

2044

Placer County Regional Transportation Plan

**Final Document
June 2024**



**Placer County
Transportation
Planning Agency**

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Chapter 1

Introduction



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CHAPTER 1

INTRODUCTION

The 2044 Regional Transportation Plan (RTP) has been developed by 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 RTP is a long range (20-year minimum) transportation funding plan that identifies the County's priorities in addressing traffic congestion, mobility needs, and maintenance of the existing transportation infrastructure. The plan was developed to meet the requirements of the California Transportation Commission's (CTC) Regional Transportation Plan Guidelines for RTPAs (2017). The RTP Guidelines contain both state and federal planning requirements to ensure a continuous, cooperative, and comprehensive planning effort. Additionally, the RTP serves as the mechanism by which state and federal funds are allocated to local transportation projects.

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 2044 RTP

The 2044 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 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
- Insufficient Intelligent Transportation Systems (ITS) and transportation system and demand management strategies that would improve system operation; and
- 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 2044 RTP provides 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) 2023 Metropolitan Transportation Plan and Sustainable Communities Strategy (2023 MTP/SCS), which was completed in November 2023. 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 six-county region's ability to reduce greenhouse gas (GHG) emission reductions as set by the California Air Resources Board (CARB) 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 2023 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 ENVIRONMENTAL DOCUMENTATION

PCTPA prepared a program level Environmental Impact Report (EIR) to evaluate and document the potential impacts of implementing the RTP. Under the California Environmental Quality Act (CEQA), the RTP is considered a project that may cause either a direct physical change in the environment or a reasonably foreseeable indirect physical change. The program level EIR will examine the overall effects of the RTP's policies, programs, and actions. However, subsequent environmental review will be required for each project identified in this document prior to construction. Note that this 2044 RTP update relies upon and carries forward the environmental document findings and mitigation measures prepared for the 2040 RTP as no substantive changes occurred to the transportation investments and project list in the 2040 RTP that would result in an impact that would require a recertification of the environmental review for the 2044 RTP.

1.4 Regional Transportation Plan Process

2044 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 of an RTPA is the preparation of the county's RTP. The 2044 RTP is an update of the Placer County 2040 RTP that was last adopted in December 2019. PCTPA designates the plan by the planning horizon year i.e. 2044 RTP. It is important to note, as identified in the previous section, PCTPA is not fundamentally or substantively modifying the 2040 RTP's project lists, goals/objectives/policies, and/or investment strategy in this update. The 2044 RTP will serve as an "interim" long-range plan, while a 2050 RTP is being concurrently prepared for adoption by the end of 2025. This approach has been taken to ensure that PCTPA's long-range planning efforts align with SACOG's recently adopted 2023 MTP/SCS, which serves as the federal air quality conformity planning document and state-level SCS and SB 375 greenhouse gas emissions reduction attainment strategy for Placer County and its respective 2044 RTP. SACOG is concurrently preparing a 2025 MTP/SCS (known as the 2025 Blueprint) that will share the same transportation investment project list as PCTPA's 2050 RTP, for projects located in Placer County.

The Placer County RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP), per our Memorandum of Understanding (MOU) entered into in 1993 and amended in 2001, 2005, 2016 and 2024. SACOG is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties and is also the federally designated Metropolitan Planning Organization (MPO) for the six-county region including Placer and El Dorado. As an RTPA and MPO, SACOG updates the MTP every four years to satisfy their federal planning responsibilities for the six-county region and state requirement to develop a Sustainable Communities Strategy (SCS) pursuant to Senate Bill 375. SACOG's last MTP/SCS was

adopted in November 2023. SACOG designates their plan by the year of completion i.e. 2020 MTP/SCS.

The 2044 RTP is an update of the Placer County 2040 RTP, which serves as the locally adopted statement of transportation priorities for Placer County. The 2040 RTP was incorporated into the SACOG 2020 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) per the MOU. 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 2044 RTP, pending review by SACOG will serve as the Placer County transportation component to the SACOG 2023 Federal MTP.

The 2044 RTP short-term projects are also consistent with the Placer County portion of the Metropolitan Transportation Improvement Program (MTIP). Further, the 2044 RTP is consistent with the goals of the adopted California Transportation Plan (CTP).

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 (CARB) 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 conditional reduction of GHG emission of 19% from 2005 levels 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 (SACOG, PCTPA, and the El Dorado Transportation Commission) 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, and early consultation with the United Auburn Indian Community of the Auburn Rancheria.

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 that SACOG labels as the MTP/SCS. The 2020 MTP/SCS also explored the potential of implementing congestion pricing strategies such as a network of express lanes and a pay-as-you-go mileage based fee that would shore up for the declining gas tax revenues. The congestion pricing options not only identified a potential to manage future congestion, but also create a revenue stream to maintain the system of express lanes. Through

coordination with SACOG on the scenario planning, the analysis highlighted sections of the roadway network that were 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 2020 MTP/SCS identified numerous improvements in transportation options, reduced VMT, and most importantly meeting the ARB GHG conditional reduction target of 19% from 2005 levels by 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 Metropolitan Transportation Improvement Program (MTIP). The MTIP represents the first four years of an MTP and contains a complete listing of transportation projects receiving federal funds. 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.

2044 RTP APPROVALS

As the designated Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the preparation and adoption of the 2044 RTP. PCTPA is also the lead agency for the environmental review of the 2044 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 2044 RTP.

The following public agency reviews would need to occur before the 2044 RTP can be adopted:

- California Transportation Commission;
- California Department of Transportation (Caltrans) District 3;

-
- 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.

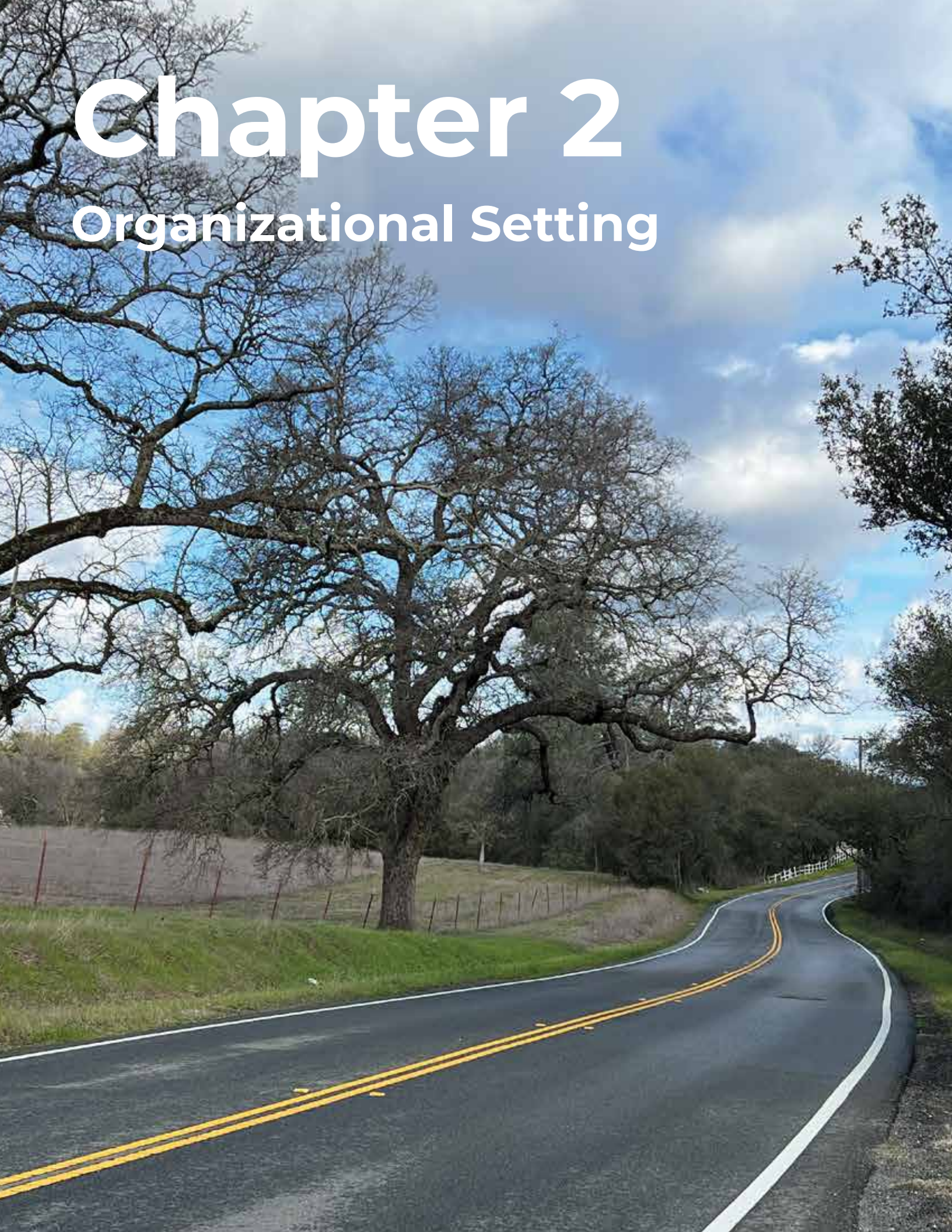
PUBLIC INVOLVEMENT IN 2044 RTP DEVELOPMENT

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.

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, 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. The environmental documentation is not being updated, and therefore was not circulated for review. The RTP was available for a 45-day public review period. Federal, state, and local agencies were advised of their opportunity to comment on the draft 2044 RTP.

Chapter 2

Organizational Setting



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, 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 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.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

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, 2016, and then recently in 2024, integrates the PCTPA RTP and RTIP within the SACOG Metropolitan Transportation Plan (MTP), Sustainable Communities Strategy (SCS), and Metropolitan Transportation Improvement Program (MTIP) planning and programming processes.

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

PCTPA receives an allocation of federal STBGP funds for areas of Placer County that fall outside of the Sacramento urbanized area. 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 STBGP 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 are 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 October 2016. 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 (SSTAC), 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 2023 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 2050 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 section IV – Biological Resources of the Notice of Preparation/Initial Study (see appendix A of the Final EIR certified for the 2040 Placer County RTP, which is applicable for the 2044 RTP).

The RTP must conform to the federal Clean Air Act, which requires demonstration that emissions from transportation activities in the plan decline steadily towards attainment of federal clean air standards that the Sacramento region must meet.

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*. While they were most recently updated in 2024, this RTP is utilizing the 2017 guidelines as the RTP has not significantly changed from the previously adopted 2040 RTP which relied on the 2017 guidelines. This is done 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 latest Placer County Airport Land Use Compatibility Plan Update in September 2021.

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 must complete a consistency determination of airport master plans with the adopted ALUC. 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 to provide alternative trip information 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. 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 2044 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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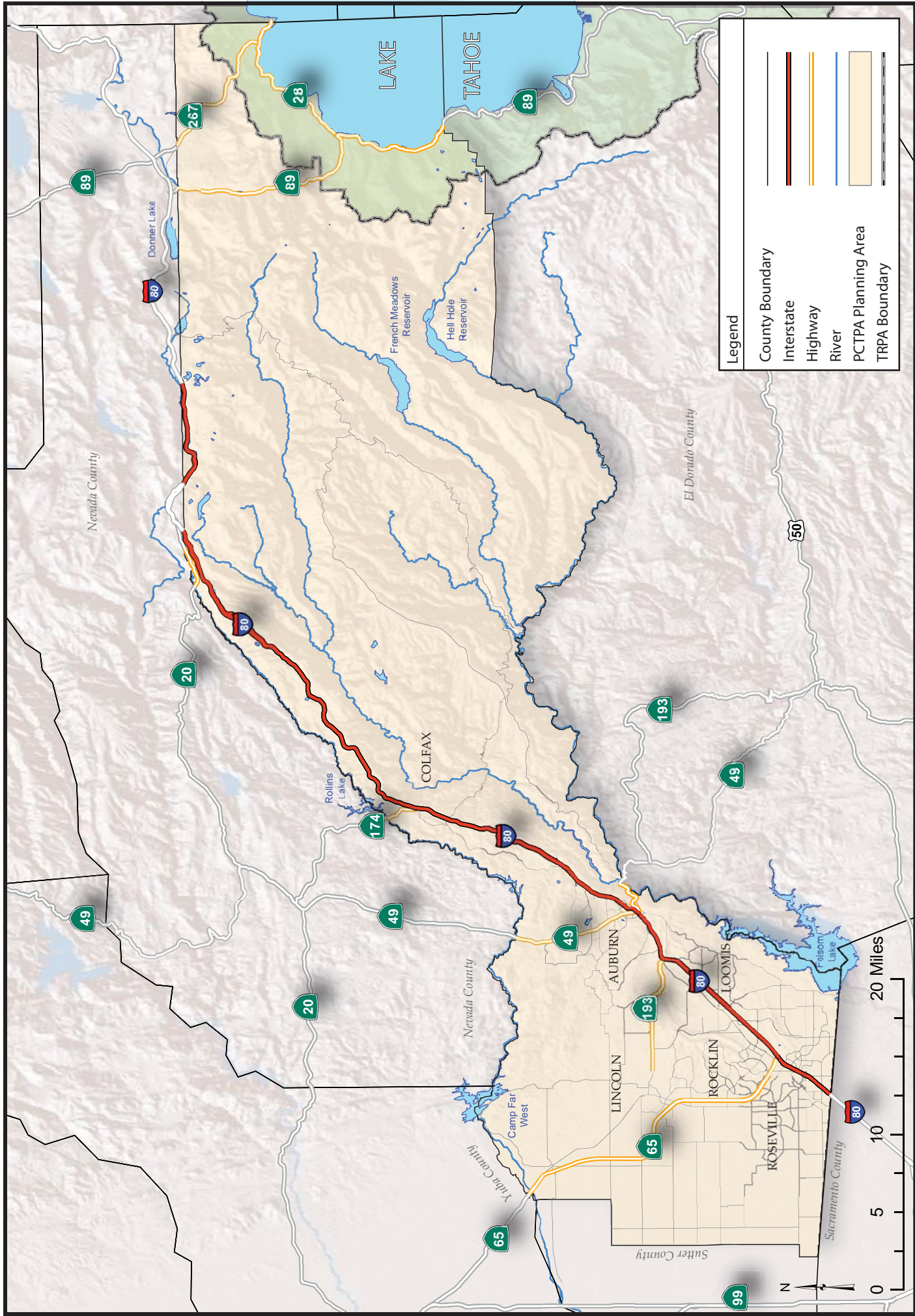


Figure 2.1
PCTPA Planning Area

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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 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 WPCTSA, 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 WPCTSA short range transit plan, and SACOG's Human Services Coordinated 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, as applicable.

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/town 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 and RTIP.

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 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.



The first CTP was approved April 2015, with a horizon year of 2040. Caltrans subsequently developed the 2050 CTP, completed in 2021, which focuses on meeting current and emerging trends and challenges affecting transportation, including economic and job growth, air quality and climate impacts, new technologies, freight movement, transportation funding, and public health.

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 Active Transportation Plan, which identifies bicycle and pedestrian needs on, along and across the state highway system and prioritizes highway segments and crossings to inform future investments.
- 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 Lincoln 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 Active Transportation Plan, the Transportation Corridor Concept Reports, the Transportation System Development Program, and the Corridor System Management Plans for District 3 are included in the 2044 RTP.

Relationship of Caltrans and RTP

The RTP is consistent with Caltrans mission to “Provide a safe and reliable transportation network that serves all people and respects the environment;” 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 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, 2005, 2016, and 2024. PCTPA submits the RTP for inclusion into the SACOG MTP/SCS. PCTPA also represents the Placer jurisdictions in various federal planning and programming issues. This 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

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 with 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 on August 27, 2018, on the development of each the 2040 RTP and 2020 MTP/SCS. Subsequently, PCTPA and SACOG are in the process of coordinating with the UAIC for the 2050 RTP and 2025 MTP/SCS. A joint letter of consultation was sent to the tribal government on September 13, 2023.

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.

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 2040 RTP, PCTPA reviewed the success of past outreach efforts to determine the best techniques to achieve maximum public involvement. PCTPA outreach efforts on the Regional Bikeway Plan and Short-Range Transit Plans in 2018, generated hundreds of stakeholders participating in virtual on-line workshops. The on-line workshops were developed to provide feedback on various aspects of the project through short interactive surveys. For the 2044 RTP, the outreach efforts are discussed below and further expanded upon in Appendix A, Community Information and Participation Program.

A 45-day public comment period was held on the draft 2044 RTP document prior to adoption by the PCTPA Board of Directors. Since the 2044 RTP is designed as an "interim" long-range plan to complement the 2023 MTP/SCS planning efforts, PCTPA's outreach and engagement resources are being focused on the concurrent 2050 RTP's development and will be further explained in that document once it is adopted in 2025.

Governmental and Tribal Consultation

The development of the draft Placer County 2044 RTP was initiated in parallel with the SACOG MTP/SCS update in 2023, and jointly conducted in coordination with SACOG. Joint consultation efforts focused on summarizing the SACOG MTP/SCS and PCTPA RTP update process and providing a point of reference for future communications. Consultation efforts were conducted with SACOG to ensure consistency in public outreach/engagement 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, I-80 Auxiliary Lanes project, and Highway 49 Sidewalk Gap Closure Project, all projects in the financially constrained project list.

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 2040 RTP EIR. The Initial Study/Notice of Preparation was released to the public and responsible agencies on June 6, 2019, 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 26, 2019, at the PCTPA offices. Comment letters were received from the Central Valley Regional Water Quality Control Board, and the Native American Heritage Commission. These agencies were also consulted with during the public review period for the draft RTP EIR and draft RTP release. 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.

A similar consultation process is occurring for the 2050 RTP update. A joint letter between PCTPA and SACOG advising of the 2050 RTP and 2025 Blueprint updates was sent to the United Auburn Indian Community on September 13, 2023. In addition, PCTPA also recently completed an Equity Planning Study in January 2024, which included the UAIC in its development.

