through the development of the MTP/SCS.

This section of the Air Quality Element provides an overview of the greenhouse gas emission and climate change planning in the Sacramento region. Additional information and analyses can be found in the SACOG 2016 MTP/SCS¹.

¹ <http://sacog.org/mtpsc/>

GLOBAL WARMING, CLIMATE CHANGES & GREENHOUSE GAS

Atmospheric greenhouse gases (GHGs) and clouds within the earth's atmosphere influence the temperature of the planet. GHGs and clouds absorb most of the outgoing infrared radiation from the earth's surface that would otherwise escape into space. This process is known as the Greenhouse Effect. GHGs and clouds, in turn, radiate some heat back to the earth's surface and some out to space. The resulting balance between incoming solar radiation and outgoing radiation from both the earth's surface and the atmosphere keeps the planet habitable.

Anthropogenic GHGs released into the atmosphere enhance the Greenhouse Effect by absorbing additional radiation that would otherwise escape into space, thereby causing planet temperatures to increase and changes in the earth's climate. The California Climate Change Center reports that temperatures in the State are expected to rise 4.7 to 10.5 degrees Fahrenheit by the end of the century.

The anthropogenic produced GHGs responsible for increasing the Greenhouse Effect and their relative contribution to global climate change, in terms of CO₂ equivalent, are as follows: carbon dioxide (CO₂) at 53 percent; methane (CH₄) at 17 percent; near-surface ozone (O₃) at 13 percent; nitrous oxide (N₂O) at 12 percent; and chlorofluorocarbons (CFCs) at 5 percent. These are the GHGs referenced in the Kyoto Agreement and in the international guidance on the development of national inventories provided by the Intergovernmental Panel on Climate Change.

According to the California Energy Commission (CEC), the most common anthropogenic GHG is CO₂, which constitutes approximately 84 percent of GHG emissions produced in California. Worldwide, California ranks as the 12th to 16th largest emitter of CO₂ and is responsible for approximately two percent of the world's CO₂ emissions.

Impact of Global Warming and Climate Change on the Transportation System

California is extremely susceptible to a wide range of climate change effects. Examples include: increase in temperatures, earlier snowpack melt, changed precipitation patterns, increased severity of wildfires, and extreme weather events. These effects have potentially negative impacts on the transportation system including heat waves causing roadways to buckle, fire damaged watersheds that result in mudslides, and flooded highways and roads.

SACOG recently completed the Sacramento Region Transportation Climate Adaptation Plan² (2015) that considered the potential climate change impacts such as extreme temperatures, increased precipitation, runoff and flooding, increased wildfires, and landslides. The Climate Action Plan contained a vulnerability assessment, policy recommendations, and a series of implementation actions to address potential damage from extreme events. Placer County is incorporated into the Climate Action Plan that evaluated potential risks and climate trends through the horizon of the 2016 MTP/SCS and beyond.

² <http://www.sacog.org/mtp/pdf/Climate%20Vulnerability%20Assessment.pdf>, accessed November 2015.

CALIFORNIA GREENHOUSE GAS EMISSION LEGISLATION

The State Legislature has adopted the public policy position that global warming is “a serious threat to the economic well-being, public health, natural resources, and the environment of California” (Health and Safety Code Section 38501).

The California legislature enacted AB 1493 in July 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Regulations adopted by CARB apply to 2009 and later model year vehicles. CARB estimates that the regulations will reduce GHG emissions from the light duty vehicle fleet by an estimated 18 percent in 2020 and 27 percent in 2030.

California Governor Schwarzenegger issued two Executive Orders regarding the greenhouse gas issue. S-3-05 (June 2005) calls for a coordinated approach to address the detrimental air quality effects of GHG and requires the following GHG emission reduction targets: by 2010 reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. S-20-06 (October 2006) required State agencies to continue their cooperation to reduce GHG and to have a Climate Action Team develop by a plan by June 2009 that outlines a number of actions to reduce GHG emissions to meet the targets required in Executive Order S-3-05.

In 2006, the California legislature adopted AB 32, also known as the California Global Warming Solutions Act of 2006. AB 32 requires the CARB to set statewide GHG emission reduction targets by 2010 and regional targets by 2011, which would achieve GHG emissions equivalent to statewide levels in 1990 by 2020.

Executive Order S-01-07 was approved by the Governor in January 2007. S-01-07 mandates a statewide goal be established to reduce the carbon intensity of California’s transportation fuels by at least 10 percent by 2020. It also requires that a Low Carbon Fuel Standard for transportation fuels be established for California.

In 2008, the California legislature adopted SB 375. SB 375 requires CARB to set targets for the purpose of reducing GHG emissions from passenger vehicles and light trucks by 2020 and 2036. The targets only apply to the regions in the State covered by the 18 metropolitan planning organizations (MPOs). SB 375 requires that MPOs, as part of the RTP, to develop strategies to achieve the GHG emission reduction targets. Under SB 375, a region must include a Sustainable Communities Strategy as the land use basis of the RTP. If the resulting plan does not meet the GHG targets required under AB 32, the MPO must then prepare an Alternative Planning Strategy that would demonstrate how the targets could be met through alternative development patterns, infrastructure, or additional transportation measures.

SB 97 charged the Governor’s Office of Planning and Research (OPR) with the responsibility of preparing guidelines to mitigate GHG emissions identified through the California Environmental Quality Act (CEQA) review process, including the effects associated with transportation and energy consumption.

REGIONAL GREENHOUSE REDUCTION TARGETS

Regional GHG targets for light and medium duty vehicles were set by CARB for all 18 MPOs. In September 2010, the CARB Board of Directors set GHG reduction targets for the SACOG region of 7 percent per capita reduction between 2005 and 2020 and 16 percent per capita between 2005 and 2036. SACOG's 2012 MTP/SCS addressed the SB 375 requirements by meeting the GHG target and was subsequently accepted by ARB June 12, 2012.

SACOG's 2016 MTP/SCS is an update to the 2012 plan and is implementation focused. The 2012 plan was prepared during the greatest national recession that challenged the Sacramento region with respect to budget cuts at every level and collapse of the construction sector. Budget cuts severely impeded project development, delivery of transit services, and regular maintenance of the transportation network. The 2012 plan reflected those economic realities through lower forecasted growth rates and transportation revenues than the prior plan, more attention to land use patterns that optimize transportation performance, and dedicating scarce revenues to those transportation investments that produce the highest performance benefits. The 2016 plan builds upon the 2012 plan by:

- building on the guiding principles and high performance of the 2012 MTP/SCS
- increasing investment in maintenance and rehabilitation of the existing road and transit system
- reducing in the amount of heavy congestion
- increasing in the productivity of the transit system
- increasing investment in a truly multi-modal transportation system, including complete streets and bicycle and pedestrian facilities
- integrating of future land use patterns, transportation investments, and air quality impacts, including higher levels of development near current and future transit corridors and California Environmental Quality Act (CEQA) incentives for residential and residential mixed-use projects that produce transportation and air quality benefits
- continuing to implement the ongoing Rural-Urban Connections Strategy
- reducing per person passenger vehicle greenhouse gas emissions that meet the reduction targets established

The Placer County 2036 RTP serves as the locally developed transportation plan for SACOG's 2016 MTP/SCS update. The incorporation of the RTP projects into SACOG's MTP/SCS contributes to the regional goals of developing an integrated land use and transportation system that improves transportation choices and reduces GHG emissions while satisfying air quality standards. The 2036 RTP also contains many goals and policies to reduce vehicle trips and improve air quality. The goal areas containing the most explicit policies relating to GHGs are: Non-motorized Transportation, Transportation Systems Management, and Integrated Land Use, Air Quality, and Transportation Planning. The Action Element also contains action plans that are intended to further the RTP's air quality-related goals and policies. The action plans include both short-term and long-term steps for each transportation mode.

7.7 Air Quality Action Plan

Short and Long Range

1. Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs and projects. (*PCTPA, jurisdictions, Caltrans, PCAPCD*)
2. Prioritize and recommend transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods. (*PCTPA, jurisdictions, PCAPCD, SACOG*)
3. Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system. (*PCTPA, jurisdictions, PCAPCD, SACOG*)
4. Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and also lead to reduced greenhouse gas emissions. (*PCTPA, jurisdictions, PCAPCD, SACOG*)
5. Work with the Sacramento Area Council of Governments to evaluate the impacts of transportation plans and programs on the timely attainment of ambient air quality standards; regional greenhouse gas emission reduction targets; and health risks of sensitive receptors from exposure to mobile source air toxics. (*PCTPA, jurisdictions, PCAPCD, SACOG*)
6. Ensure transportation planning efforts comply with SB375 and AB32. (*PCTPA, jurisdictions, transit operators, PCAPCD, Caltrans, SACOG*)
7. Participate in SACOG efforts to develop a Regional Climate Action Plan. (*PCTPA, jurisdictions, PCAPCD, SACOG*)
8. Expand the use of alternative fuels to reduce impacts on air quality and GHG emissions. (*PCTPA, jurisdictions, PCAPCD, SACOG*)
9. Encourage jurisdictions and Caltrans to develop a green construction policy, the recycling of construction debris to the maximum extent feasible, and to use the minimum feasible amount of GHG emitting materials in the construction of transportation projects. (*PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG*)
10. Encourage jurisdictions and Caltrans to mainstream energy efficiency in transportation projects, using energy efficient lighting technology in traffic signals, crosswalk lights,

street lighting, railroad crossing lights, and parking lot lights. (*PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG*)

11. Encourage jurisdictions and Caltrans to use lighter colored pavement with increased reflectivity in pavement rehabilitation projects, to reduce the urban heat island effect. (*PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG*)
12. Encourage jurisdictions and Caltrans to protect, preserve, and incorporate trees and natural landscaping into transportation projects to provide shade, buffer winds, encourage people to walk, and to sequester CO₂. (*PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG*)

7.8 Air Quality Projects

Unlike in prior sections, there are no projects included in the 2036 RTP that are specifically identified as “air quality” projects and consequently are not depicted in the summary of expenditures. There are projects that are consistent with the Transportation Safety & Security Action Plan, which are included in the other Action plans. Examples of these projects include the following improvements:

- Implementation of South Placer County Bus Rapid Transit Service Plan (see Public Transit Action Plan)
- Capital Corridor Third Track Project between Roseville and Sacramento (see Passenger Rail Action Plan)
- CNG Bus Replacements Plan (see Public Transit Action Plan)
- Pacific Street-Bikeway/Neighborhood Electric Vehicle Expansion Project (See Bicycle, Pedestrian, and Low Speed Vehicles Action Plan)
- Electric Vehicle Charging and Alternative Fuels Infrastructure (See ITS Action Plan)

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CHAPTER 8

FINANCIAL ELEMENT

The financial element is instrumental in identifying how much of the transportation system can reasonably be constructed over the 20-year life of this plan. This chapter also presents the gaps between the reasonably anticipated revenues and those projects and programs that exceed the available revenue forecasts. The revenue assumptions discussed in the following sections take into account historical funding trends, existing funding programs, lingering impacts of the recession, and any anticipated new funding sources. However, the delivery of the transportation projects and programs listed in the Action Element are dependent on the actual revenues realized over this period of time. The actual revenues could fluctuate based on the local, state, and national economy as well as future transportation funding policies at each level.

PCTPA coordinated with SACOG in the development of the 20-year revenue estimate of federal, state, and local revenues assumed to be readily available. In preparing the revenue forecasts, PCTPA and SACOG worked together to calculate the share of federal and state revenues that come to the Sacramento region, including the proportionate share of funds to Placer County, using historical precedence and federal and state mandated formulas. PCTPA also calculated local and discretionary funds based on adopted and planned funding programs that could reasonably be available in this timeframe.

8.1 Assumptions

Funding for our highways, roadway, buses, trains, bikeways and other components all stems from federal, state, and local revenue sources. The revenue sources can be summed up as gas taxes, sales tax, and/or user fees. The following section briefly discuss each funding source. Appendix G contains a detailed discussion of the various funding sources and the programs that fund transportation projects.

EXISTING FUNDING OVERVIEW

Gas Taxes

Every time motorists fill up at the pump they are paying 18.4^c of a federal gasoline tax, 18^c of state excise tax and, as of 2015, 12.0^c of price based excise tax. Motorists filling up with diesel pay 24.4^c of federal diesel fuel tax and an additional 13.0^c of state excise tax¹.