Public and Private Sector Involvement

Since the development of the 2044 RTP did not substantively change the investment strategy and/or transportation project list from the 2044 RTP given that it serves as an interim plan during the development of the 2050 RTP, the following section summarizes stakeholder involvement in the development of the 2040 RTP's project list and investment strategy. Public and private sector involvement occurred at several milestones throughout the 2040 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 in February 2019. The polling drew insight from 700 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. The polling revealed that 67% of the participants felt that traffic congestion on local freeways and highways was an extremely serious or very serious problem in Placer County. Congestion was second only to the cost of health care in significant issues facing Placer County. More than three quarters of participants felt that congestion has gotten worse over the past few years.

PCTPA and SACOG also conducted a joint public outreach meeting at the Sierra College campus in Rocklin on September 4, 2018. Notices for this meeting were broadcast to individuals and groups in the county through both SACOG's and PCTPA's email distribution lists and social media channels, websites, jurisdictions "e-news", and on the college campus.

PCTPA developed three additional online surveys to better understand the community’s view on transportation projects and funding. Over 2,300 individuals participated in the surveys released in April, May, and June 2019. PCTPA augmented an already robust stakeholder email database with social media and coordination with local agency public information officers to reach out to civic groups and individuals through Placer County.

Outreach to the public at large during the 2040 RTP update 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 2040 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.

As part of the development of the 2050 RTP, PCTPA has thus far conducted two rounds of community engagement and done extensive online surveying, virtual and in-person workshops, pop-up events, email and social media blasts, and personal phone calls to ensure the maximum amount of participation. A summary of these efforts is included in Appendix B.

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.

The 2044 RTP was released to the public for a 45-day comment period on April 15, 2024. In accordance with state law, a noticed public hearing prior to the plan’s adoption by the PCTPA Board. The draft document was made available at county libraries, the PCTPA website, and at PCTPA’s offices in Roseville. Federal, state, and local agencies were notified of their opportunity to comment on the 2044 RTP.

Chapter 3

Physical & Socio-Economic Setting



CHAPTER 3

PHYSICAL & SOCIO-ECONOMIC SETTING

This chapter describes the current population, employment, housing, and geography of Placer County and outlines future projections for those demographics. This information is critical to understanding the framework in which the current and future transportation systems of Placer County function.

3.1 Physical Setting

LOCATION

Placer County covers 1,506 square miles stretching from the Sacramento Valley, through the foothills, to Lake Tahoe in the Sierra Nevada Mountains. A part of the Sacramento Metropolitan Area, 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 (Figure 3.1).

Placer County includes five incorporated cities—Auburn, Colfax, Lincoln, Rocklin, and Roseville—and the incorporated Town of Loomis. Numerous unincorporated communities also dot Placer County, including Foresthill, Granite Bay, Weimar, Newcastle, Meadow Vista, and Sheridan (Figure 3.2).

LAND USE

Given Placer County's diverse geography and climate, it is not surprising that it is also host to a wide range of land uses and development patterns. The County's cities and town are generally characterized by suburban, single-family residential development centered around mixed-use main streets. Denser townhouse or apartment development remains rare, although it is becoming more common in Roseville, Rocklin, and Lincoln. The unincorporated areas in between these cities vary in use: with big-box commercial and industrial uses along the freeways, farms and rural uses in the foothills, and forests and protected open space in the mountains. Eastern Placer County is also home to numerous recreational amenities and ski resorts.

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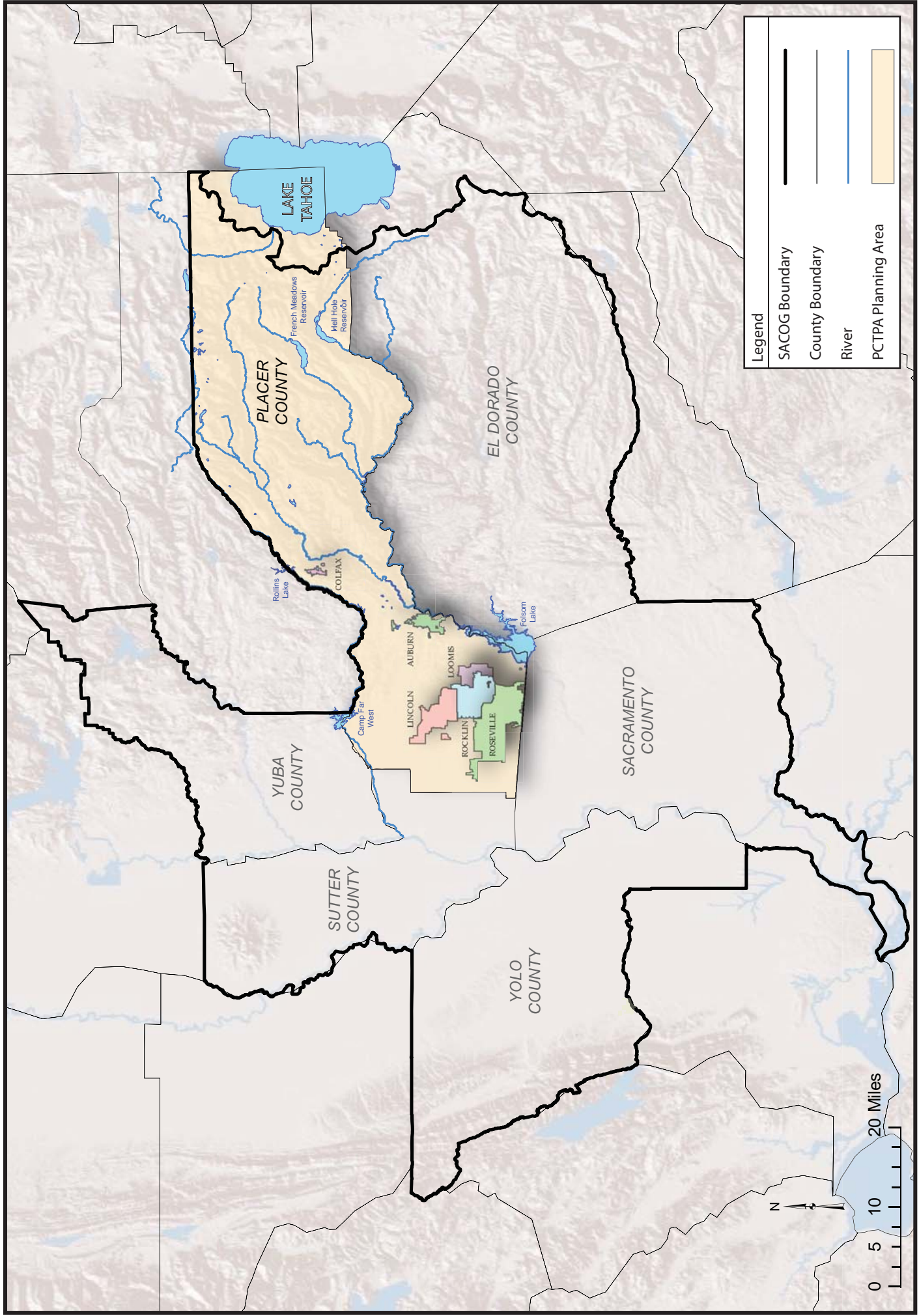


Figure 3.1
Placer County Location with the SACOG Region

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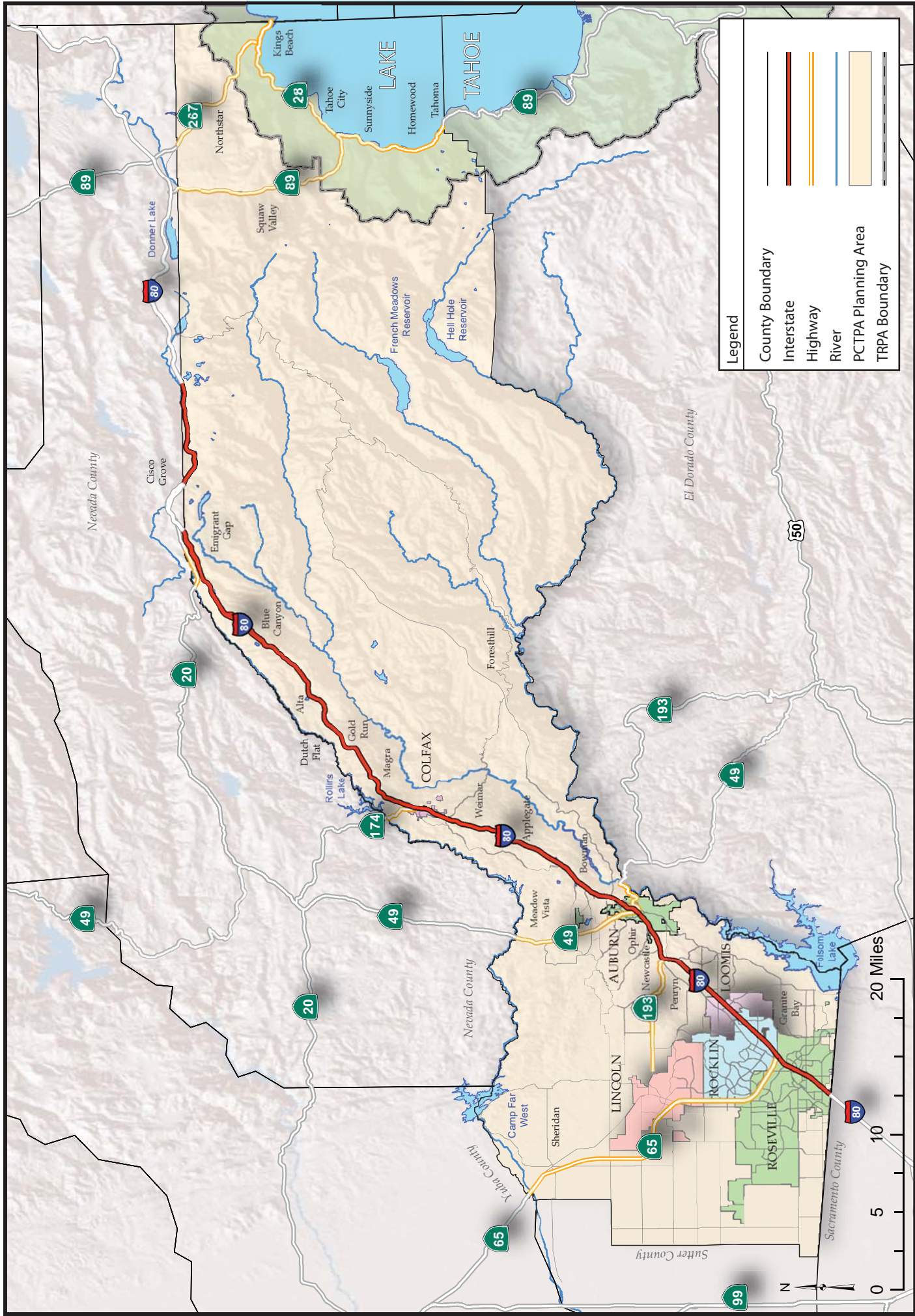


Figure 3.2
 Cities and Unincorporated Communities

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3.2 Demographics

TOTAL POPULATION

Placer County is home to about 410,000 residents, with 4 percent living in Auburn, 0.6 percent in Colfax, 12 percent in Lincoln, 2 percent in Loomis, 16 percent in Rocklin, 34 percent in Roseville, and 32 percent living in unincorporated areas.¹ 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. Table 3.2.1 illustrates Placer County’s steady population growth over recent years. This steady growth in population continues to grow demand on Placer County’s transportation network, increasing the need for greater roadway capacity, increased investment in alternative transportation infrastructure, and continued partnership with local housing, land use, and economic development efforts.

Table 3.2.1 Placer County Total Population 2016 - 2023								
Placer County	2016	2017	2018	2019	2020	2021	2022	2023
Total Population	376,307	383,258	388,872	395,345	404,739	406,688	409,441	410,305
Change Since Previous Year		1.8%	1.4%	1.6%	2.3%	0.5%	0.7%	0.2%

AGE, RACE, AND ETHNICITY

Placer County is a predominantly white community; more than 69 percent of residents identify as white. However, residents who identify as Hispanic or Latino are a growing segment of the population; this group was just 9.6 percent of the population in 2000 but in 2023 is 15.9 percent.² Seniors continue to make up a large portion of Placer County’s population. Residents of Placer County over the age of 65 years make up 22 percent of the total population, compared to 16 percent average across California. This large cohort of residents will continue to have specialized transportation needs as they age, particularly for public transportation options.

HOUSING AND HOUSEHOLDS

With steady population growth in Placer County has come steady growth in housing and households. Placer County has approximately 138,500 households and the average household size is 2.68 people per household. More than 68 percent of households are family households and

¹ US Census Bureau 2022 5-year American Community Survey
² US Census Bureau 2000 Decennial Census, Be Well Placer Data Dashboard, accessed 2024

more than 70% of households live in housing that they own. This reflects the family-oriented and suburban nature of Placer County. With renewed development after a lull during the recession, Placer County has more than 170,000 housing units and a healthy vacancy rate of 13.4%³. Housing and transportation affordability continues to be a challenge, with median amount of household incomes spent on housing in transportation at 52.9% across the PCTPA planning area.⁴

3.3 Economic Development

EMPLOYMENT AND INCOME

Placer County’s economy is diverse and growing. Placer County’s major employers include healthcare providers like Kaiser Permanente and Sutter Health; technology companies like TSI Semiconductors and Oracle; hospitality companies like Northstar Resort and Thunder Valley Casino; and government entities like Placer County and the City of Roseville.⁵ Table 3.3.1 summarizes employment in Placer County by sector.

Employment Sector	% Total in 2017
Agriculture, Natural Resources, and Mining	0.7%
Construction	6.9%
Financial Activities	8.5%
Information	2.3%
Transportation, Warehousing, and Utilities	4.1%
Government and Public Administration	7.1%
Educational and Health Services	22.6%
Other Services	4.8%
Professional and Business Services	12.6%
Arts, Leisure, and Hospitality	9.3%
Manufacturing	6.4%
Wholesale Trade and Retail	14.7%
Other Services	4.8%

Source: US Census Bureau 2017 5-year American Community Survey

Placer County’s job growth has remained relatively strong compared to California, the Bay Area, and the Sacramento area. The fastest growing sector is currently education and health services. Momentum for employment growth is also in transportation and warehousing, and wholesale and retail trade. 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.

³ US Census Bureau 2017-2022 5-year American Community Survey, Table CP04
⁴ PCTPA Equity Dashboard and US HUD
⁵ US Census Bureau 2017 5-year American Community Survey

The county’s unemployment rate has returned to pre-recession levels at 3.4 percent.⁶ In 2007 the unemployment rate was 4.8% and hit a high of 11.5 percent in 2011, and then began trending back down as the economy resurfaced. These changes are consistent with state and national economic trends.

ECONOMIC PLANNING

With the important role Placer County’s transportation network plays in local, regional, and state economies, economic planning continues to be an important part of transportation planning. SACOG, the Greater Sacramento Economic Council, the Sacramento Metropolitan Chamber of Commerce, and Valley Vision partnered to engage the nationally recognized Brookings Metropolitan Policy Program to conduct a market assessment of the six-county Sacramento region. The findings of the Brookings market assessment show the Sacramento region can take advantage of changing market, technology and demographic trends for broad-based economic growth, but to do so must focus on the core drivers and enablers of regional competitiveness and prosperity. PCTPA and Placer County jurisdictions will continue to work with these regional partners to implement the Prosperity Plan and promote economic growth across the Sacramento region.

COMMUTING

The average Placer County resident’s commute is just over 27 minutes, a figure that has remained relatively constant since 2017. The vast majority of Placer County residents commute by driving alone in a car, which is consistent with state and national commute characteristics, as shown in Table 3.3.2. Despite increased investment in trails, sidewalks, and bike lanes, the proportion of residents biking and walking to work has remained constant since 2010. Public transit ridership, however, has decreased slightly to just under 1 percent. The growth and popularity of commuter bus services in Placer County has no doubt contributed to this change. However, following the COVID-19 pandemic of 2020-2023, transit ridership has plummeted on commuter bus services and decreased on other fixed route and on-demand services. A more in-depth analysis of this trend and potential solutions is being done as part of PCTPA’s Comprehensive Operational Analysis (COA) and Short Range Transit Plan (SRTP) of Placer County Transit, Auburn Transit, and Roseville Transit (note: Roseville Transit is conducting its own COA but will be participating in the joint SRTP).

⁶ US Census Bureau 2017 5-year American Community Survey

**Table 3.3.2
Commuting Characteristics 2022**

Characteristics	Placer County	California	U.S.
Mean travel time to work in minutes	27.5	28.3	26.4
Drove Alone	66.5%	65.5%	68.7%
Carpooled	7.1%	9.8%	8.6%
Used Public Transportation	0.7%	2.7%	3.1%
Walked	2.0%	2.4%	2.4%
Biked	0.2%	0.7%	0.5%
Worked at Home	22.2%	17.2%	15.2%
Other	1.4%	1.7%	1.5%
No Vehicle Available at Home	2.6%	3.4%	4.4%
1 Vehicle at Home	13.8%	19.0%	21.0%
2 Vehicles at Home	40.6%	37.5%	40.3%
3 or more Vehicles at Home	43.0%	40.1%	34.3%
Source: U.S. Census Bureau, 2022 5-year American Community Survey			

3.4 Growth Assumptions

As the Regional Information Center for the Sacramento area, SACOG prepared population, housing, and employment forecasts for the development of the 2020 MTP/SCS. The SACOG Board of Directors adopted a revised set of forecasts in April 2019, for years 2016, 2035, and 2040. For SACOG’s 2023 MTP/SCS, the same forecast assumptions were used and just extended out from the 2020 MTP/SCS original 2040 horizon year to 2044. Complementing this approach, PCTPA is using the same forecast assumptions used in the 2040 RTP as for the 2044 RTP update and its respective growth from 2040 to 2044. Appendix C summarizes the process and assumptions used by SACOG to develop the land use allocation for the 2020 MTP/SCS, which was carried into the 2023 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 2020 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 93 percent of total housing units, with the average persons per household at 2.65 people. Population forecasts are identified milestone year

increments and reflect the net increase and percent growth of each jurisdiction, as shown in Table 3.4.