The federal tax on gasoline and diesel are deposited into the Federal Highway Trust Fund which allocates 85 percent to the Federal Highways Administration for roadway related

¹ Transportation Funding in California 2015, Economic Analysis Branch Division of Transportation Planning, California Department of Transportation, 2015

improvements (e.g., roadway widening, maintenance, bridges, bicycle facilities, etc.) and 15 percent to the Federal Transit Administration for local public transit and passenger rail operations. Under the surface transportation funding bill, Moving Ahead for Progress in the 21st Century (MAP-21), transportation funding flows through 30 programs housed within six core Federal-aid Highway programs while an additional 16 programs distribute funding for mass transit. The core Federal programs are listed below in Table 8-1. The federal gas tax rates were last adjusted in 1993. It is important to note that the Fixing Americas Surface Transportation Act (FAST-Act) was signed into law on December 4, 2015 and may change the potential funding structure set under MAP-21. At the time of preparing the Final RTP potential changes have not yet been fully determined.

Core Program	Description
National Highway Performance Program	Funding to improve condition and performance of National Highway System, construct new facilities, and meet state performance targets.
Surface Transportation Program	Flexible program to fund transit, bridges, tunnels, carpooling, maintenance, intelligent transportation systems, and other related efforts.
Highway Safety Improvement Program	Funding source for strategies, activities, and projects on a public road to correct or improve a hazardous road condition or address highway safety problem.
Congestion Mitigation and Air Quality Improvement Program	Flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act.
Metropolitan Transportation Planning	Funding for MPOs to carry out the metropolitan transportation planning process.
Transportation Alternatives	Funding projects for pedestrians, bicyclists, recreational trails, safe routes to schools, etc.
Mass Transit	16 public transit specific programs managed by the Federal Transit Administration

The state gas tax is actually two separate components, a base excise tax (Prop. 111, 1990) and a price based excise tax (AB 105, 2011). The base excise tax of 18^c a gallon flows to cities and counties at 36% while the remaining 64% flows to the State Highway Account. This base excise tax was last adjusted in 1994.

The price based excise tax is adjusted on an annual basis to reflect the equivalent of the state sales tax on gasoline in the previous year; for 2015, that amount is 12^c per gallon. This portion of the gas tax is first used to backfill debt service on transportation bonds (e.g. Prop. 1B, 2006) and the remaining amount is divided 44% to local roadways, 44% to new construction projects in the State Transportation Improvement Program (STIP), and 12% to the state highways maintenance and operations. Table 8-2 provides a summary of the programs funded through the state gas tax.

**Table 8-2
Programs Funded Through State Gas Tax**

Program	Description
City and County Road Fund	Provides funds directly to the cities and counties in California for roadway projects and maintenance efforts.
State Highway Operations and Protection Plan (SHOPP)	Provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges
Local Assistance	Caltrans oversees more than \$1 billion in federal and state funding annually to over 600 cities, counties, and regional agencies. The program provides recipients with the opportunity to improve their transportation infrastructure or provide additional transportation services.
Active Transportation Program (ATP)	This program funds safe routes to school, pedestrian, bicycle, and trail projects. Created in response to the Federal Transportation Alternatives Program, the State’s ATP was created on September 26, 2013 with the passage of California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013).
State Transportation Improvement Program (STIP)	Funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans’ Interregional Transportation Improvement Program (ITIP) and Regional transportation planning agencies’ Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees

Statewide Sales Tax

Since the passage of the Transportation Development Act (TDA) in 1971, the state has dedicated 0.25% of the statewide sales and use tax, which is 7.50% as of January 2013, to transportation programs. The 0.25% sales tax goes into the Local Transportation Fund (LTF) which is distributed back to Counties on a population basis. The primary use of these funds is for public transit, with the option of using funds for bikeways, rail, and streets and roads when certain criteria have been met. For rural and urbanizing counties such as Placer, those criteria require that all unmet transit needs that are reasonable to meet, as defined, are met before the LTF can go to other purposes. In Placer County, LTF revenues are distributed to the cities and county on a population basis annually.

In addition to the 0.25% sales tax on purchases, a separate 6.5% sales tax is levied against the sales of diesel fuel. 4.75% of the sales tax is directed to the Public Transportation account while the remaining 1.75% is directed to the State Transit Assistance account. Each of these accounts combined fund public transit and passenger rail throughout the state. Table 8-3 summarizes these programs.

Table 8-3 State Programs Funded Through Statewide Sales Tax	
Program	Description
Local Transportation Fund	Funding directed to Regional Transportation Planning Agencies to perform long-range planning, implement bus transit, passenger rail, bikeways, and streets and roads projects.
Public Transportation Account	50% of funding directed to state transit programs (e.g., intercity passenger rail and feeder bus program), 25% to Regional Transportation Planning Agencies for transit purposes, and 25% to public bus and passenger rail operators in the state.
State Transit Assistance	Funding directed Regional Transportation Planning Agencies, public bus, and passenger rail operators in the state.

Fees

Various fee programs are in place at the state and local levels to fund transportation. At the state level, weight fees have been placed on commercial vehicles based on their gross weight originally intended to offset their impact on local roadways; however, these funds are currently being used to pay debt service for transportation bonds sold by the state.

At the local level development fees have been implemented to offset the impacts to the transportation system resulting from new development. Impact fees vary by amount and use from jurisdiction to jurisdiction, and must comply with the requirements of the Mitigation Fee Act (AB 1600, 1987) that requires there to be a specific nexus between the development and the improvements being funded.

The South Placer Regional Transportation Authority is a Joint Powers Authority (JPA) comprised of the Cities of Lincoln, Rocklin, Roseville and the County of Placer. The Authority was formed for the purpose of implementing a Regional Transportation and Air Quality Mitigation Fee to fund specified regional transportation projects. Examples of the project funded through the regional fee program is the widening and operational improvement of State Route 65 (SR 65), reconfiguring the Interstate 80/SR 65 interchange, construction of the Lincoln Bypass and Placer Parkway, and the widening of Sierra College Boulevard and Auburn-Folsom Boulevard.

Fees also exist in the form of passenger fares paid on local transit systems in the Cities of Auburn and Roseville, on Placer County Transit and through passenger rail on Amtrak and the Capitol Corridor.

Figure 8.1 illustrates the various funding sources and programs that implement the transportation systems across Placer County and the state.

KEY REVENUE ASSUMPTIONS

Preparing forecasts of anticipated transportation revenues is difficult at best, due to the ever changing transportation policies and more recent economic conditions. Since the adoption of the last RTP in 2010, MAP-21 was approved as a two year bill, extended five times prior to the signing into law of the FAST-Act on December 4, 2015. The FAST-Act is anticipated to stabilize funding over the life of the bill.

The great recession's effects are slowly waning as land and economic development returns as well as sales tax receipts. Although the recession ended in 2009 according to the Bureau of Labor Statistics, local transportation projects have been delayed due to the cautious return of the economy in California and in the Sacramento region. Figure 8.2 summarizes the historical LTF revenue trends (0.25% of statewide sale and use tax) and supports the notion that the local economy is improving and has eclipsed the LTF revenue prior to the recession.

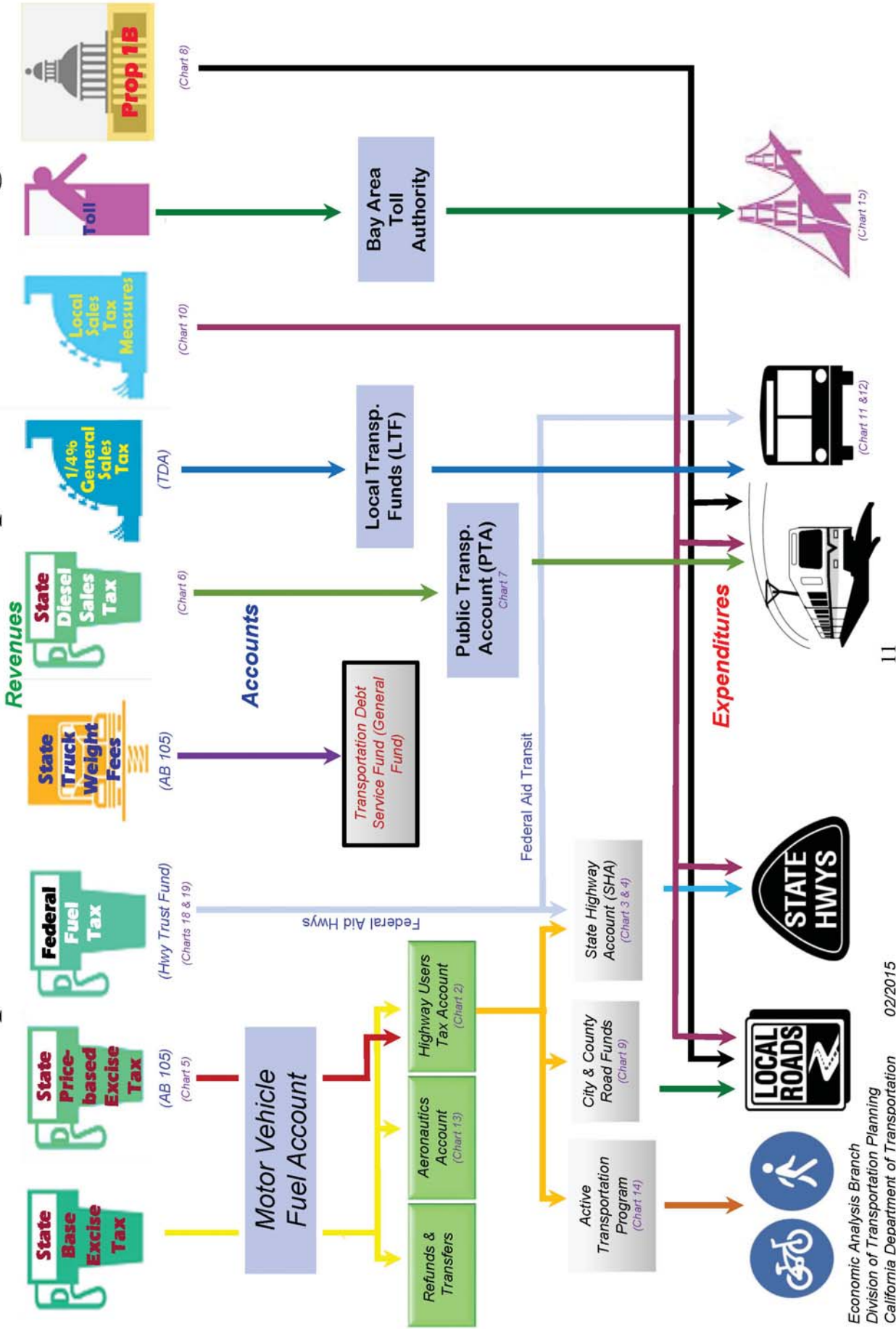
In addition, the gas tax that primarily funds the transportation system has lost its purchasing power over the past 20 years. Between 2002 and 2012, federal gas tax revenue fell by \$15 billion, or 31 percent, and state revenue fell nationwide by \$10 billion, or 19 percent². This is in large part due to a 7.5 percent increase in vehicle fuel efficiency during this time, nationally a modest 3.3 percent growth in VMT since 2002 (contrasted to a 2.6 percent decrease since the start of the Great Recession), and the fact that the state nor federal gas taxes adopted in the early 1990's are flat amounts per gallon that have not been indexed to inflation.