Jurisdiction	2016	2035	2044	Net Increase (2016-2044)	% Growth
Auburn	12,948	14,030	14,793	1,845	12%
Colfax	2,044	2,365	2,649	605	23%
Lincoln	47,659	63,779	68,493	20,834	30%
Loomis	6,132	7,390	7,561	1,429	19%
Rocklin	63,977	84,985	86,439	22,462	26%
Roseville	135,355	177,959	192,103	56,748	30%
Unincorp. ¹	95,781	128,874	153,604	57,823	38%
County Total	363,896	479,382	525,644	161,748	31%

Note: ¹Excludes the unincorporated area of the Tahoe Basin that falls within TRPA planning area.
Sources: SACOG Household Population Projections for 2023 MTP/SCS, 2023

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 3.5.

Jurisdiction	2016	2035	2044	Net Increase	% Growth
Auburn	9,580	10,540	10,900	1,320	12%
Colfax	720	1,170	1,368	648	47%
Lincoln	11,840	19,200	21,486	9,646	45%
Loomis	3,620	4,350	4,692	1,072	23%
Rocklin	20,580	27,680	29,660	9,080	31%
Roseville	82,370	103,404	110,201	27,831	25%
Unincorp. ¹	33,860	47,490	53,988	20,128	37%
County Total	162,570	213,470	232,295	69,725	30%

Note: ¹Excludes the unincorporated area of the Tahoe Basin that falls within TRPA planning area.
Sources: SACOG Employment Projections for 2023 MTP/SCS, 2023

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 3.6.

**Table 3.6
Housing Unit Projections by Jurisdiction 2016-2044¹**

Jurisdiction	2016	2035	2044	Net Increase	% Growth
Auburn	6,150	6,600	6,816	666	10%
Colfax	920	1,060	1,168	248	21%
Lincoln	18,830	26,240	29,120	10,290	35%
Loomis	2,480	2,990	3,062	582	19%
Rocklin	22,840	3,1030	31,732	8,892	28%
Roseville	51,490	68,950	76,834	25,344	33%
Unincorp. ¹	43,990	54,720	59,544	15,554	26%
County Total	14,6700	191,590	208,276	61,576	30%

Note: ¹Excludes the unincorporated area of the Tahoe Basin that falls within TRPA planning area.
Sources: SACOG Housing Projections for 2023 MTP/SCS, 2023

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 2016 and 2044, as shown in Table 3.8. In 2016 the countywide jobs to housing ratio was 1.19; whereas in 2012 as we were beginning to recover from the recession, the jobs to housing ratio was 0.98. The employment and job forecasts indicate that the countywide jobs to housing ratios will remain relatively constant through 2044.

Jurisdiction	2016	2044
Auburn	1.60	1.65
Colfax	0.86	1.23
Lincoln	0.54	0.65
Loomis	1.57	1.61
Rocklin	0.92	0.97
Roseville	1.64	1.54
Unincorp. ¹	0.97	1.04
Countywide Total	1.19	1.19

Note: ¹ Excludes the unincorporated area of the Tahoe Basin that falls within TRPA planning area.
Sources: SACOG Housing Projections for 2023 MTP/SCS, 2023

CALTRANS ECONOMIC FORECAST

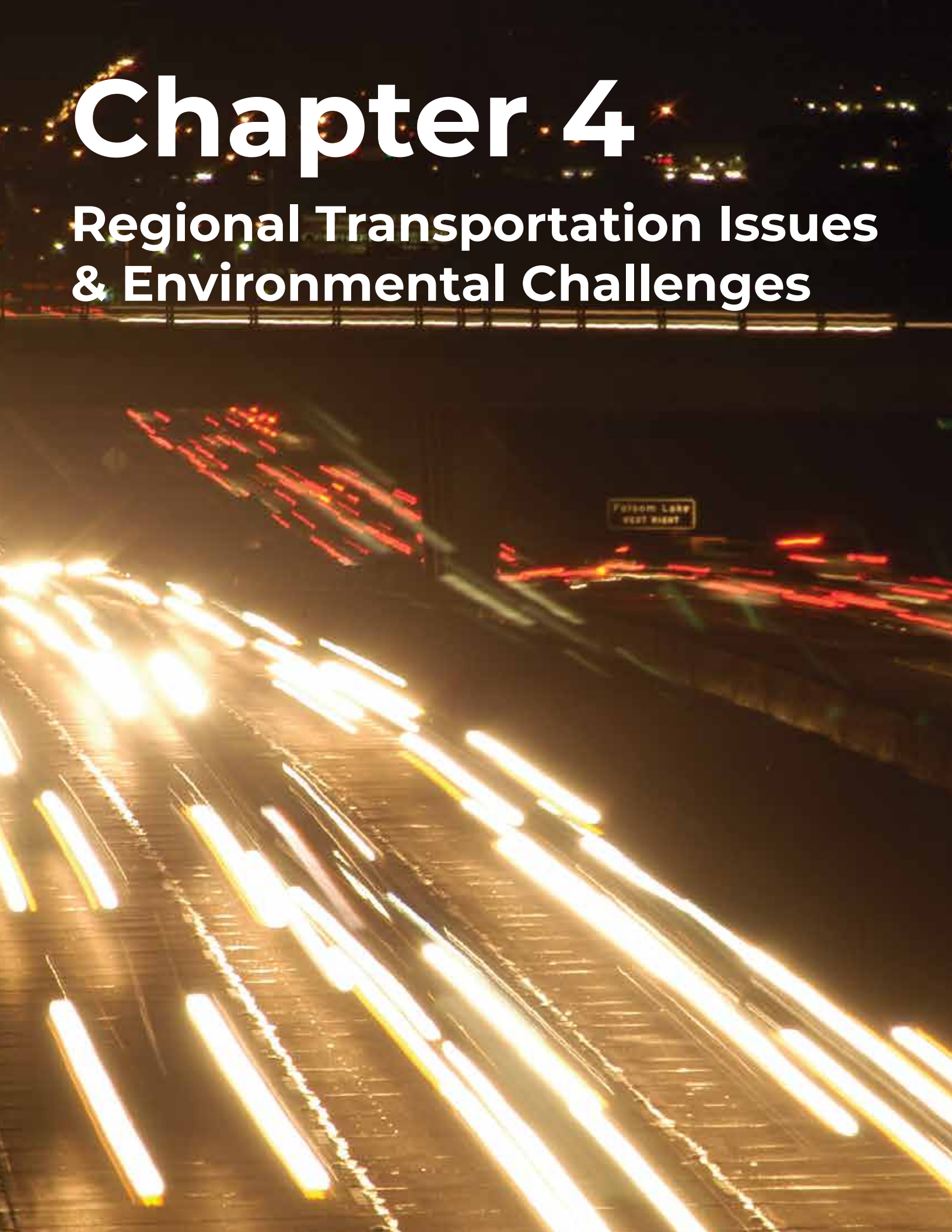
Table 3.8 presents the Placer County Economic Forecast as projected through 2044. This forecast is updated annually by Caltrans. This forecast tracks closely to the recent set of projections prepared for SACOG by the Center for Continuing Study of the California Economy. In the near-term (through 2028) Placer County’s total employment growth is projected at approximately 1.7 percent per year with the greatest growth occurring in the professional services, wholesale and retail trade, and education and healthcare employment segments. Real per capita income growth will average approximately 1.3 percent per year and the total taxable sales is expected to increase 6.8 percent annually during this same time period.

Year	Population	Households (1,000)	New Homes Permitted	Personal Income (billion)	Real Per Capita Income	Total Employment (1,000)	Registered Vehicles (1,000)	Total Taxable Sales (billion)
2022	410,310	156.6	1,491	\$32.0	\$78,293	186.2	463	\$13.4
2044	468,347	210.1	2,813	\$72.0	\$91,324	243.5	533	\$33.5

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. Actual data information for the state and nation was used through 2022. The projections span the 2023 to 2050 period.
Source: California County-Level Economic Forecasts 2023-2050, Office of Transportation Economic, Caltrans, 2023

Chapter 4

Regional Transportation Issues & Environmental Challenges



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 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.

Expansion

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 suburban areas. With the county's increasing population and enlarging suburban areas comes an increasing demand for transit service to more and larger areas. As the emphasis shifts from local bus service to regional transit services has increased, the creation of multi-jurisdictional coordination 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. However, transit ridership across the nation has declined between one to two percent annually since about 2014. Researchers are linking several factors to the decline in ridership such as the introduction of transportation network companies (e.g., Uber), bike share programs, and a stronger economy leading to greater use in personal vehicles. Following the great recession, ridership in Placer County peaked in FY 2013/14 and has been on a decline since. Transit ridership decline was significantly accelerated during the COVID-19 pandemic, which started in FY 2019/20 and peaked during FY 2020/21. While ridership has slowly started to climb from FY 2020/21 troughs, on-going work from home policies have kept transit ridership and demand below pre-pandemic levels through FY 2022/23. Increasing transit usage moving forward will require enticing riders by providing convenient services that are as seamless as possible.

Transit can also play a role in mitigating the jobs/housing imbalance by providing tailored commuter services. 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.

-
- 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.
 - SB 375 requires the Sacramento area to reduce greenhouse gases by 19% by 2035. This will occur through greater transit usage, a decrease in trip length, and greater coordination between land use and transportation.
 - 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. Given the anticipated increases in congestion along the Interstate 80 corridor, the Capitol Corridor train services can potentially play a significant role in reducing intercity drivers and commuters. 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.

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, TNC pick up and drop off, 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.

While Placer County has general and municipal aviation airports, Sacramento International Airport is just beyond the county boundary. Placer Parkway will serve as a direct connection from west Placer to SR 99/SR 70 in the future.

PCTPA's other role regarding 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. Interstate 80 is one of the most important truck routes in Northern California. 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 roadways and bikeways are designed to consider safe, direct routes, and off-road options. Non-motorized and low-speed travel, when it is carefully planned for, can be an increasingly used mode and facilitate the first and last mile connection to and from transit. To that end, this plan recommends inclusion of non-motorized and low-speed travel needs in all phases of 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, and coordinates public transit marketing campaigns for all of Placer County's transit operators. PCTPA and the PCAPCD 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.

PCTPA has also funded the Freeway Service Patrol in Placer County, which reduces congestion and emission of pollutants by aiding disabled motorists on Interstate 80 between the Placer / Sacramento County line and Auburn, and along Highway 65 from I-80 to Lincoln.

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 AND VISITOR TRAVEL

The transportation needs of the recreation and tourism industries are increasingly impacting the transportation infrastructure. The natural and cultural resources of Placer County draw visitors to the valley, foothills, and Resort Triangle area of North Tahoe and Truckee. 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.

South Placer County is also home to regional shopping and sporting attractions. The Highway 65 corridor is home to a regional shopping mall, chain retailers, and an outdoor life-style oriented retail center. South Placer also attracts youth basketball tournaments to a pair of indoor facilities in the Highway 65 corridor and is home to the 160,000 square foot Roebbelen Center located at the Grounds in Roseville (formerly named Placer County Fair Grounds), which provides a multi-purpose event facility that attracts basketball, volleyball, cheerleading, and gymnastics as well as meetings, trade shows and concerts.

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.

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 California 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 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 between jurisdictions.

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 2016 and 2044, the total county-wide population is projected to grow by over 39 percent.

New growth areas to accommodate jobs, universities, regional retail centers, 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. Residents of Placer County over the age of 65 years make up 18 percent of the total population, compared to 13 percent average across California. This means there will be a 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

This RTP, as well as previous updates, has 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 current 2023 MTP/SCS was adopted in November 2023. 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 2044;
- 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 SB 375 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 SB 375 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 2044 RTP reflects a continuing period of revenue uncertainty and declining federal revenues for transportation. At the state level, the passage of SB 1 has provided funding to keep transportation facilities from degrading further but lacks funding for new facilities. Despite a more encouraging economic and employment picture, the environment of increasing funding risk remains. Limited flexibility in transportation funding creates further challenges.

At the local level many transportation projects substantially depend on traffic impact fees. All 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.

The failure of the November 2016 Placer County ½ cent transportation sales tax measure was estimated to raise over \$1.4 billion over 30 years to bridge the funding gap. PCTPA and the south Placer County jurisdictions are investigating a transportation sales tax district encompassing the Cities of Roseville, Rocklin, and Lincoln. The goal of the transportation sales tax district is to find a funding solution for Placer’s largest regional infrastructure investments such as the I-80/SR 65 interchange, Highway 65 Widening, the Capitol Corridor Third Track Project, and to accelerate transit services and active transportation projects across the county. The Financial Element discusses the transportation sales tax in greater detail.

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

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. Between 1991 and

2023, Placer County was 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. During that time, PCTPA approved millions of dollars in CMAQ funds for alternatively fueled transit buses, transit facilities, bikeways, rail station improvements, and pedestrian safety projects. Starting in 2024, PCTPA and Placer jurisdictions will be included in the six county apportionment from SACOG and will receive CMAQ funds on a competitive basis.

CLIMATE CHANGE, GLOBAL WARMING, AND GREENHOUSE GAS EMISSIONS

California leads the nation in mitigating 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.

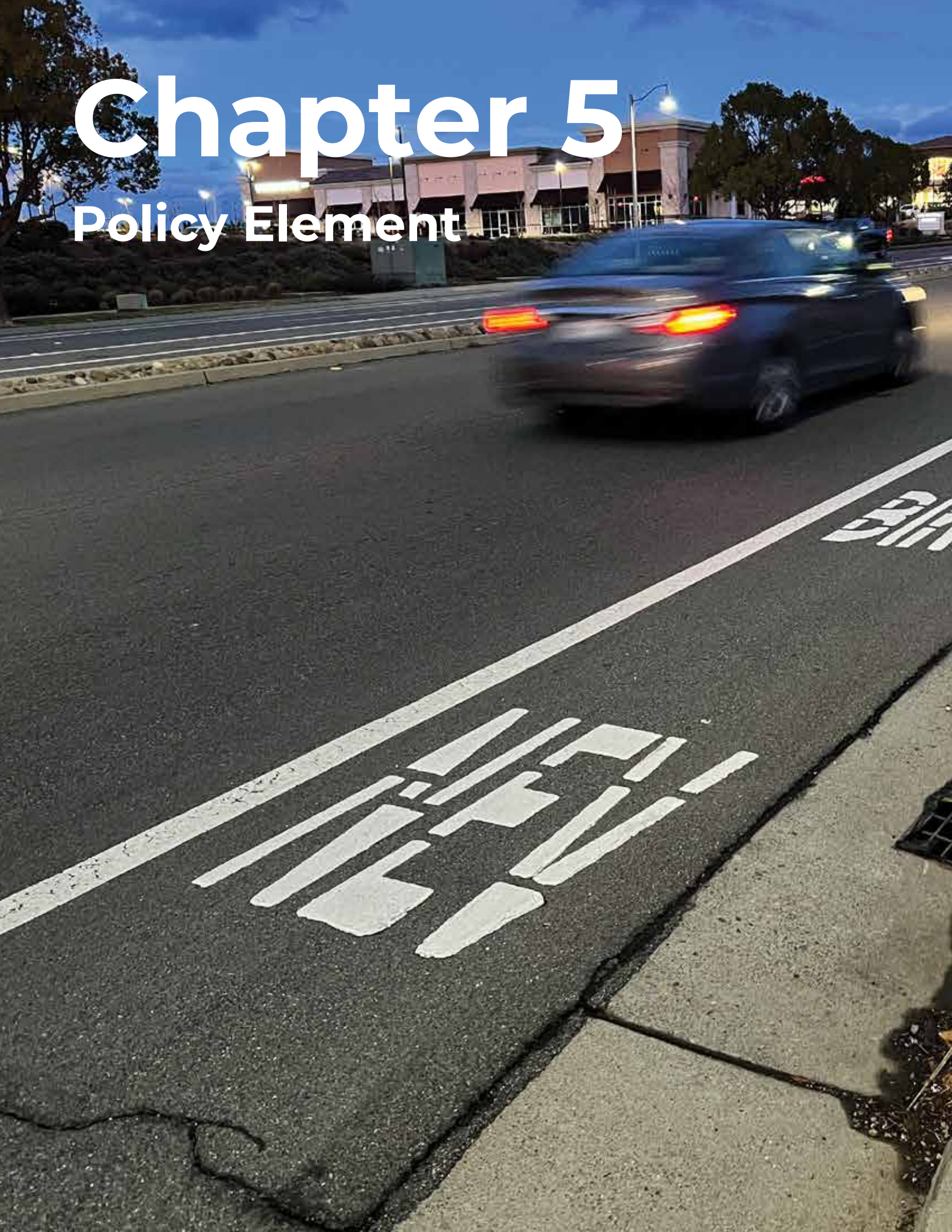
Furthermore, many state, regional, and local governments are beginning to explore how potential climate change impacts could affect their natural and man-made resources. SACOG completed a Sacramento Region Transportation Climate Adaptation Plan¹ (2015) that considered the potential climate change impacts 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 evaluates potential risks and climate trends. In addition, local agencies have developed Climate Action Plans including the most recent final report completed for unincorporated Placer County² (2018). In 2021, CalSTA also completed the Climate Action Plan for Transportation Infrastructure (CAPTI) that sets a vision for how the state can prioritize future transportation dollars to further the state's climate goals and ensure the transportation network is more resilient to climate change. As PCTPA continues to collaborate with its regional partners and stakeholders on planning for the region's transportation network, future projects, programs and services will consider CAPTI goals and objectives moving forward.