² Intergovernmental Challenges in Surface Transportation Funding, The Pew Charitable Trust, September 2014

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A Simplified Overview of Transportation Funding

Chart 1

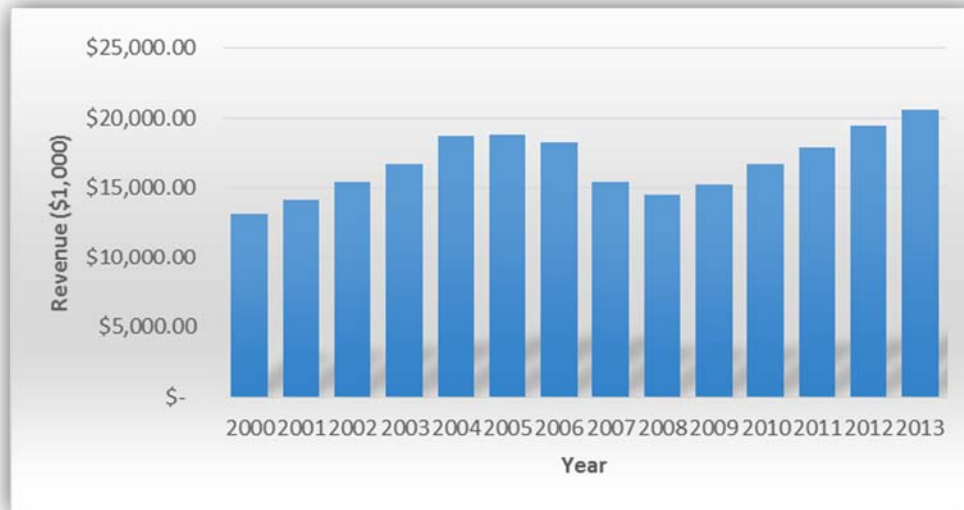


Economic Analysis Branch
 Division of Transportation Planning
 California Department of Transportation
 02/2015

Figure 8-1
 Summary of Transportation Funding

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**Figure 8.2
Summary of Local Transportation Fund (LTF) Revenue**



All factors combined, the 2036 RTP revenue totals \$5.9 (\$8.1 year of expenditure (YOE)) billion. The 2036 RTP revenue estimate assumes two new additional revenue sources and better accounts for future Highway Bridge Program funding that Placer County is likely to receive. Without the new revenue sources, the 2036 RTP revenue estimate was estimated at \$4.3 (\$5.9 YOE) billion. Figure 8.3 illustrates the comparison in baseline revenue and reasonably anticipated sources. PCTPA coordinated with SACOG on these new assumptions and were determined to be reasonably foreseeable through the duration of the 2036 RTP and 2016 MTP/SCS prepared by SACOG.

- Cap & Trade - Senate Bills 852 and 862 (Governors Budget for 2014) created several statewide competitive and one formulaic programs that would be funded through annual carbon auction proceeds. Such programs include the Affordable Housing and Sustainable Communities program (AHSC), Transit & Intercity Rail program, and the Low Carbon Transit Operations Program (LCTOP). The revenue estimate assumes that Placer County would receive revenues proportional to its population share within the six-county SACOG region totaling approximately \$10.9 (\$14.3 YOE) million through 2036.
- Local Transportation Measure – One of the largest potential new revenue sources is a one half of one cent county-wide transportation sales tax measure that would generate approximately \$1.3 (\$1.9 YOE) billion front-loaded to expenditure over the 20-years of this plan, while continuing to generate revenue for another ten until the measure sunsets. The measure would fill the funding void created by reduced federal and state revenues, accelerate delivery of much needed maintenance and enhancements to our transportation system, and potentially attract additional funding sources. Statistically valid polling conducted in spring 2014 and 2015 received support between 61-63% for such a measure to address the existing and future transportation needs within Placer

County. With the PCTPA Board and member jurisdiction direction, a measure may be placed on the November 2016 County ballot.

- Highway Bridge Program (HBP) - The HBP program is administered by Caltrans and is used for repair, replacement, maintenance and upgrade of state and local bridges. Caltrans manages the process and programs the funds in the year available based on actual revenues and project readiness. The revenue estimate projects that Placer County could receive approximately \$165 (\$220 YOE) million for eligible bridge projects.

The passage of the FAST-Act should stabilize the short-term transportation needs that occurred during the series of extensions pass during MAP-21; however, uncertainty still exists over the long term stability. Nonetheless, federal funding is anticipated to continue at historical trends.

8.2 Estimated Revenues

Overall, economic conditions play a large role in determining the level of future revenues available for transportation. Based on current law, policy, and practice, and on estimates of future economic activity underlying the generation of tax revenue, forecasts of reasonably available revenue for the planning period are shown in Table 8-4.

Federal, State and local revenues are assumed to total \$5.9 billion, or \$8.1 billion in nominal value (year of expenditure). Federal statutes require regional transportation plans to provide costs and revenues in “year of expenditure” dollars. The nominal rate of growth for each funding source is determined by extrapolating recent trends, either on a straight line basis or in some cases using a trend curve. This methodology yields revenues in YOE dollars, which are then de-escalated using an average inflation rate of 2.7% to yield current year dollars. Average nominal growth rates by revenue source are identified in Appendix G. These growth rates were developed by SACOG for the 2016 MTP/SCS update and were used to escalate the revenues shown in the Placer County financial forecast.

**Table 8-4
Financial Forecasts by Source through 2036 (billions)**

Source	Budget Summary Category	Applicable Uses	\$ 2015 Total	\$ YOE Total
Federal Highway & Other			\$373.3	\$517.3
- Congestion Mitigation and Air Quality - (CMAQ)	Federal Highway	Roads, Transit, Pedestrian/Bicycle, TDM, TCM	\$144.5	\$201.2
- Regional Surface Transportation Program - (RSTP)	Federal Highway	Roads, Transit, Pedestrian/Bicycle, TDM, TCM	\$131.9	\$183.5
- Federal Discretionary Programs	Federal Highway	Highways	\$96.9	\$132.5
Federal Transit			\$64.3	\$87.9
- FTA 5307 - Urbanized Area Formula Program	Federal Transit	Transit Operations and Capital	\$37.6	\$51.2
- FTA 5311 - Rural Transit Assistance Program	Federal Transit	Transit Operations and Capital	\$12.6	\$17.3
- FTA 5337 - State of Good Repair	Federal Transit	Transit Operations and Capital	\$14.2	\$19.3
Federal Subtotal			\$437.66	\$605.2
State				
State Highway Operations and Protection Program - (SHOPP)	State Fuel Tax	Highways	\$420.0	\$556.8
State Transportation Improvement Program - (STIP)			\$159.5	\$231.0
- Interregional - ITIP	State Fuel Tax	Highways, Roads, Transit	\$64.0	\$89.1
- Regional - RTIP	State Fuel Tax	Highways, Roads, Transit	\$64.0	\$100.1
- Active Transportation Program - (ATP)	State Fuel Tax	Pedestrian/Bicycle	\$31.5	\$41.8
State Transit Assistance - (STA)	State Transit	Transit Operations and Capital	\$43.7	\$59.4
State Highway Maintenance	State Fuel Tax	Highways	\$333.0	\$441.8
PTMISEA	State Transit	Transit Capital	\$2.6	\$2.7
Highway Bridge Program	State Fuel Tax	Bridges	\$165.9	\$220.3
Cap & Trade			\$10.9	\$14.3
- Sustainable Communities and Intercity Rail	Cap & Trade	Infill, Active Transportation, Transit and Rail Capital Projects	\$6.3	\$8.3
- Low Carbon Transit Operations	Cap & Trade	Transit Operations and Capital	\$4.6	\$6.1
State Subtotal			\$1,135.6	\$1,526.3