¹ <http://www.sacog.org/mtp/pdf/Climate%20Vulnerability%20Assessment.pdf>, accessed November 2015.

² Placer County Community-Wide and County-Operations 2015 Greenhouse Gas Emissions Inventories, Sierra Business Council, January 2018.

Chapter 5

Policy Element



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 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 a 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.

4. Encourage local jurisdictions to develop and implement complete street practices in the design and maintenance of local roads.

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 to reduce traffic congestion 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.

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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 services and programs 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 some level of “lifeline” transit service between all communities where feasible.
4. Encourage jurisdictions to pursue improvements to transit access whenever opportunities arise.
5. 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.
6. Support transit operators in the implementation of the Americans with Disabilities Act.

Objective C: 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 D: 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, including opportunities to contract with Transportation Network Companies and Micro Transit..
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 implement enhancements to a centralized, one-stop consumer information center for transit schedules, reservations, 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 Truckee and 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. Consider updating regional rail plan for service during peak commute periods between Auburn, Sacramento, and Oakland.

GOAL 4: AVIATION

Promote general and commercial aviation facilities and services that complement the regional 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 a diversity of user requirements.
2. Recognize and support the role of privately-owned, public use airports in accommodating the county’s general and agricultural aviation needs.

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3. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts.
 4. Promote the safe, orderly, and efficient use of airports and air space and compatible land uses that are consistent with Airport Land Use Compatibility Plans (ALUCPs).

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

Policies:

1. Coordinate 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 transportation planning and development with other modes of transportation.
2. Support projects that facilitate goods movement utilizing the regional system of airports.

Objective D: Implement and maintain Airport Land Use Compatibility Plans (ALUCPs).

Policies:

1. Encourage local agency general plan consistency with ALUCPs.
2. Review proposed local agency planning documents, regulations, and certain land use actions for consistency with the ALUCP.
3. Seek funding through the Caltrans Division of Aeronautics to maintain up-to-date ALUCPs.

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, and airports 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 reduce congestion of the freight transportation system to improve the timely and efficient movement of goods and service reduce congestion of the freight transportation system to improve.
5. Coordinate with Caltrans and local jurisdictions to secure funding and deliver projects that contribute to the overall productivity and competitiveness of the freight transportation system.

Objective B: Mitigate conditions that transporters of goods and local jurisdictions 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. Prioritize projects that improve the safety, security, and resiliency of the freight transportation system.
3. Encourage jurisdictions to provide proper road geometry on roadways intended to accommodate 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).

5. Support local jurisdictions in developing solutions to address potential adverse impacts of the freight transportation system.

GOAL 6: ACTIVE & ALTERNATIVE TRANSPORTATION

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 based on the best practices and 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, II, and IV bikeways as preferred linkages in the bicycle facilities network. Use Class III bike routes as connectors between bikeways or when roadway characteristics support the use as necessary 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 trails to increase access to open space 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.
6. Support local jurisdictions in the planning and implementation of bike share programs.

Objective D: Promote the development of multi-use trails in rural and open space 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.

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, including programs such as Spare the Air.
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 in high demand locations.
4. Provide outreach to media, employers, and the general public to promote awareness of alternative transportation.
5. Continue to support local jurisdiction efforts to promote alternative transportation events and programs.
6. Support 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 remove the need for day to day tasks to be done in person.
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, managed or bus priority lanes, 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 performance measures 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, bridge, and transit facilities.
6. Encourage jurisdictions to diversify their transportation energy infrastructure to accommodate future alternative fuels and fleets
7. Support federal, state, and local jurisdictions in the planning for a regional transportation network that accommodates autonomous vehicles.
8. Encourage and coordinate with local jurisdictions to plan for and implement a resilient transportation network that meets state and federal requirements for climate change.

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, and California Association of Council of Governments, 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 project development to create shelf-ready projects for available 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

Roseville Transit
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CITY OF ROSEVILLE
CALIFORNIA

CHAPTER 6 - ACTION ELEMENT

The Action Element identifies the projects that implement the 2044 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 6.10):

<ul style="list-style-type: none"> • 6.1 - Regional Roadways & Maintenance 	<ul style="list-style-type: none"> • 6.6 - Pedestrian, Bicycle, and Low Speed Vehicles (NEVs)
<ul style="list-style-type: none"> • 6.2 - Public Transit 	<ul style="list-style-type: none"> • 6.7 - Transportation Systems Management
<ul style="list-style-type: none"> • 6.3 - Passenger Rail 	<ul style="list-style-type: none"> • 6.8 - Transportation Safety and Security
<ul style="list-style-type: none"> • 6.4 - Aviation 	<ul style="list-style-type: none"> • 6.9 - Recreational Travel
<ul style="list-style-type: none"> • 6.5 - Goods Movement 	<ul style="list-style-type: none"> • 6.10 - Integrated Land, Air, and Transportation Planning

The Action Element is financially constrained to the \$6.9 (\$8.8 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 SACOG 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

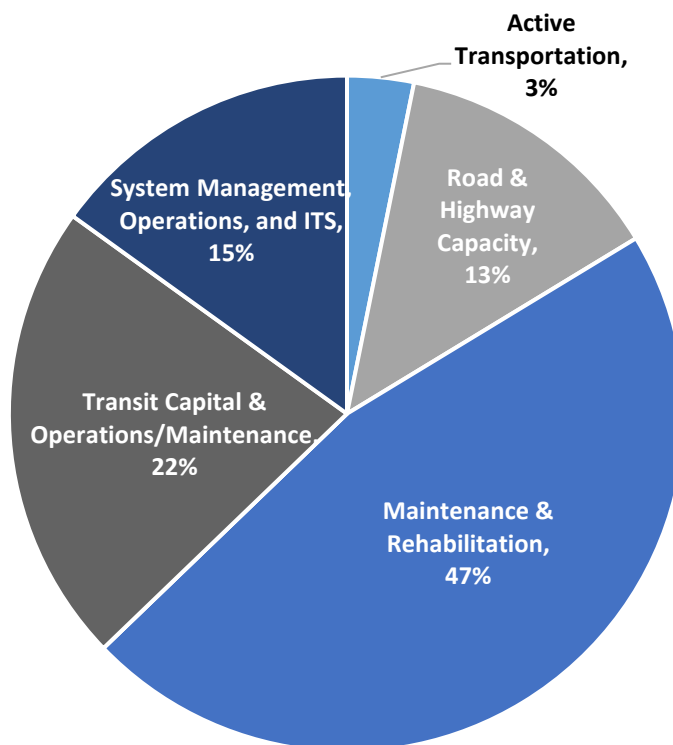
- Project Development Only - Project development only refers to projects that are not anticipated to be fully funded by 2044, but are consistent with the goal, objectives, and policies and sufficient funding within the financial development is available to prepare the necessary environmental documentation and preliminary engineering that would allow the project to seek construction funding should it become available.

Type	Total Expenditures (YOE million dollars)	% Share of Expenditures
Active Transportation	\$280.97	3%
Road & Highway Capacity	\$1,158.60	13%
Maintenance & Rehabilitation	\$4,101.04	46%
Programs & Planning	-	0%
Transit Capital & Operations/Maintenance	\$1,952.94	22%
System Management, Operations, and ITS	\$1,328.60	15%
Total Expenditures	\$8,822.16	100%

Sources: 2044 RTP Programmed & Planned Master Project Lists, PCTPA.

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 are 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 approved by the SACOG Board of Directors in November 2023.

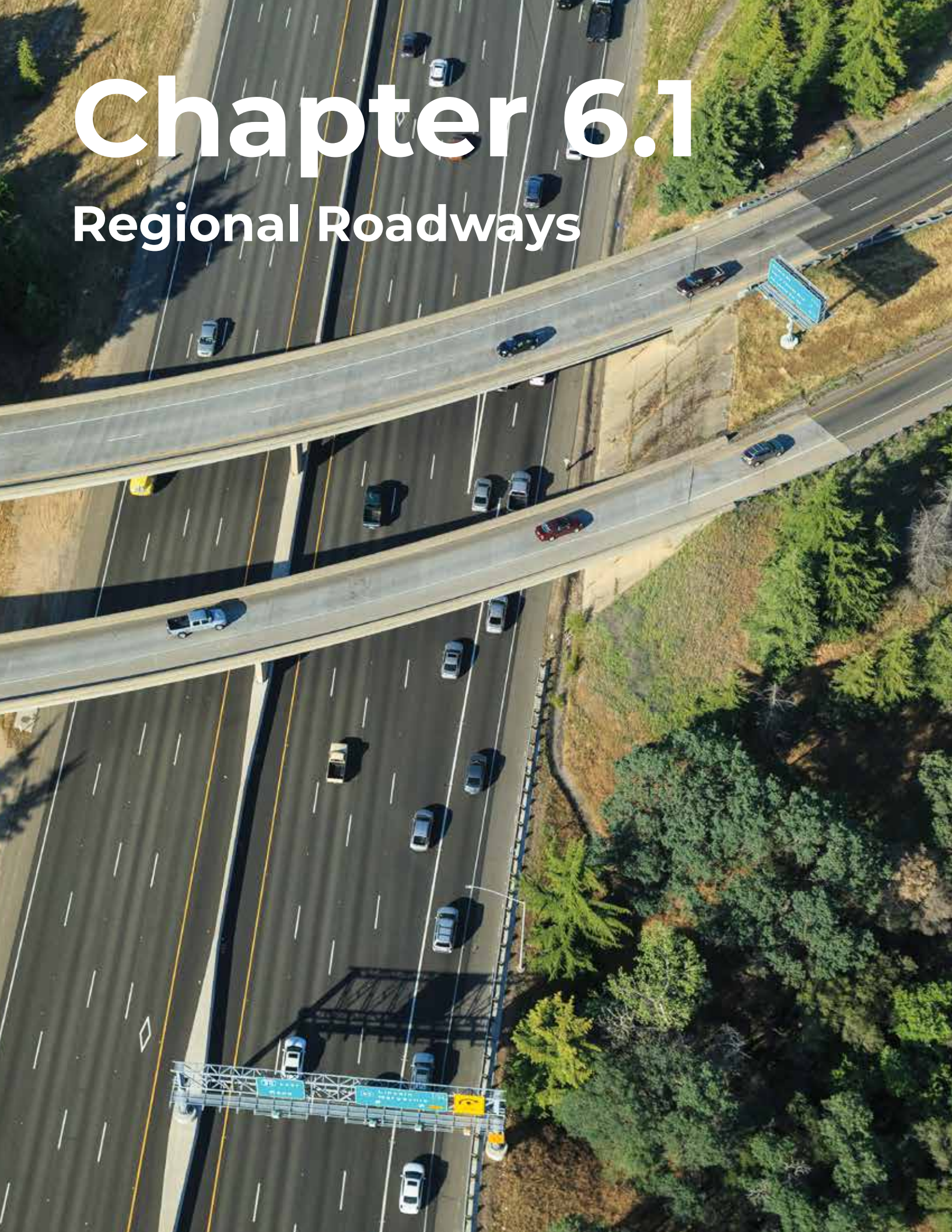
The projects listed in the individual action plans are also categorized as programmed, planned, or project development only. The categorization of projects complies with federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) that identify short-term projects up to ten years and long-term projects 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 2044.
- Project development only refers to projects that are not anticipated to have construction funding by 2044. However, the projects are consistent with the goal, objectives, and policies, and sufficient funding capacity 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.

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Chapter 6.1

Regional Roadways



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. The locations of these roadways have been set forth in City and County general plans for many years. In some cases, right of way for both regional roadways and state highways was secured for anticipated growth in Placer County.

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	0.21	74.27	74.49	2.7%
	Colfax	12.02	0.00	12.02	0.4%
	Lincoln	2.57	197.12	199.70	7.2%
	Loomis	0.60	39.51	40.12	1.4%
	Rocklin	1.20	179.61	180.80	6.5%
	Roseville	0.00	407.41	407.41	14.7%
County:	Unincorporated (excluding Lake Tahoe Basin)	836.64	554.84	1,499.04	54.1%
Other:	State Highway	91.55	61.52	153.07	5.5%
	State Park Service	1.20	0.48	1.69	0.1%
	US Forest Service	188.19	0.27	188.47	6.8%
	US Bureau of Land Mgmt.	2.82	0.00	2.82	0.1%
	US Bureau of Reclamation	6.96	0.98	7.94	0.3%
	US Army Corps of Engineers	1.19	0.00	1.19	0.0%
	Bureau of Indian Affairs	3.17	0.00	3.17	0.1%
Total		1,148.32	1,516.01	2,771.93	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. Rural road miles for unincorporated Placer County exclude the Lake Tahoe Basin (107.56 miles), based on Placer County GIS data. Source: 2022 California Public Road Data, Caltrans, November 2023.					

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.

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 Olympic 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 north and 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 for agriculture and 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 roads in Placer County that 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:

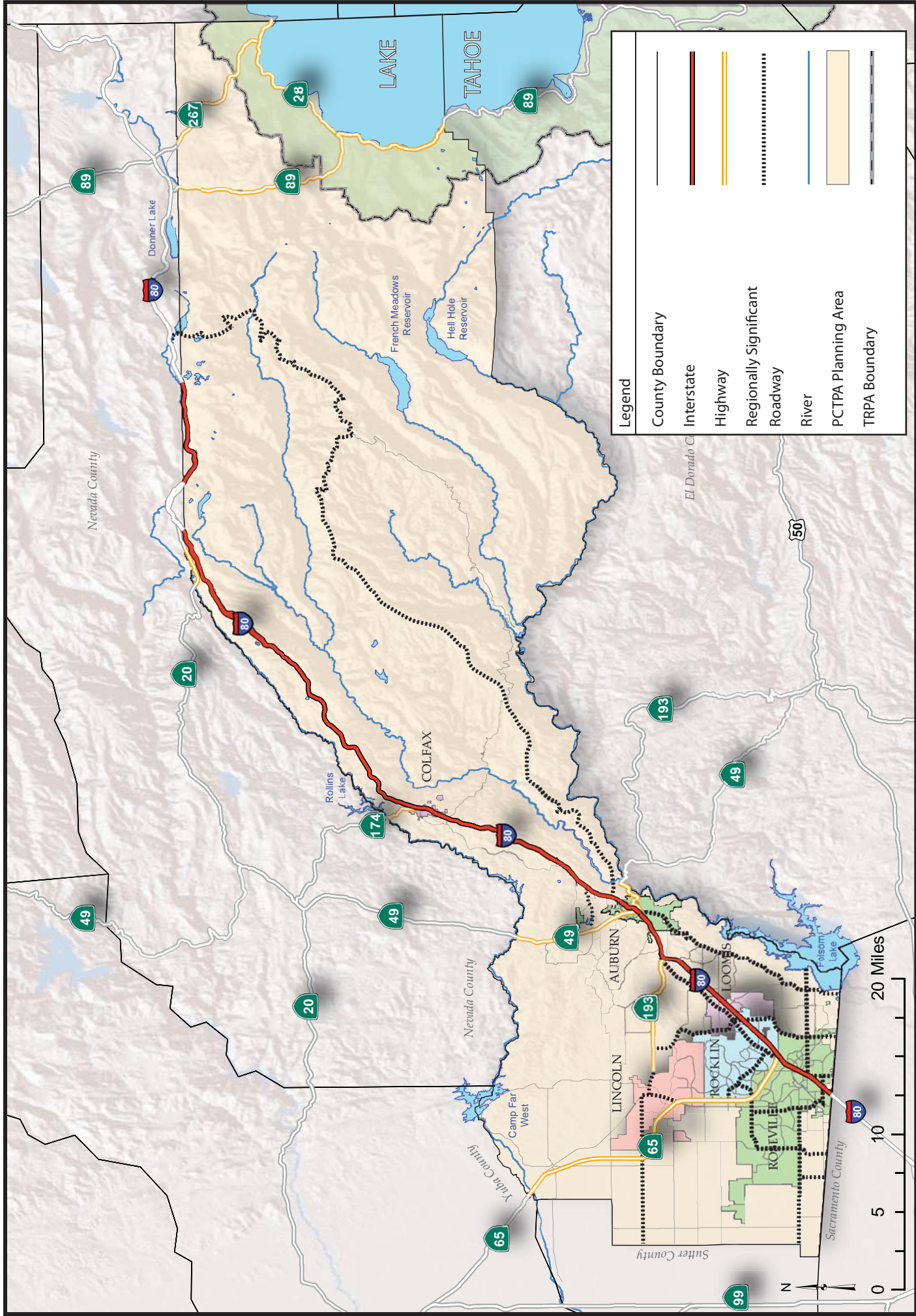
Auburn-Folsom Road: From Sacramento County Line to City of Auburn, this is a regional transportation route connecting Auburn to Granite Bay area, City of Folsom, and northeastern Sacramento County. It is one of three main routes east of Watt Avenue crossing the American River to US 50.

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.



Legend	
	County Boundary
	Interstate
	Highway
	Regionally Significant Roadway
	River
	PCTPA Planning Area
	TRPA Boundary

Figure 6.1-1
Regionally Significant Roadways

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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.

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.

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.

The adopted 2024 Fund Estimate, which relies on current law and revenue projections to estimate available funding, forecasts an average annual of \$5.3billion of SHOPP program capacity statewide.

Local Streets and Roads Maintenance Needs

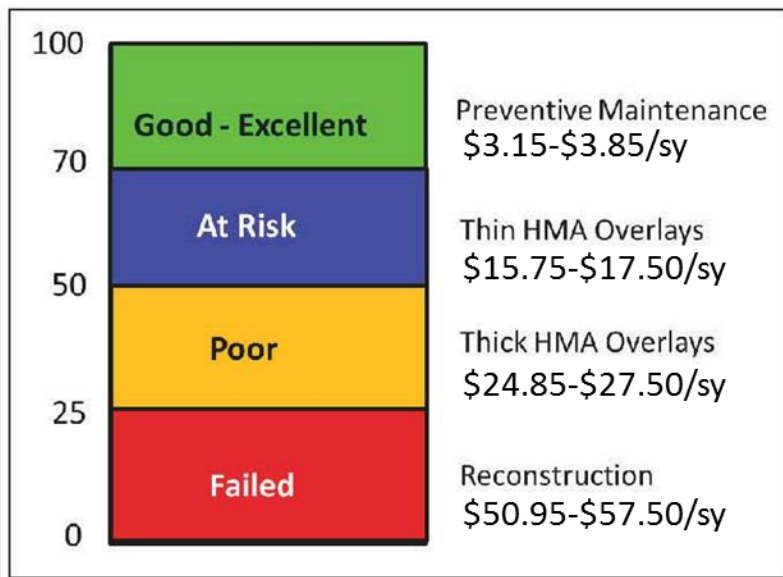
Ta 6.1-2 shows a scale of 0 to 100 for pavement conditions, with 100 being the best and 0 the worst. Placer County's pavement condition score was 79 in 2008 (the highest in California), and can be attributed in large part to growth that resulted in the development of new roads that increase the average score. Over time, as the roadways naturally wear, the pavement condition decreased to 64 by 2018. The pavement condition then increased to 67 by 2023, due in part to increased funding from SB1. Figure 6.1-2 shows how maintenance costs dramatically increase with lower pavement conditions, highlighting the value in maintaining and preserving pavements.

Placer County had 4,282 total local roadway lane miles, with a need of \$815 million over 10 years to maintain the existing local roadways. Table 6.1-2 lists the PCI by jurisdiction

Jurisdiction	Pavement Condition Index
Auburn	61
Colfax	50
Lincoln	75
Loomis	62
Rocklin	78
Roseville*	71
Placer County (Unincorporated)	70

Source: 2023 Streetsaver Data from SACOG (*except Roseville, uses 2020 data)

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



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 was completed in 2019. Phases 2-4 will eliminate the westbound to northbound loop to SR 65, reconfigure the southbound SR 65 connections to I-80, add an additional third lane over the viaduct, and provide direct carpool lanes between the facilities.

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 future environmental review. The City of Rocklin completed construction of the partial SR 65/Whitney Ranch Parkway interchange in 2016, which is the starting point for Placer

Parkway on SR 65. Placer County is currently taking the lead on the first segment between State Route 65 and Foothills Boulevard, which is anticipated to start construction in late 2024.

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 5th lane between Douglas Boulevard and Riverside Avenue, which would create a continuous five lanes on westbound I-80 from SR 65 to the Capital City Freeway in Sacramento County. The project's construction began in 2023, and is currently anticipated to be completed in Spring 2025.

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 within the existing right-of-way. The addition of 1 to 2 southbound lanes between Blue Oaks Blvd and Galleria Blvd is expected to start construction in 2026.

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 would include widening from north of West Wise Road to Sheridan.

Interstate 80 / Rocklin Road Interchange

The City of Rocklin is currently in the design phase of this project, which is expected to include a diverging diamond interchange and pedestrian/bicycle facilities.

I-80 / Horseshoe Bar Road Interchange

The I-80 Horseshoe Bar Road interchange is an outdated design with short turn pockets and ramps leading to safety and operational concerns. Improvements designed to accommodate Loomis's rural feel while still relieving congestion are needed. The Town of Loomis is currently pursuing a Project Study Report for the interchange.

SR 65 / Nelson Lane Interchange

This intersection will be upgraded to a full interchange to accommodate future economic opportunities within the City and provide increased access to the Lincoln Regional Airport.

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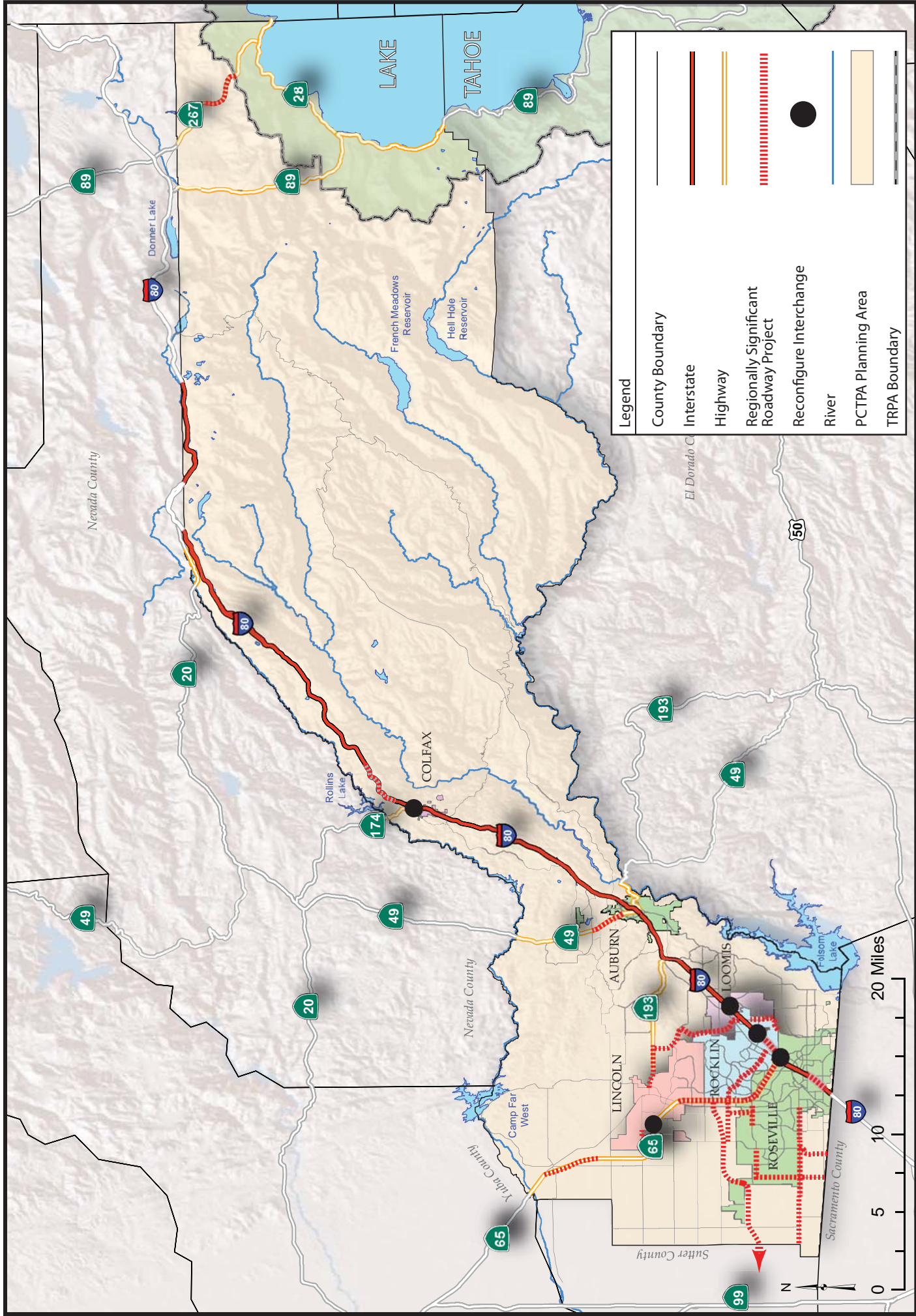
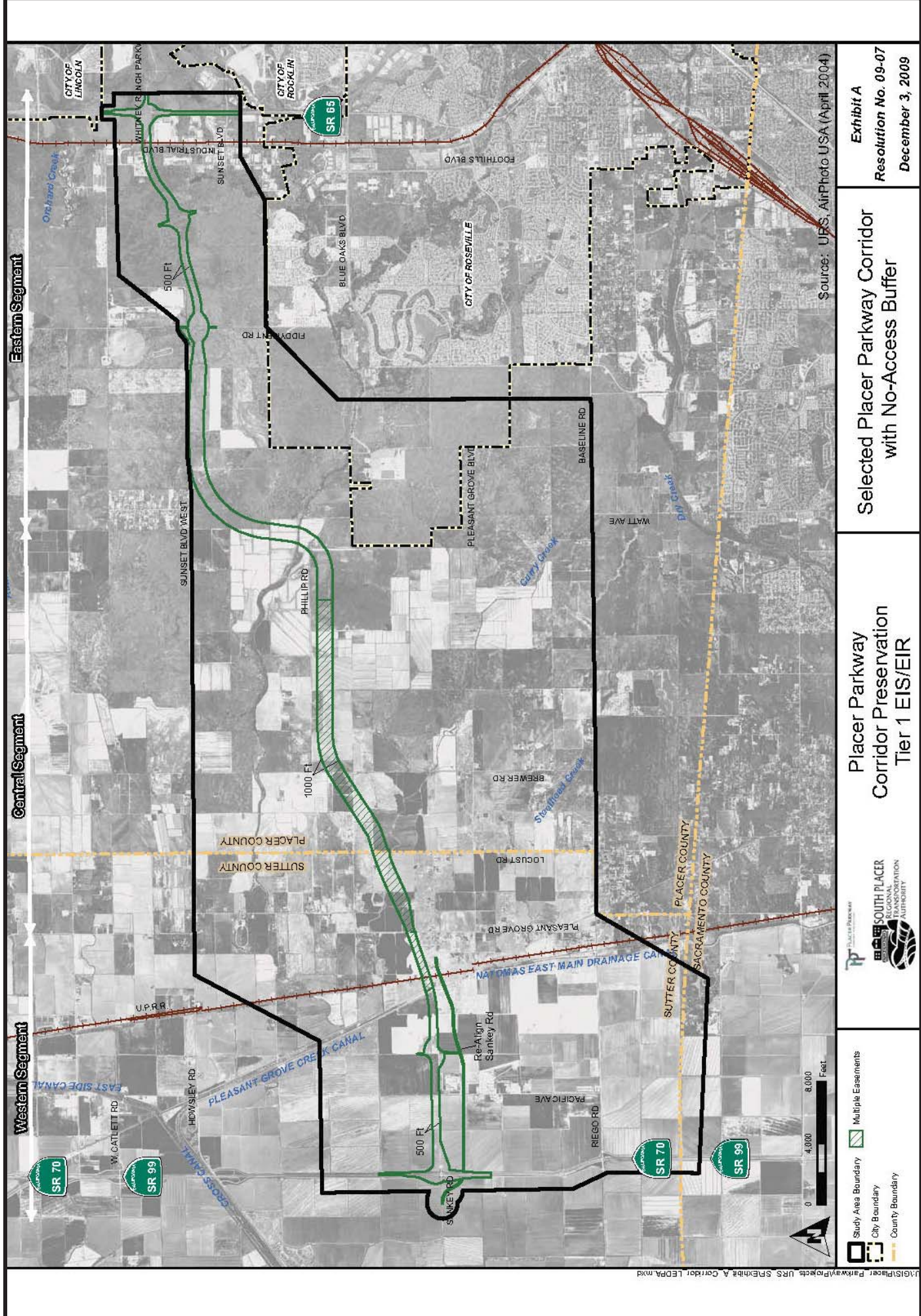


Figure 6.1-3
Regionally Significant Roadway Projects

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Study Area Boundary
 City Boundary
 County Boundary

Multiple Easements



Placer Parkway
 Corridor Preservation
 Tier 1 EIS/EIR

Selected Placer Parkway Corridor
 with No-Access Buffer

Exhibit A
 Resolution No. 09-07
 December 3, 2009

Source: URS, AirPhoto USA (April 2004)

Figure 6.1-4
 Placer Parkway Preferred Alternative

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Sierra College Boulevard Improvements

The improvements to Sierra College Boulevard 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.

Baseline Road Improvements

The improvements to Baseline Road would consist of widening the roadway to four or six lanes from Foothills Boulevard to the Sutter County line. Improvements include participation from County of Placer and City of Roseville. Sutter County further plans to widen Riego Road (which extends from Baseline Road), from the Placer County line to SR 99.

TRAVEL TRENDS

The federal infrastructure bill, Infrastructure Investment and Jobs Act (IIJA), continues to focus state and regional planning efforts on 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. 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.

Table 6.1-3 compares the SACSIM base year (2016) and horizon year (2044) travel demand model VMT estimates. According to this data, VMT is projected to grow by approximately 23% by 2044. 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 23% while population is anticipated to grow by 31%, and the VMT per capita change is expected to decrease by 11% over the course of the RTP. The per capita decline in VMT is attributed to many factors such as increased working from home, 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.

Measure	2016	2044	% Change
VMT (Daily)	10,025,561	13,101,672	23.48%
Population	363,896	525,644	30.77%
VMT / Capita	27.55	24.93	-10.51%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2024			

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.

Using SACOG’s SACSIM travel demand model, PCTPA calculated 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 6.1-4.

Category	Base Year (2016)	Year 2044	% Change
General Purpose Freeway	99,900	61,517	-38%
HOV Lanes	0	0	N/A
Freeway Auxiliary/Ramp	4,400	4,867	11%
Expressway	14,800	61,700	317%
Arterial/Rural Highway	299,500	347,217	16%
Collectors	8,000	17,800	123%
Other	100	0	-100%
All Classes	426,700	493,200	16%
Population	363,896	525,644	44%
Congested VMT / Capita	1.17	0.94	-20%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2024			

Overall, the above results indicate that planned improvements to the freeway system, including reconfiguring the I-80/SR 65 interchange and widening Highway 65, will reduce congested VMT in Placer County over the next approximately 20 years, even with growth in population. However, levels of traffic congestion are anticipated to increase on local roadways over the time period of the plan. Implementation of the proposed 2044 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

Using SACOG’s SACSIM travel demand model, PCTPA calculated 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 6.1-5.

Table 6.1-5 Placer County Weekday Vehicle Hours of Delay			
Category	Base Year (2016)	Year 2044	% Change
Total Weekday VHD	56,931	77,970	36.96%
Population	363,896	525,644	44.45%
Total Weekday VHD / Capita	0.16	0.15	-6.25%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2024			

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 37%, greater than the approximately 23% increase in daily VMT and slightly less than the 31% increase in population. This reflects a projected increase in travel time per trip from year 2016 to 2044. However, VHD per capita will decline at approximately 6% per capita.

Average Travel Speed

Using SACOG’s SACSIM travel demand model, PCTPA calculated the average travel speed as another measurement of how roadways in Placer County will perform. Projections for Placer County weekday average travel speed by roadway type are shown in Table 6.1-6.

Table 6.1-6 Placer County Average Travel Speed, Miles Per Hour			
Category	Base Year (2016)	Year 2044	% Change
General Purpose Freeway	47.1	45.9	-3%
HOV Lanes	51.2	49.9	-3%
Freeway Auxiliary/Ramp	19.5	27.8	43%
Expressway	41.2	37.4	-9%
Arterial/Rural Highway	30.1	30.3	1%
Collectors	26.9	26.6	-1%
Other	18.7	18.7	-
All Classes	33.6	32.9	-2%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2024			

As shown, the proposed transportation improvements will maintain the existing travel speeds throughout the county given the approximately 23% increase in daily VMT and 31% increase in population.

REGIONAL ROADWAY & MAINTENANCE ACTION PLAN

Short Range

1. Continually develop and implement innovative approaches to delivering multi-modal 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. *(Caltrans, 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 in Appendix D: 2044 RTP Programmed & Planned Master Project List. . 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. Note that the projects in this action plan are disaggregated into two categories according to SACOG’s 2023 MTP/SCS:

- Road and Highway Capacity
- Maintenance and Rehabilitation

Chapter 6.2

Public Transit



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6.2 Public Transit

This chapter provides an inventory of public transportation providers, the Western Placer Consolidated Transportation Services Agency (WPCTSA), 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 simply arrive at a bus stop at the appointed time to catch the bus; no pre-arrangement or reservation is necessary.

On-Demand Service: On-demand, or dial-a-ride service, is an origin-to-destination 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 on-demand systems are focused on meeting the transit needs of people with disabilities and seniors, although in Placer County the on-demand services provided within each jurisdiction are open to the general public. 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 designated route with specific stop locations, like a fixed route service. However, 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.

Next Generation Mobility Services: Next generation mobility services refers to transportation network companies (TNC) such as Uber and Lyft, microtransit or on-demand transit services such as Mountaineer in the Resort Triangle area of Tahoe and Truckee, and automated vehicles. The next generation mobility services rely smartphone apps to request services and offer greater flexibility with daily travel needs.

PUBLIC TRANSIT SERVICES SUMMARY

There are four public transit providers, and the WPCTSA, 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.

Transit Operator	Type of Service	Service Area	Single Fare (2024)
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> \$3.70 to \$5.75 depending on zone and payment type <u>Vanpool:</u> Shared gas & parking expense
Tahoe Area Regional Transit	Fixed route On-demand/microtransit	Tahoe Basin from Incline Village to/from Tahoma, Tahoe City to/from Truckee	TART Services within Placer County are free to all passengers
Auburn Transit	On-demand/microtransit	City of Auburn and into unincorporated County	\$3.50 general (Auburn On-Demand) \$1.75 disabled/senior (Auburn On-Demand)
Roseville Transit	Fixed route Commuter On-demand/microtransit	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	Placer Rides	Resident must be located in Placer County and the ride must either originate or terminate within Placer County, but can travel to locations outside of Placer County	Free
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 (now operated within a microtransit application platform), and commuter bus service as well as a commuter vanpool program.