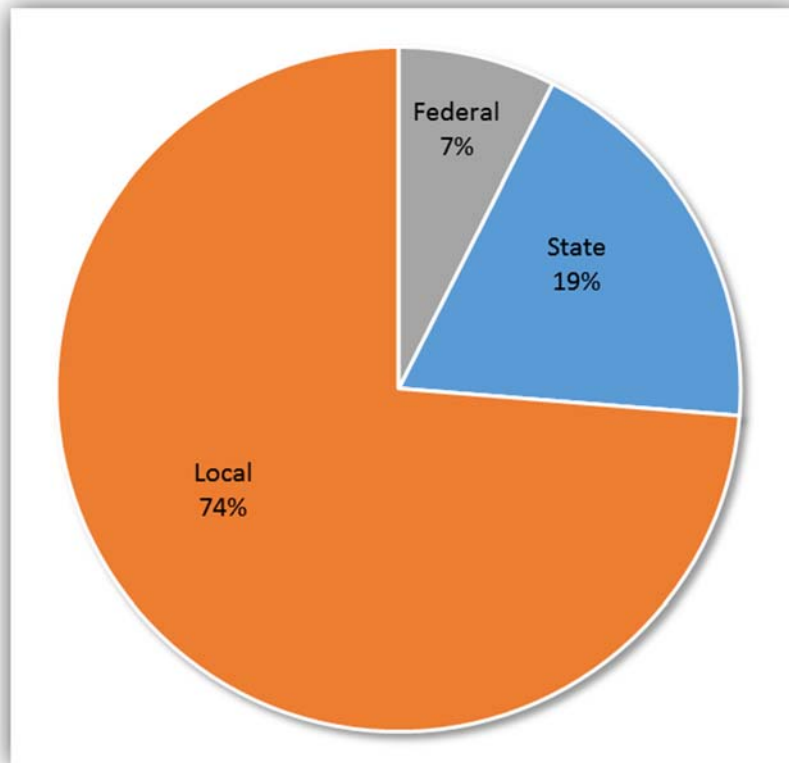
**Table 8-4 (cont.)
Financial Forecasts by Source through 2036 (billions)**

Source	Budget Summary Category	Applicable Uses	\$ 2015 Total	\$ YOE Total
Local				
Sales Tax			\$2,152.1	\$3,058.2
- Local Transportation Fund (LTF)	1/4% Statewide Sales Tax	Roads, Transit, Pedestrian/Bicycle, TDM, TCM	\$780.1	\$1,084.9
- Placer County Transportation Measure - (1/2%)	Local Sales Tax	Highways, Roads, Transit, Pedestrian/Bicycle, TDM, TCM	\$1,372.0	\$1,973.3
Gas Tax Subventions	State Fuel Tax	Highways, Roads, Transit	\$204.6	\$268.4
Gas Tax Swap (Excise Tax Subventions)	State Fuel Tax	Highways, Roads, Transit	\$219.0	\$306.5
Local Streets and Roads	Other Local Revenue	Highways, Roads	\$1,437.4	\$1,912.5
Developer In-Kind	Other Local Revenue	Highways, Roads	\$182.8	\$248.2
- SPRTA Regional Transportation Fee	Other Local Revenue	Highways, Roads	\$78.8	\$104.6
- SPRTA Tier II Fee	Other Local Revenue	Roads	\$104.0	\$143.5
Caltrans Discretionary	State Fuel Tax	Highways	\$88.6	\$117.6
Transit Fares	Transit Fares	Transit Operations and Capital	\$52.0	\$71.8
		Local Subtotal	\$4,336.4	\$5,983.3
Federal, State, and Local Total			\$5,909.7	\$8,114.8

Source: SACOG Draft 2016 MTP/SCS Forecasts

Figure 8.3 illustrates the breakdown of funding sources by federal, state, and local funding programs. As shown, the approximately 74 percent of the revenue anticipated is generated from local sources, 19 percent from state sources, and 7 percent from federal programs.

Figure 8.3
Summary of Transportation Funding by Source



Impact of Local Transportation Measure

As mentioned earlier, a potential countywide transportation measure is being considered by the PCTPA Board of Directors to backfill declining revenue sources and achieve greater local control to select and accelerate project implementation. A draft transportation expenditure plan identified a broad distribution of funding to major highway projects (44%), local street and roads (38%), transit and passenger rail (12%), and active transportation projects (6%). Funding for these programs would accelerate project delivery and greatly improve the position of PCTPA and the Cities and County of Placer to attract potential future federal and state funds. The measure would account for approximately 33% of the local revenue or 24% of the overall revenues anticipated.

Should the measure not pass, the timing and ability to deliver a wide array of projects contained in each of the action plans in the Action Element would be delayed and possibly even pushed beyond the 2036 planning horizon. In that case PCTPA, in cooperation with local jurisdictions and agencies, would need to review and revise anticipated revenues and projects proposed in this plan.

8.3 Summary of Expenditures

Projected expenditures associated with the RTP must be constrained within the anticipated revenues. Pursuant to the 2010 California RTP Guidelines all project cost estimates are adjusted in this financial comparison for year of expenditure dollars for those projects which have completion year estimates available. The annual forecast inflation factors provided by SACOG were used to estimate year of expenditure dollars for those projects.