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, and 5) Twelve Bridges Library and Downtown Lincoln. Fixed route services operate Monday through Friday, generally from 6:00 am to 8:00 pm; and on Saturdays from 8:00 am to 6:00 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 is provided in Auburn in the Highway 49 Corridor, Loomis, Rocklin, Lincoln, and Granite Bay. The Taylor Road Shuttle provides service to Newcastle, Penryn and Loomis from Auburn to Sierra College in Rocklin. 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.

PCT provides connections with Auburn Transit, Nevada County Connects (Nevada County), Roseville Transit, and the Sacramento Regional Transit District (RT) at designated transfer points within respective jurisdictions. Current Placer County Transit routes and services can be found online at www.southplacertansitinfo.com.

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., with expanded evening hours in the peak winter season.

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. Current TART routes and services can be found online at <https://tahoetruckeetransit.com/>.

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. As of late 2023, Auburn Transit’s deviated fixed route service has been operating within its on-demand/microtransit application, which provides origin to destination service within Auburn and unincorporated areas immediately adjacent to Auburn, and still provides access to the previous deviated fixed route bus stops.

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 Nevada County Connects (Nevada County) service. Amtrak’s Capitol Corridor also stops once daily adjacent to the bus platform. Current Auburn Transit services can be found online at www.southplacertransitinfo.com.

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 (now operated within a microtransit application platform), 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 and service information can be found online at www.southplacertransitinfo.com.

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 WPCTSA.

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.

In January 2024, the WPCTSA, in partnership with the region’s transit operators and social service agency stakeholders, launched the one-stop resource website for the South Placer Transit Information Education & Training program: www.southplacertransitinfo.com. The website provides an interactive map depicting all the transit services provided by Auburn Transit, Placer County Transit, and Roseville Transit in the south/western portion of Placer County, and further includes general transit fare, operating routes/schedule, and transfer information for the respective transit operators. In addition, information regarding Placer Rides and the Transit Training program are provided in this centralized online resource.

PUBLIC PARATRANSIT SYSTEMS

Western Placer Consolidated Transportation Services Agency (WPCTSA)

In 2009, Western Placer Consolidated Transportation Service Agency (WPCTSA) started providing 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 the Placer Rides program, which started in July 2021, after the discontinuation of the Health Express and My Rides program. The Placer Rides program provides a mileage reimbursement for eligible users that are unable to access traditional public transit services. The rider is reimbursed to provide compensation to their self-chosen drivers for transportation within Placer County and adjacent counties for basic needs such as shopping, non-emergency medical appointments, leisure, and other related purposes. In addition to the reimbursement program, up to two (2) monthly roundtrip “last resort” rides are scheduled for Placer Rides users that are unable to secure a driver. Seniors First schedules the last resort ride on a third-party, non-emergency commercial vendor service.

Dial-a-Ride

Dial-A-Ride origin-to-destination paratransit service is available within the city limits of Roseville, Rocklin, and Lincoln, and within the Granite Bay Area. While Roseville Transit and PCT offer this service to the general public, paratransit riders have priority use of Dial-A-Ride where available. Hours vary depending on the service area and reservations are required in advance. Reservations can be made by calling the South Placer Transit Information Center. As of 2023, the Dial-a-Ride services provided Placer County Transit and Roseville Transit are accessible through the GO South Placer, on-demand mobile phone application platform (microtransit) administered by the respective transit operators. TART and Auburn Transit

administer separate mobile phone application platforms with different vendors for their respective on-demand services.

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 origin-to-destination 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 March 2022. 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.

INTERCITY BUS SERVICE

California's Intercity Bus Program (i.e., Greyhound) 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.

TRANSIT NEEDS ASSESSMENT

PCTPA encourages the use of public transit 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, transportation network companies, 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. Per the PCTPA Board's currently adopted definition, for a request to be considered an unmet transit need, it must be a request that cannot currently be met by the existing public transit system. A location is considered to have transit service if there is a bus stop within a 0.75-mile walking distance of a trip's starting and end point. A request is also considered an

unmet transit need if it is a service that is required to comply with the Americans with Disabilities Act (ADA).

For a request to be considered reasonable to meet, it must meet five basic conditions:

- Would meet state fare standards,
- Could be paid for by existing transit funds and is a reasonable use of taxpayer funds,
- Is strongly and broadly supported by the community (not just representing a few individuals and/or specific stakeholder interests),
- Is consistent with the Regional Transportation Plan, and
- Is consistent with the Short Range Transit Plan 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), in which transit operators work together to coordinate services and the implementation of a variety of capital projects and to 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

Working with the operators, PCTPA develops Short Range Transit Plans (SRTPs) for each transit service in its jurisdiction. The SRTPs 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. Updated SRTPs for Auburn Transit, PCT, Roseville Transit, and the Western Placer CTSA were last adopted in 2018. An update to the SRTPs, following a current a Comprehensive Operational Analysis (COA) and service planning effort is anticipated in Spring 2025.

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). 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. Performance audits of Auburn Transit, Roseville Transit, Placer County Transit, the WPCTSA were last completed in 2022.

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

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 6.2-2. 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 6.2-2 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 Fiddymment 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.	

With the significant impacts to transit ridership and operations from the COVID-19 pandemic, it is uncertain how feasible BRT will be in Placer County in the foreseeable future. Following the COA and SRTP update efforts previously mentioned, staff will be re-examining BRT and evaluating its long-term feasibility for Placer County.

Universal Transit Fare Card System – Connect Card

SACOG successfully obtained a grant to develop and implement a universal fare card system in eight different transit systems across the Sacramento region. The system, called Connect Card, is a contact-less electronic transit fare system (or smart card) that allows for seamless transfers between transit systems. 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 have been the participating transit operators in Placer County since 2015.

Transit Consolidation/Coordination

In 2009, PCTPA explored the potential operational improvements and/or cost savings that could result from consolidating the various transit operations in Placer County into one service. 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. At the time, transit

consolidation efforts were considered premature and focus was put on improving coordination of existing transit services, rather than consolidating those services. Many coordination improvements considered at the time have been implemented including: improved transfers between operators, coordination of schedules, reduction of service duplications, uniform fare card or other way of paying that will work on all transit services, and implementation of a single call center as a point of contact for the public to get transit information.

As of July 1, 2015, PCT under contract with the City of Lincoln began operating fixed route and dial-a-ride services within the City Monday through Saturday. Prior to the decision to contract with PCT, Lincoln Transit had been unable to attain the 10 percent minimum required fare box ratio. The City conducted an evaluation of their routes in January 2015 with the assistance of a consultant. Based on ridership numbers on routes and at stops, the consultant recommended that the route service be reduced from two routes to one and to introduce Saturday service for both fixed route and dial-a-ride services. The agreement between Placer County and the City of Lincoln offers several advantages, including lower fares for passengers, economies of scale, and improved transfers within western Placer County. The City and PCT will evaluate the performance on these services to determine if any changes should be made in order to meet performance standards.

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

IJA continued the effort that MAP-21 started when it 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 ridership as part of its ongoing transit planning and coordination efforts. Figure 6.2-6 illustrates the historical transit ridership of Placer County transit systems.

Transit Ridership per Capita

Using SACOG’s SACSIM travel demand model, PCTPA calculated 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 6.2-3 compares the SACSIM base year (2016) and horizon year (2044) travel demand model transit ridership estimates of the combined transit systems in Placer County.

Measure	2016	2044	% Change
Transit Ridership (weekday)	4,710	14,036	198%
Population	363,896	525,644	44%
Transit Ridership / Capita	0.01	0.03	200%

Source: SACOG SACSIM Travel Demand Forecasting Model, 2024

According to this data, transit ridership is anticipated to increase 198 percent between 2016 and 2044. To normalize this metric and allow for a more meaningful comparison between population growth and transit trends, transit ridership per capita is provided. This suggests that the choice to use transit will outpace population growth as a result of travel choices and transportation investments.

Transit Coverage and Trip Length

Using SACOG’s SACSIM travel demand model, PCTPA calculated future transit coverages and trip lengths as another measurement of how Placer County transit systems will perform as a result of transportation investments and changes in travel choices. Table 6.2-4 compares the SACSIM base year (2016) and horizon year (2040) transit coverage and trip lengths of the combined transit systems in Placer County.

Measure	2016	2044	% Change
Transit Coverage – Households within ½ mile of transit	49,397	73,241	48%
Transit Coverage – Employees within ½ mile of transit	107,178	146,030	36%
Trip Length	10.21	11.26	10%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2024			

According to this data, the improved transit services as described in the long-range transit plan, the BRT Master Plan, and expanded Capital Corridor Third Track project will increase access to transit leading to longer trip lengths. Access to transit for households and employees are anticipated to grow by 48 percent and 36 percent respectively, while the trip length will increase by approximately 10 percent.

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 2040, 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 in Appendix D. 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.

Chapter 6.3

Passenger Rail



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 2044 for the County. Freight rail needs are examined in the Goods Movement chapter.

EXISTING PASSENGER RAIL SERVICES

Intercity passenger rail provides transportation between metropolitan areas, to rural areas, and to points beyond California's borders. Amtrak operates all intercity rail services in the state. California's intercity rail services can be divided into two groups: Amtrak long-distance routes, which are funded by Amtrak and serve both California and interstate markets; and State-supported routes, such as the Capitol Corridor that serve California travel markets.

Capitol Corridor Passenger Rail Service Background

The Capitol Corridor Joint Powers Authority (CCJPA) manages the Capitol Corridor service through an operating agreement with Amtrak to operate daily intercity passenger rail service between Auburn and San Jose (refer to website for service information: <https://www.capitolcorridor.org/>). The CCJPA is comprised of six transportation agencies in the Capitol Corridor service area, including Placer County Transportation Planning Agency.

The Capitol Corridor began in 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 6:35 a.m. (weekdays) or 7:55 a.m. (weekends) and one return train arriving in Auburn at 7:16 p.m. (weekdays) or 7:06 p.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).

The Capitol Corridor Joint Powers Authority (CCJPA) also has a joint ticketing arrangement with Placer County Commuter Express and with Roseville Transit. The joint ticketing arrangement is for bus service that parallel the Capitol Corridor route between Auburn, Roseville and Sacramento.

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.

The Auburn to Sacramento trip averages slightly over one hour. The Sacramento to Oakland trip averages about two hours.

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. 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.

The Auburn, Rocklin and Roseville train stations include auto and bicycle parking, shelters, passenger information signs, and public transit access.

Amtrak Long-Distance Routes

The California Zephyr provides one daily round-trip train between Chicago and Oakland, 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 California Thruway Bus Network

Amtrak Thruway buses support intercity passenger rail by providing a dedicated connecting service. In Placer County, thruway bus service serves Roseville, Rocklin, Auburn, and Colfax en route to Sacramento or Reno/Sparks, NV.

PASSENGER RAIL SERVICE NEEDS ASSESSMENT**Capitol Corridor**

The benefits of past service expansions, service optimization adjustments, corresponding track capacity improvements and rolling stock acquisitions have enabled the Capitol Corridor to increase market share and sustain significant growth in ridership and revenues during the past decades. These successes have highlighted the need to increase service frequencies to San Jose and Placer County. Expanding train service to and from San Jose and Placer County will require additional rolling stock and track capacity.

Ridership at the three Placer County stations (Auburn, Rocklin, and Roseville) continues to be variable. Past surveys have shown that 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

There are also opportunities for improved transit/rail mobility within the Northern California megaregion through strategic schedule modifications, which are being explored through on-going service optimization studies.

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 latest CCJPA Business Plan can be found online at <https://www.capitolcorridor.org/business-plan/>.

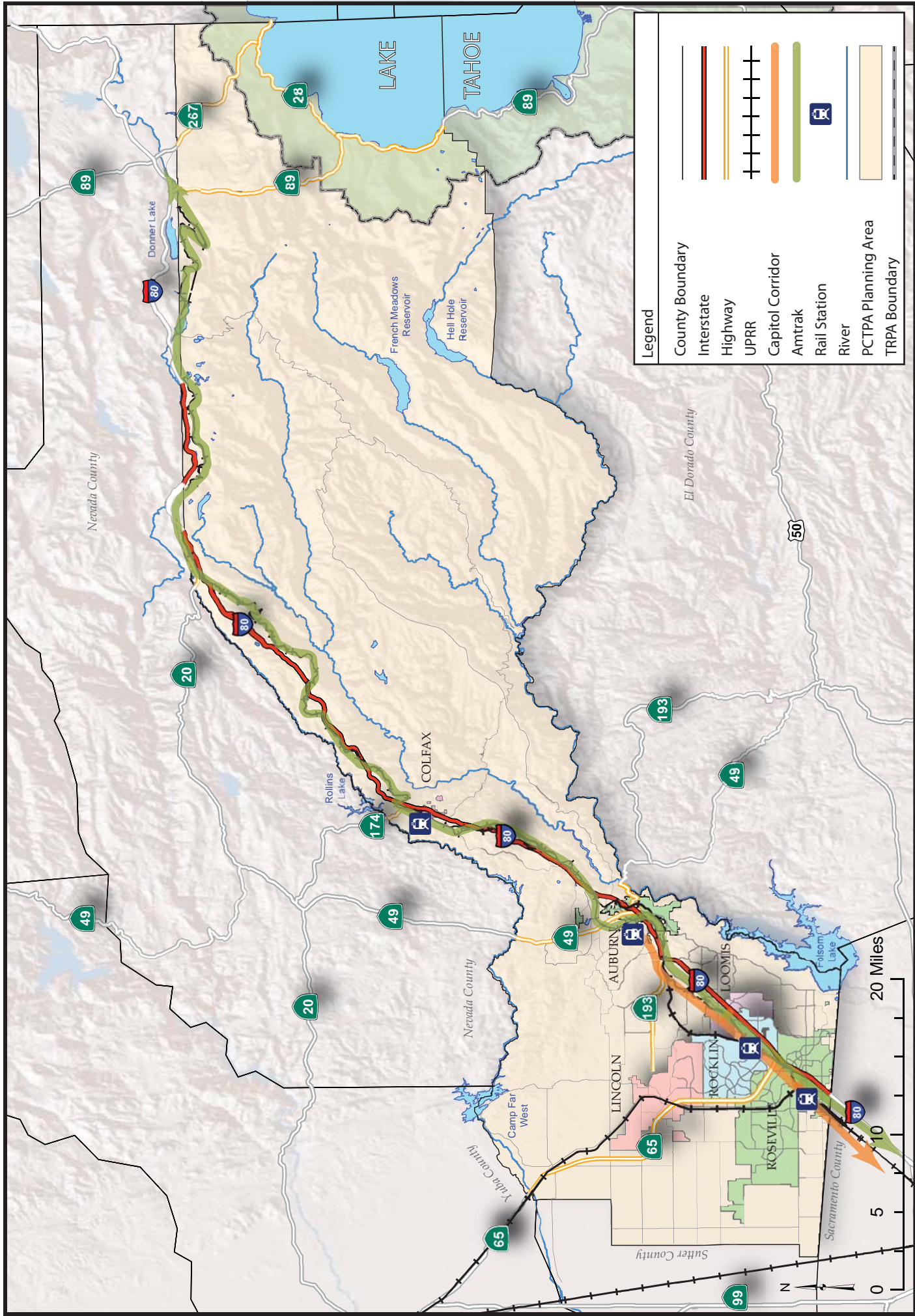


Figure 6.3
Existing Rail Service

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Funding

California’s intercity passenger rail system is funded by several sources and programs, including state fuel taxes and fees, federal fuel taxes, federal grant programs, State bonds, the Cap-and-Trade program, and local sales tax measures. Currently, the largest sources of funding include the State’s Public Transportation Account (PTA), the Cap-and-Trade program, and federal capital investment grants.

At the state level, the Cap and Trade program is aimed at being allocated toward various eligible transformative greenhouse gas (GHG) reducing projects. The CCJPA’s Sacramento to Roseville Third Track Phase 1 project has recently received enough state and federal funding award to begin construction, which should lead to the implementation of two additional roundtrip trips by 2028.

For future service expansion projects, such as the Third Track Phase 2 project, additional capital and operating funding will be required. Funding sources include Cap-and-Trade program and SB 1 grant opportunities. Unfortunately, there are no current federal sources of funds secured for the project’s second phase. However, IJJA has provided an influx of funding for passenger rail in various federal transportation funding programs, which will be continued to be sought after to implement the Third Track Phase 2 project.

Capital Improvement Program

During the past two decades, CCJPA has improved rail stations at Colfax, Auburn, Rocklin and Roseville; as well as layover facilities at Auburn and Roseville stations. In addition, several track and signal improvement projects have been completed within the Sacramento to Auburn corridor.

Infrastructure Constraints

Some of the Capitol Corridor’s immediate infrastructure constraints include at-grade crossings, sharp track curves, surrounding land uses, or speed limits that require trains to travel at slower speeds. For example, between Auburn to Sacramento there is a speed limit of 50 mph for Capitol Corridor trains.

Other infrastructure constraints include stations that are too small (Auburn) and insufficient number and capacities of fleet rolling stock.

Near-Term Capital Improvements

Near-term systemwide capital improvements include projects aimed to increase reliability and capacity, build or renovate stations including increased bicycle access and parking improvements, add rolling stock, reduce travel times, and enhance safety and security. In addition, the near-term program includes a Service Optimization Study, which will examine strategies to improve existing intercity train scheduling and equipment utilization so that reliability and connections between different rail services are maximized.

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. Annualized maintenance funding will also allow for a dedicated right-of-way crew to remove trespassers, clean up debris, and perform vegetation removal. 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.

Megaregional Rail Planning and Vision Plan Update

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 2030 and beyond. The CCJPA adopted the Vision Plan in 2013 and updated the Plan in 2014 and subsequently adopted a Vision Implementation Plan in 2016. The Plan is aimed at establishing the types of passenger rail services that currently exist in Europe and parts of Asia. The CCJPA also undertook planning efforts to plan for future Capitol Corridor service in a larger Northern California megaregional context, exploring diverse issues as cross San Francisco Bay connections and connections with passenger rail services in the San Joaquin Valley

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 15-minute frequency in the peak hour 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. This effort has recently expanded beyond the Capitol Corridor service area to the entire Northern California megaregion with this planning scope clearly articulated in the 2023 California State Rail Plan.