In Table 8-5 the short-term and long-term action plans for each mode are compared with the anticipated revenues over the life of the plan. The expenditures listed in Table 8-5 are further categorized as programmed, planned, or project development only.

“Programmed projects” mean that projects have committed funds and are included in the SACOG Metropolitan Transportation Improvement Program (MTIP), the State Transportation Improvement Program (STIP), and/or the State Highway Operation Protection Program (SHOPP). “Planned projects” refer to projects for which a specific funding source has not yet been identified, but given the financial assumptions are reasonably expected to be fully funded by 2036. “Project development only” refers to projects that are being pursued through environmental and design process but not anticipated to be funded for construction by 2036, are still in the conceptual phase, or the timing of implementation is uncertain. Therefore, programmed and planned expenditures are considered financially constrained.

Table 8-5 shows there is an estimated \$7.5 billion in programmed and planned (financially constrained) capital improvements included in the 2036 RTP. Approximately, \$761 million of the programmed improvements are funded or have budgetary commitments.

Type	Short-Term/ Programmed	Long-Term/ Planned	Total Expenditures By Planning Period
Active Transportation	\$38,009,476	\$136,252,000	\$174,261,476
Highway & Road Network	\$354,041,765	\$1,127,901,000	\$1,481,942,765
Maintenance & Rehabilitation	\$276,948,335	\$2,991,664,202	\$3,268,612,537
Programs & Planning	\$7,163,929	\$0	\$7,163,929
Transit Capital	\$14,818,926	\$1,146,912,000	\$1,161,730,926
Transit Operation	\$31,125,453	\$548,968,000	\$580,093,453
System Management, Operations, and ITS	\$3,943,0479	\$589,413,368	\$628,843,847
Project Development Only*	\$0	\$164,028,867	\$164,028,867
Total Expenditures	\$761,538,363	\$6,705,139,438	\$7,466,677,800
Revenue	\$1,021,192,584	\$7,093,559,242	\$8,114,751,826
Revenue/Expenditures	\$259,654,221	\$388,419,804	\$648,074,026
Note: *Represents 10% of the total unconstrained project costs for purposes of the financial constrains analysis.			
Sources: 2036 RTP Programmed & Planned Master Project Lists, PCTPA.			

Approximately, \$6.7 billion represents planned capital improvements that have not secured funding but are expected to through the 2036 horizon. Additionally, a nominal surplus of approximately \$648 million in both the short-term and long-term planning horizons. However, this surplus is overshadowed by the estimated \$1.6 billion in unconstrained expenditures listed in Table 8-6.

Table 8-6 shows that there would be a shortfall should any of the project development only projects progress in terms of project development or greater certainty of their timing.

Table 8-6 Unconstrained Expenditures by Project Type through 2036 (YOE)	
Project	Unconstrained Total
Active Transportation	\$227,760
Highway & Road Network	\$1,265,715,045
Maintenance & Rehabilitation	\$1,638,000
Programs & Planning	\$0
Transit Capital	\$295,588,335
Transit Operation	\$0
System Management, Operations, and ITS	\$77,119,536
Project Development Only*	\$0
Total Expenditures	\$1,640,288,676
Unconstrained Revenue Balance (see table 8-5)	\$648,074,026
Revenue/Expenditures	-\$992,214,653
Note: *Represents the total project cost for all unconstrained projects listed as project development only.	
Sources: 2036 RTP Programmed & Planned Master Project Lists, PCTPA.	

Aviation Expenditures & Airport Revenues

Airport improvements must be included in the State Capital Improvement Program (see Chapter 6.4 for aviation CIP list) to receive Federal Airport Improvement Program (AIP) funds, including State matching funds. All of the aviation improvements identified this plan are in the 2014-2023 Capital Improvement Plan (CIP) – California Aviation Systems Plan (CASP), Caltrans Division of Aeronautics. The revenue projections assume future capital improvements for Auburn Municipal and Lincoln Regional airports will continue to be eligible for AIP funds through the Federal Aviation Administration (FAA).

Table 8-7 compares aviation expenditures to forecasted airport revenues. The CASP indicates that revenue is available to implement the projects identified at each airport; however, the CASP identifies that the revenue and/or projects are not guaranteed. This means that some of the improvements may need to be deferred or alternatively, new funding sources will need to be developed, or the airports will need to increase its share of local match to make up for the

shortfall in aviation revenues.

Planning Period	Total Expenditures	Forecasted Revenues			Total Revenues to Total Expenditures Surplus / Deficit
		Federal	State	Local	
2015-2020	\$975,000	\$877,500	\$43,875	\$53,625	\$0
2021-2036	\$20,945,526	\$18,850,973	\$942,549	\$1,152,004	\$0
Total	\$21,920,526	\$19,728,473	\$986,424	\$1,205,629	\$0

Source: Capital Improvement Program, California Aviation System Plan 2014 - 2023, Caltrans, August 2013.

8.4 Conclusions

Based on the preceding revenue / expenditure analysis, the Placer County region will not have sufficient funding in place to implement all projects considered in the plan and consequently a financially constrained and unconstrained projects lists have been developed to delineate between projects during the horizon of the 2036 RTP. Shortfalls are especially severe if all planned improvements were assumed to move forward and/or a local transportation measure were not to succeed. The revenue forecast assumptions are dependent upon continued use of local funds dedicated to transportation purposes. Throughout the 2036 horizon, it is likely that some planned transportation investments could be scaled back, phased, or even deferred to post-2036. Alternatively, to keep pace with future transportation infrastructure needs, new funding mechanisms and innovative fund management strategies will need to be considered in order to implement the planned improvements.

8.5 Financial Element Action Plan

Several actions are identified below to further support the objectives and policies contained within the Policy Element.