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. This study was involved a collaboration between 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 was proposed to occur in phases.

Timing will depend on UPRR’s ability to ascertain freight growth trends so that capacity on the railroad can be accurately determined. It is through a capacity analysis 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. Capital expenses, for purchase of trainsets and track and facility improvements, are estimated to be \$380 million.

Sacramento-Tahoe-Reno Intercity Rail Study

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 2023, Caltrans completed a Project Study Report that examined the improvements that would be required to expand passenger rail service between Sacramento and Reno, NV. It looked at station improvements, ridership modeling, and required capital and operating costs. Concurrently, PCTPA completed a First/Last Mile Analysis report that analyzed first/last mile services and improvements at six stations along the corridor: Roseville, Rocklin, Auburn, Colfax, Truckee, and Reno. Since then, the Sacramento-Reno corridor was included in a successful Corridor ID program application to the Federal Railroad Administration (FRA) and as such will receive some funding for further feasibility studies. This effort is being led by Caltrans and CCJPA, and supported by the newly formed Trans-Sierra Transportation Coalition (TSTC) which consists of agencies along the I-80 corridor in California and Nevada.

Statewide Rail Plan

The 2023 California State Rail Plan establishes a vision of an integrated statewide rail system that provides more frequent and coordinated service and convenient transferring between rail and transit services. This integrated system proposes to use existing rail services more efficiently; expand the coverage and mix of rail services; make better use of existing

frequencies to improve productivity; phase services to meet demand; and facilitates network-wide coordination through scheduled transfers.

The Rail Plan has a buildout time horizon of 2040, divided into three phases to meet statutory planning requirements. The Plan is not financially constrained.

Near-Term

The near-term program represents improvements already under-construction or being planned for which funding is largely committed. The near-term program includes projects for capacity expansion and speed improvements; safety improvements, including grade-separations; and shared freight corridor improvements. In addition, the near-term program identifies region specific planning studies required to implement the mid-term and long-term programs. The near-term program also addresses significant existing freight rail bottlenecks on trade corridors. Within Placer County, the Rail Plan's near-term program includes:

Project List

- Capitol Corridor Third Track Phase 1.

Service Improvements

- Increase peak-period service between Roseville and Sacramento to at least three trains per day in each direction.
- Increase seasonal integrated express bus service to/from Sacramento and Reno.

Planning, Analysis and Project Development

- Study expansion of Roseville to Sacramento service to hourly and half-hourly.
- Study the potential for seasonal rail service to the Lake Tahoe region during congested travel periods, with potential termini in Truckee, California or Sparks, Nevada.

Mid-Term

The mid-term program builds on already programmed completed near-term projects and represents what can be reasonably achieved by 2027. During this phase, many of the planning studies necessary to advance longer term improvements will be completed. The mid-term program proposes to maximize use of existing rail capacity with targeted infrastructure leveraging High Speed Rail investments that increases opportunities for long-distance travel. The mid-term program also begins to grow freight rail capacity in significant trade corridors. Within Placer County, the Rail Plan's mid-term program includes:

Project List

- Capitol Corridor Third Track Phase 2

Service Improvements

- Provide half-hourly peak and bi-hourly off-peak service from Roseville to Sacramento, integrated at Roseville with bi-hourly express bus services from Reno and North Lake Tahoe, as well as local transit services.
- Provide hourly seasonal and bi-hourly off-seasonal service from Roseville to Reno.

Long-Term

The long-term program includes various infrastructure improvements, such as electrification and service integration, necessary to complete full build-out of the 2040 vision. The long-term program also continues to provide for additional freight capacity. Within Placer County, the Rail Plan's long-term program includes:

Project List

- Implement fully integrated rail service to Placer County

Service Improvements

- Provide half-hourly rail service from Roseville to Sacramento.
- Provide bi-hourly integrated express bus service east from Roseville to Reno.

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

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. Support Capitol Corridor program / project application funding through the Federal Railroad Administration (FRA), the California Transportation Commission, and Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. *(CCJPA, Caltrans, PCTPA, 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)*

Long Range

1. Encourage expansion of the Capitol Corridor service to Rocklin, Auburn, 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)*

CURRENT PASSENGER RAIL PROJECTS

Currently programmed and planned passenger rail projects pertaining to the Capital Corridor passenger rail service are shown in Appendix D. The passenger rail projects are proposed to implement the Capital Corridor Business Plan and increase passenger rail options for Placer County commuters.

Chapter 6.4

Aviation



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 in Placer County: 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 2035 Nevada County Regional Transportation Plan

Auburn Municipal Airport

Auburn Municipal Airport is owned and operated by the City of Auburn. Auburn Municipal Airport is classified as a general aviation facility serving as the aviation hub for the greater Auburn area and portions of eastern Placer County. The Airport is located approximately three miles north of downtown Auburn. The 295-acre airport and adjacent industrial park are surrounded by unincorporated areas of Placer County. Primary ground 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.

The Airport's elevation is 1,536 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 tiedowns for aircraft.

Auburn Municipal Airport existing annual aircraft operations total 68,770: 51 percent are local operations, 47 percent are itinerant operations, and 2 percent are air taxi. Currently, the Airport has 187 single engine, 14 multi engine, 5 helicopters, and 2 ultra-light aircraft. Recently helicopter operations have increased significantly. Up to nine helicopters operate at the Airport on a regular basis. They make up a total of approximately 8 percent of total aircraft operations.

According to the Airport Layout Plan and Narrative Report (2018), aircraft operations are projected to increase to 78,750 by 2035. Aircraft based at the Airport in 2035 will consist of 191 single-engine, 16 multi-engine, nine helicopters, three jets, and six other aircraft.

Meeting projected aviation demand will require the addition of new facilities and the reconstruction of existing ones. The Airport Layout Plan and Narrative Report (2018) indicates that over the near- and mid-term, the City will complete access/run-up area improvements, construct an access road and new helicopter areas, improve runway lighting, resurface the existing runway, complete perimeter fencing, upgrade airport sewer and complete pollution abatement measures, and develop new aircraft hangers. Over the longer-term, the City will construct a new general aviation terminal, redevelop the airport core area, relocate two taxiways and extend Runway 7-25.

Blue Canyon – Nyack Airport

The Blue Canyon – Nyack Airport is classified as a limited use airport and serves as an important emergency landing field along the western slope of the Sierra Nevada. The Airport is open to public use, although traffic is minimal. 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 covers 90 acres. Blue Canyon – Nyack Airport is located one mile south of Emigrant Gap, midway between Auburn and Truckee. Airport access is from Interstate 80's Blue Canyon exit.

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 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. Its Airport Layout Plan (ALP) was approved in 2000. The primary constraint at the airport is weather. Snow and ice conditions close the airport for about three months per year.

Lincoln Regional Airport / Karl Harder Field

Lincoln Municipal Airport is classified as a regional reliever facility and is operated by the City of Lincoln. The Airport is located on the western edge of the City, north of Nicolaus Road. The Airport covers 725 acres and includes land that will accommodate aviation, light industrial and commercial development. Growth at the Airport has been primarily on the east side along Flightline Drive. The Airport has regional access to the Lincoln Bypass via Nicolaus Road. Due to its 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 by 2030. Federal Aviation Administration (FAA) data, in 2016, indicates that 125 aircraft were based at Lincoln Regional Airport: 113 single-engine,

nine multi-engine and three helicopters. 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 airport's elevation is 121 feet above sea level. The airport has one runway, 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 15-33, which has increased the Airport's ability to accommodate larger corporate aircraft. The Airport also provides a fueling facility and parking tiedowns for aircraft. 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. An update to the Airport Layout Plan was last completed in 2020.

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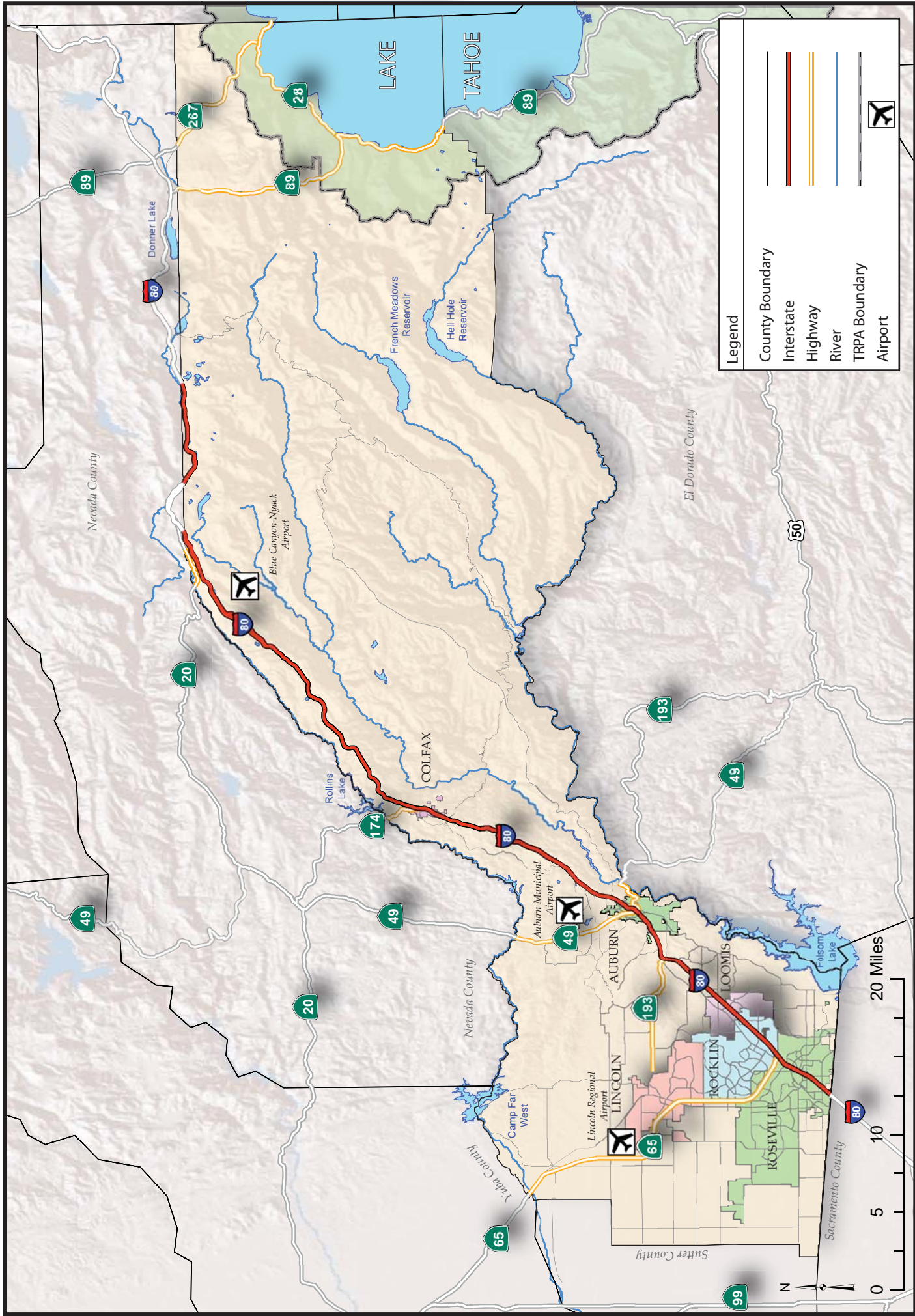


Figure 6.4
Placer County Airport Locations

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AIRPORT LAND USE COMMISSION

PCTPA was designated the Airport Land Use Commission (ALUC) for Placer County in 1997. 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 Placer County Airport Land Use Compatibility Plan (ALUCP) was updated in May 2023. 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, zoning and building regulations, and development proposals.

State law requires that a local agency's general plan be consistent with the Airport Land Use 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. During 2021 and 2022, the ALUC determined the General Plans and Zoning Ordinances for the cities of Auburn and Lincoln and Placer County are consistent with the ALUCP.

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. In the vicinity of Auburn Municipal Airport, new retail and 'big-box' commercial development proposals and a newly approved master plan for the Placer County (DeWitt) Government Center 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 continue to be a critical ALUC role.

AVIATION COORDINATION

California Department of Transportation – Aeronautics Division

The California Aviation System Plan (CASP) is a multi-element plan prepared by the California Department of Transportation – Aeronautics Division. The CASP provides a forum for continuous aviation system planning and guides the future development and preservation of the state-wide system of airports and aviation facilities. The CASP is updated every five years in consultation with Regional Transportation Planning Agencies, and it is adopted by the California Transportation Commission. The current CASP was adopted in August 2021.

The CASP's Capital Improvement Plan (CIP) Element was last updated in 2021, and can be found online at: <https://dot.ca.gov/programs/aeronautics/california-aviation-system-plan>. The CIP is a ten-year planning document, published every odd year, encompassing capital improvement and planning projects for California's publicly owned airports. CIP projects are based on the airport's adopted master plan. 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 CIP. Project applications are submitted by airports to the Division of Aeronautics.

The CASP's General Aviation System Needs Assessment Element identifies Auburn Municipal Airport's runway extension as a high priority facility in terms of supporting statewide and regional system capacity and safety enhancements.

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. 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 addressed by the TTALUC. The Truckee Tahoe Airport is included in the 2015-2035 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. Promote compatibility planning between airports and surrounding land uses. *(PCTPA, jurisdictions, airport operators, vicinity property owners)*
2. Promote airports as an economic development resource. *(PCTPA, jurisdictions, airport operators)*
3. Maintain and improve existing airport facilities in accordance with adopted airport master plans and airport layout plans, as updated. *(Jurisdictions, airport operators)*
4. Assist operators of public use airports in pursuing funding sources. *(PCTPA, jurisdictions, airport operators)*
5. Improve multi-modal ground access to airports that support passenger, air cargo, and general aviation opportunities for all users *(PCTPA, jurisdictions)*
6. 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)*
7. Work cooperatively with TTALUC to address Truckee-Tahoe Airport ALUCP coordination issues. *(PCTPA, NCTC)*
8. 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)*
9. 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)*

AVIATION PROJECTS

Table 6.4-1 presents the Aviation Capital Improvement Program, which is based on the 2023-2032 Capital Improvement Plan (CIP) – California Aviation Systems Plan (CASP) (see https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/2023_casp_adopted_divofaero_07162023-a11y.pdf). 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 – 2022-2032				
	FAA	State	Local	Total
AUBURN MUNICIPAL AIRPORT				
<i>Program Year: 2023</i>				
Design Runway Rehabilitation (Pavement)	\$ 45,000	\$ 2,250	\$ 2,750	\$ 50,000
Obstruction Removal	\$ 90,000	\$ 4,500	\$ 5,500	\$ 100,000
Construct Runway Rehabilitation (Pavement)	\$ 297,000	\$ 14,850	\$ 18,150	\$ 330,000
Master Plan	\$ 423,000	\$ 21,150	\$ 25,850	\$ 470,000
Runway Extension CEQA /NEPA	\$ 450,000	\$ 22,500	\$ 27,500	\$ 500,000
<i>Program Year: 2024</i>				
Design Taxiway Rehabilitation (Rejuvenation/Maintenance)	\$ 30,375	\$ 1,519	\$ 1,856	\$ 33,750
Terminal Pre-Design	\$ 135,000	\$ 6,750	\$ 8,250	\$ 150,000
<i>Program Year: 2025</i>				
Runway Extension Pre-design/Validation	\$ 135,000	\$ 6,750	\$ 8,250	\$ 150,000
Construct Taxiway Rehabilitation (Rejuvenation/Maintenance)	\$ 243,000	\$ 12,150	\$ 14,850	\$ 270,000
Terminal Design	\$ 450,000	\$ 22,500	\$ 27,500	\$ 500,000
<i>Program Year: 2026</i>				
Runway Design	\$ 270,000	\$ 13,500	\$ 16,500	\$ 300,000
Des./Cons. East End Airfield Access/Run-up Area Improvement	\$ 297,000	\$ 14,850	\$ 18,150	\$ 330,000
Terminal Construction	\$ 5,926,500	\$ 296,325	\$ 362,175	\$ 6,585,000
<i>Program Year: 2027</i>				
Wildlife Hazard Assessment	\$ 40,500	\$ 2,025	\$ 2,475	\$ 45,000
Design Taxiway Rehabilitation	\$ 54,000	\$ 2,700	\$ 3,300	\$ 60,000
Design And Construction REIL	\$ 108,000	\$ 5,400	\$ 6,600	\$ 120,000
<i>Program Year: 2028</i>				
Access Road - Denham Property	\$ 180,000	\$ 9,000	\$ 11,000	\$ 200,000
Construct Taxiway Rehabilitation	\$ 243,000	\$ 12,150	\$ 14,850	\$ 270,000

Construct Runway Extension and Rehabilitation	\$ 8,550,000	\$ 427,500	\$ 522,500	\$ 9,500,000
Program Year: 2029				
Design Runway 7/25 Resurfacing	\$ 150,000	\$ 7,500	\$ 9,167	\$ 166,667
Construct Perimeter Fence Phase 3	\$ 272,250	\$ 13,613	\$ 16,638	\$ 302,500
Construct Perimeter Fencing Phase 2	\$ 282,150	\$ 14,108	\$ 17,243	\$ 313,500
Program Year: 2030				
Construct Runway 7/25 Resurfacing	\$ 1,474,200	\$ 73,710	\$ 90,090	\$ 1,638,000
Subtotal Auburn:	\$20,145,975	\$1,007,300	\$1,231,144	\$22,384,419
BLUE CANYON AIRPORT				
Program Year: 2025				
Runway Re-surfacing	\$ -	\$ 108,000	\$ 12,000	\$ 120,000
Program Year: 2026				
Replace Aircraft Tiedowns	\$ -	\$ 4,500	\$ 500	\$ 5,000
Program Year: 2028				
Easement Acquisition	\$ -	\$ 31,500	\$ 3,500	\$ 35,000
Runway Lighting Repair	\$ -	\$ 45,000	\$ 5,000	\$ 50,000
Subtotal Blue Canyon:	\$ -	\$189,000	\$21,000	\$210,000