Short and Long Range

1. Promote funding of transportation projects identified in the RTP’s Action Element consistent with the provisions included in the Plan’s Policy Element. (*PCTPA, jurisdictions, transit operators, SACOG, Caltrans, CCJPA, California Transportation Commission, California State Transportation Agency, Federal Highway Administration*)

2. Maximize the use of federal and state transportation funding sources. (*PCTPA, jurisdictions, transit operators, Caltrans, CCJPA*)
3. Make the most efficient use of federal, state, regional and local transportation revenues and allocations in the programming and delivery of projects. (*PCTPA, jurisdictions, Caltrans, SACOG, CCJPA*)
4. Actively pursue new funding sources, such as a countywide transportation sales tax measure, to address shortfalls in addressing critical transportation needs. (*PCTPA, jurisdictions*)
5. Encourage multi-agency packaging of projects for federal and state funding programs, where a regional strategy may improve chances of funding success. (*PCTPA, jurisdictions, Caltrans, SACOG, CCJPA*)
6. Assist local jurisdictions to identify and obtain federal and state grant funding. (*PCTPA*)
7. Develop and update the Regional Transportation Improvement Program, the Metropolitan Improvement Program, and the Project Delivery Plan. (*PCTPA, jurisdictions, Caltrans, SACOG*)

CHAPTER 9

ENVIRONMENTAL CONSIDERATIONS

Map-21 requires that the RTP include an environmental mitigation program that links transportation planning to the environment. This chapter represents an overview of the environmental review process in connection with the preparation of the 2036 RTP including the potential environmental impacts and projected greenhouse gas emissions.

In accordance with CEQA, PCTPA prepared a Programmatic Environmental Impact Report as a separate document (SCH# 2015062014).

9.1 CEQA Review

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

To meet the requirements of CEQA and decision-making processes, state, regional, and local planning processes typically prepare an informational document known as an environmental impact report (EIR). An EIR can be used to provide a general environmental assessment of an overall program, such as the RTP, which would be subsequently implemented through a series of later actions or projects. This type of EIR is known as a Program EIR. Each of the later actions or projects would be required to comply with CEQA through appropriate environmental documentation that would “tier” off of the Program EIR.

Notice of Preparation

The PCTPA circulated a Notice of Preparation (NOP) of an EIR and an Initial Study on June 5, 2015 to trustee and responsible agencies, the State Clearinghouse (SCH# 2015062014), and the public. A scoping meeting was held on June 30th, 2015 at 1:00 PM in the City of Auburn. The purpose of scoping meetings for the EIR was to collect public input on issues that the EIR should analyze. No comments were received at the meeting, but written correspondence from five agencies was received during the comment period and incorporated into the EIR.

Project Level Environmental Review of RTP Projects

The 2036 RTP is a long range planning and policy document that identifies both short and long term transportation needs and funding priorities for Placer County. The RTP is implemented through subsequent actions, or specific projects and programs, by local jurisdictions, transportation agencies and Caltrans.

The environmental analysis on the RTP concentrates on the long-term environmental countywide impacts of plan components. This environmental analysis provides the basis for

further project level CEQA (and NEPA) compliance for implementation of specific projects and programs. Before commencing with any specific project or program, an environmental review by the lead agency responsible for implementing the project would be required under CEQA. Under certain circumstances some projects may also be subject to environmental evaluation under NEPA when federal monies are involved in funding the project. It is anticipated that the RTP EIR will assist PCTPA’s member jurisdictions, transportation agencies, and Caltrans in future project specific environmental reviews through “tiering” once precise project scopes, designs, and locations are more clearly defined. Furthermore, the SACOG MTP/SCS EIR can also provide “tiering” for projects and land use developments in transit priority areas.

Mitigation Strategies

The 2036 RTP also acts as a “self-mitigating” plan in certain impact areas, in that its policies and strategies lead to improved outcomes for air quality, active transportation, improved accessibility, congestion, and other indicators. However, the implementation of the projects contained in the plan may lead to environmental impacts when compared to existing conditions. As a result, the 2036 RTP EIR identifies mitigation measures designed to offset potentially significant impacts at the program level for the following areas:

- Aesthetics
- Agricultural Resources
- Air Quality and Climate Change
- Biological Resources
- Cultural Resources
- Greenhouse Gases and Climate Change
- Geology and Mineral Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Population
- Noise
- Utilities, Public Services and recreation
- Transportation and Circulation

The mitigation measures identified are intended to protect the environment, natural and cultural resources, and improve the linkage between transportation and environmental planning and are identified in the Mitigation Monitoring and Reporting Program of the programmatic environmental impact report.

The 2036 RTP EIR provides a list of mitigation measures that would reduce environmental impacts and is included in Appendix J.

9.2 Air Quality Documentation

An air quality assessment is required for RTPs prepared by MPOs in nonattainment and maintenance areas. As described earlier (see Chapter 7), SACOG acts as the MPO for those portions of Placer County excluding Lake Tahoe and within the Federal Ozone Non-

attainment Area. The PCTPA submits its RTP for inclusion into the SACOG Metropolitan Transportation Plan.

For air quality conformance, the PCTPA coordinates planning as follows:

- For federal air quality programs, SACOG is the lead agency.
- For state air quality programs, the county falls within the jurisdiction of the Placer County Air Pollution Control District (APCD).
- For monitoring purposes, portions of Placer County are within the boundaries of three Air Basins: the Sacramento Valley Air Basin, the Mountain Counties Air Basin, and the Lake Tahoe Air Basin.

FEDERAL NONATTAINMENT AND MAINTENANCE AREAS

The PCTPA jurisdiction and the RTP planning area covers Placer County exclusive of the Lake Tahoe Air Basin. Thus, the RTP planning area includes the Mountain Counties Air Basin and the Sacramento Valley Air Basin. These Air Basins are in nonattainment as follows:

- severe nonattainment (federal standard) and nonattainment (state standard) for ozone;
- nonattainment (federal standard) for PM_{2.5}; and
- nonattainment (state standard) for PM₁₀.

See Chapter 7 for a more detailed discussion of air quality attainment status.

Conformance to the State Implementation Plan (SIP)

Because of the nonattainment status within its planning area, the Placer County RTP must indicate how the plan will conform to the SIP (State Implementation Plan), which is required by the federal Clean Air Act.

Chapter 7 of the 2035 RTP documents “air quality conformance.” It discusses the environmental and regulatory setting for air quality in the planning area, including local and regional plans and programs and conformance standards. As described in Chapter 7, it is SACOG’s responsibility to make the air quality conformity determination for the region, and to ensure that the RTP conforms to the SIP. Accordingly, it is SACOG’s role to coordinate with the regional Air Pollution Control District and the California Air Resources Board (ARB) to ensure conformity with the SIP.

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