LINCOLN REGIONAL AIRPORT / KARL HARDER FIELD				
Program Year: 2023				
Reimbursable Agreement MALSR Light Bar Adjust Design Oversight	\$ 67,500	\$ 3,375	\$ 4,125	\$ 75,000
Design/Construct Install New Underground Oil-Water Separator	\$ 122,850	\$ 6,143	\$ 7,508	\$ 136,500
Design: Reconstruct Runway 15-33, Regrade Shoulders & RSA	\$ 517,500	\$ 25,875	\$ 31,625	\$ 575,000
Program Year: 2024				
Reimbursable Agreement - MALSR light bar adjustments & Flight Check	\$ 180,000	\$ 9,000	\$ 11,000	\$ 200,000
Construct - Reconstruct Runway 15-33, Rehabilitate Runway Safety Areas	\$ 9,107,550	\$ 455,378	\$ 556,573	\$ 10,119,500
Program Year: 2025				
Land Acquisition - 1.6 Acre	\$ 51,300	\$ 2,565	\$ 3,135	\$ 57,000
Design - Reconstruct Taxiways A,D,E, G,J, & K, Replace Taxiway Lights	\$ 423,000	\$ 21,150	\$ 25,850	\$ 470,000
Program Year: 2026				
Design - Rehabilitate Flightline Drive	\$ 102,600	\$ 5,130	\$ 6,270	\$ 114,000
Construct - Reconstruct Taxiways A, D, E, G, J, And K	\$ 5,860,800	\$ 293,040	\$ 358,160	\$ 6,512,000
Program Year: 2027				
Construct - Rehabilitate Flightline Drive	\$ 687,600	\$ 34,380	\$ 42,020	\$ 764,000

<i>Program Year: 2029</i>				
Airport Layout Plan Narrative including ALP Updated Plans	\$ 171,000	\$ 8,550	\$ 10,450	\$ 190,000
<i>Program Year: 2031</i>				
PMMP Update	\$ 108,000	\$ 5,400	\$ 6,600	\$ 120,000
<i>Program Year: 2032</i>				
ALUCP Update	\$ 135,000	\$ 6,750	\$ 8,250	\$ 150,000
<i>Subtotal Lincoln</i>	\$17,534,700	\$876,736	\$1,071,566	\$19,483,000
<i>Total</i>	\$37,680,675	\$2,073,036	\$2,323,710	\$42,077,419
Source: 2022-2032 Capital Improvement Plan – California Aviation Systems Plan (CASP), Caltrans Division of Aeronautics, June 2023.				

Chapter 6.5

Goods Movement



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.

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: Sacramento's relatively central location within California makes the area 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.

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.

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 passenger 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 traffic continues to increase and is forecast to grow within California by 38% and along the transcontinental route traffic it will double by 2040 demonstrating the important role California plays in the movement of goods. The strongest growth in freight rail traffic is expected on Union Pacific routes. A significant mode shift from truck transport to rail is assumed along these long-distance freight corridors, implying that capacity improvements will be needed along major trade corridors.

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 intermodal rail traffic, particularly east of Sacramento, and is therefore concerned with the safety of at-grade railroad crossings. Union Pacific anticipates it will be running nearly 50 freight trains per day by 2040. With the increased number of trains moving through the region, Union Pacific has made plans to improve many of these crossings.

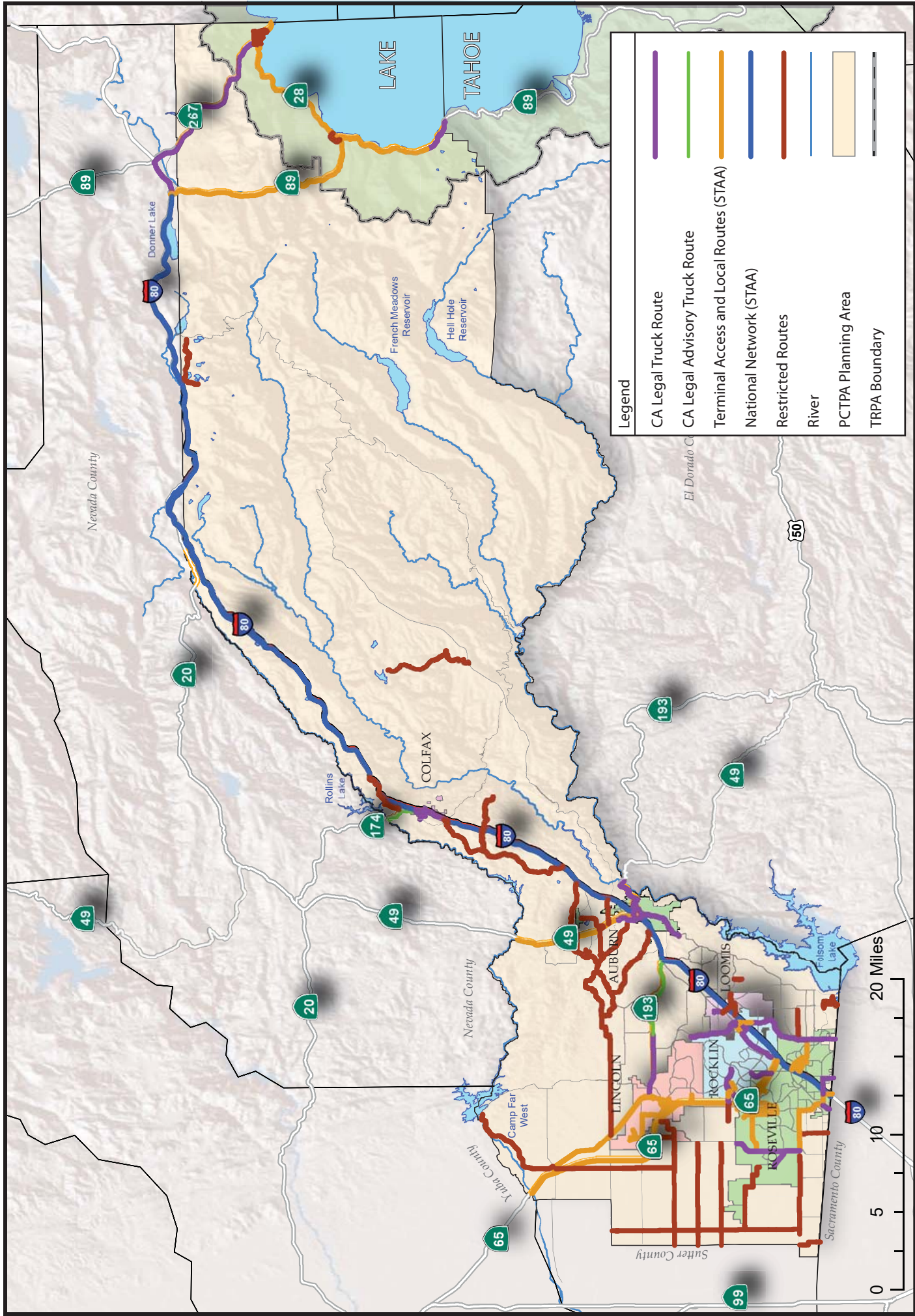


Figure 6.5
Truck Routes in Placer County

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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 and obsolete infrastructure, 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. Efforts are also needed to improve existing infrastructure to meet current standards, in addition to reducing congestion. For example, the completion of the Interstate 80 Raise project, which raised the vertical clearance of structures crossing I-80 allow trucks traveling the interstate to avoid detours on local roads, which have historically caused delays and stresses on the local road system.

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.

Freight Corridor Bottlenecks

In northern California, substantial growth is expected along three primary trade corridors: Bay Area to the Central Valley, within the Central Valley, and the Central Valley to Reno. These trade corridors are also identified as major intercity passenger rail corridors per the State Rail Plan. Accommodating future train volumes will require additional track capacity improvements and, in several situations, separate freight and passenger track. It will also require efficient management of the State’s entire rail network to promote goods movement and maintain and expand recent economic gains that California has achieved over the last decade.

Congested Lane Miles for Major Goods Movement Corridors

Roadway congestion can be viewed from several different perspectives, time in traffic, speed at which traffic flows, or how regularly traffic backups occur. The congestion can also be looked at in terms of its impact on commuters as well goods movement travel.

Using SACOG’s SACSIM travel demand model, PCTPA calculated the congested lane miles for major goods movement corridors within the County. SACOG defines congested lane miles as the number of lanes and distance of a roadway with volume-to-capacity ratios of greater than 1.0. Projections for Placer County congested lane miles by goods movement corridor type are shown in Table 6.5-1. The table shows the year 2016 and projected year 2040 estimates for congested lane miles.

Measure	2016	2044	% Change
National Network	18.5	15.82	-14%
Terminal Access & Local Routes	32.8	30.23	-8%
CA Legal Truck Route	15.2	13.80	-9%
CA Legal Advisory Truck Route	0	-	0%
All Classes	66.5	59.73	-10%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2024			

The above results indicate that congested lane miles of major goods movement corridors in Placer County are expected to decrease by 10% overall and 14% on the national truck network with the implementation of the proposed 2044 RTP.

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

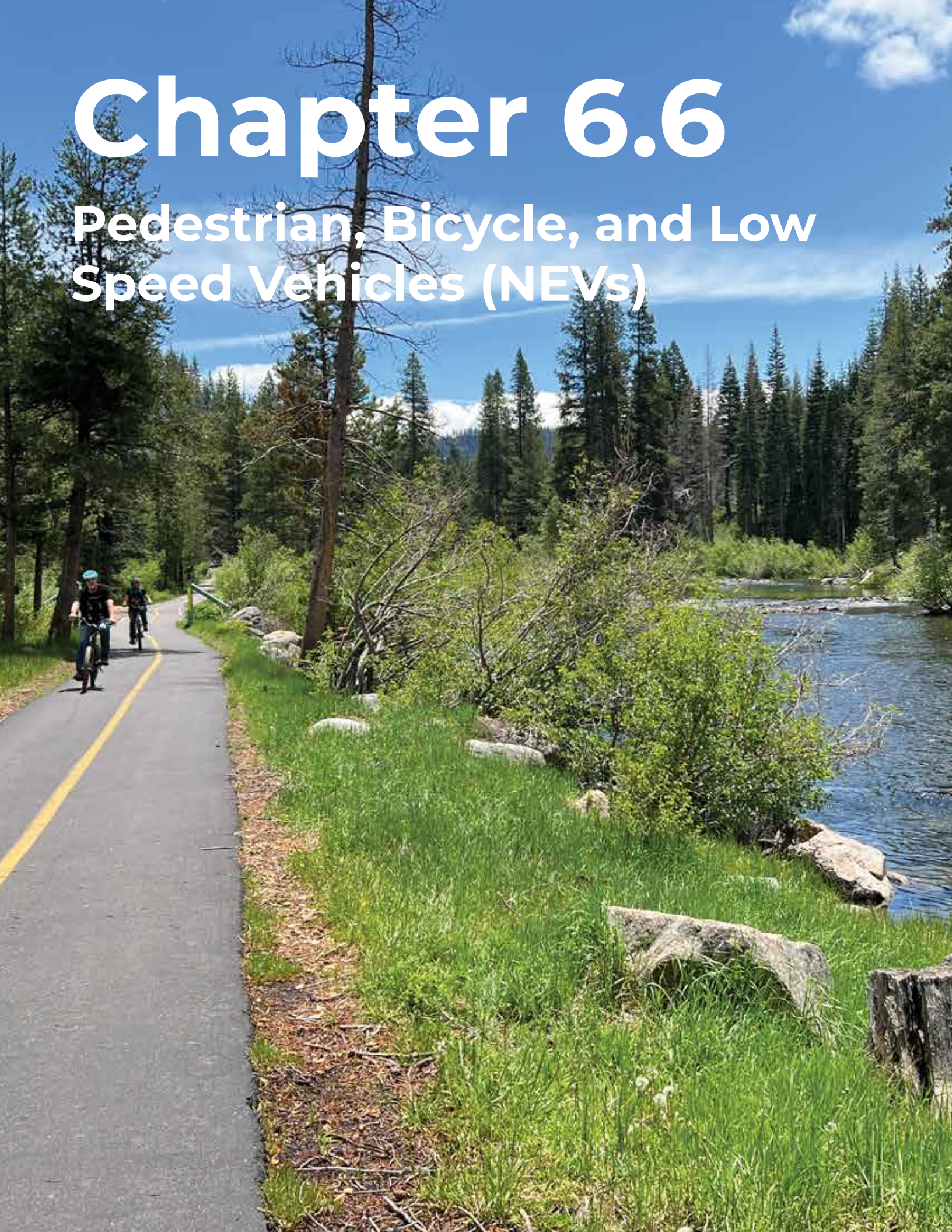
Unlike in prior Action Plan sections, there are no projects included in the 2044 RTP that are specifically identified as “goods movement” projects and consequently are not depicted as a proportionate share of total expenditures. There are many projects identified in SACOG’s Good Movement Action Plan, the California Freight Mobility Plan, the State Rail Plan, and local airport master plans, 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. All fiscally constrained projects are located in Appendix D, while the fiscally unconstrained project list is located in Appendix E.

- I-80 / SR65 interchange
- Capital Corridor Third Track Project between Roseville and Sacramento
- SR 65 Operational & Capacity Improvement Project
- I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane
- I-80 EB Truck Climbing Lanes near Colfax, Nyack, and Kingvale,
- SR 267 Truck Climbing Lanes from North Star to Brockway Summit
- Airport CIP projects

In addition to the key projects, investment in State highways and the local streets and roads can have a cumulative effect in alleviating bottlenecks in the transportation system and facilitate goods movement.

Chapter 6.6

Pedestrian, Bicycle, and Low Speed Vehicles (NEVs)



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

PCTPA is committed to developing programs and projects that encourage the use of alternative transportation modes. This includes the implementation of low-speed Neighborhood Electric Vehicle (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.

ACTIVE & ALTERNATIVE TRANSPORTATION

Bicycling, walking and NEV use have increased in popularity in recent years. The incorporation of trails, sidewalks, bike lanes, and NEV routes in local planning efforts continues to make these alternative modes more convenient ways to travel. These active modes of transportation have multiple benefits. They offer an alternative for residents who cannot drive or take transit, provide health benefits as a form of exercise, and are a leisure pursuit for many who simply enjoy biking and walking. Increasing biking, walking, and NEV use also saves energy, is beneficial for the environment, and relieves congestion from roadways.

Low-Speed Vehicles or NEVs

NEVs have gained popularity in the Cities of Lincoln, Rocklin and Roseville. 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. 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 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.

Existing Pedestrian Plans

Pedestrian Master Plans

A Pedestrian Master Plan is intended to establish policies, projects, and programs that improve the pedestrian system and increase walking for transportation, recreation, and health. These can be stand-alone pedestrian plans, or incorporated into an active transportation plan, general transportation plan, or similar document. The following agencies have adopted some form of pedestrian master plan: Cities of Lincoln and Roseville, and Placer County. PCTPA is currently leading a new, Countywide Active Transportation Plan (ATP), which will incorporate all the cities/town in and unincorporated areas of Placer County into one regional bicycle/pedestrian plan, in coordination with the City of Roseville’s concurrent ATP planning efforts. It is intended that this Countywide ATP creates a prioritized list of bike/ped projects that are ready for available federal and/or state funding.

Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way

An 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 following agencies have adopted ADA Transition Plans: Cities of Auburn, Colfax, Lincoln, Rocklin, Roseville, and Placer County.

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 and can be found online at:
<https://www.roseville.ca.us/cms/one.aspx?pageId=8967195>.

Bicycle

California Vehicle Code permits bicycling on all streets, except for interstate highways and some state highway segments. Although not all streets are designated as bikeways, they are all important to ensure access and connectivity for bicyclists. Where bicyclists cannot use state highways, 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.

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.

Several factors are considered when developing new bicycle routes, including anticipated use, system coverage, connectivity, and safety issues. Ideally, a bicycle route is safe, comfortable, convenient, and highly connected to meet the transportation and recreation needs of a broad range of users. 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.

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.

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.

Class IV Bikeways provide a physical separation from vehicular traffic. This separation may include grade separation, flexible posts, planters or other inflexible physical barriers, or on-street parking. These bikeways provide some bicyclists a greater sense of comfort and security, especially in the context of high speed roadways. Separated facilities can provide one-way or two-way travel and may be located on either side of a one-way roadway. This class of bikeway has not yet been implemented in Placer County.

Bicycle Safety

As more bicycle infrastructure is added in Placer County, it becomes safer to bike and walk. Table 6.6-1 shows that over the past decade, the total counts of pedestrian, cyclist, and vehicle collisions have decreased dramatically, while the counts of serious injuries and fatalities have remained constant. 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.

	2010 Total (Serious Injury) [Fatality]	2015 Total (Serious Injury) [Fatality]	2021 Total (Serious Injury) [Fatality]
Pedestrian Related Collision	44 (5) [4]	33 (6) [6]	60 (13) [5]
Bicycle Related Collision	67 (6) [1]	34 (9) [0]	68 (13) [1]
Source: UC Berkeley Transportation Injury Mapping System, 2024 Note: 2020 data not used due to COVID-19 pandemic			

Existing Bike Plans

In 2018, PCTPA updated the Placer County Regional Bikeway Plan in coordination with the Placer County Department of Public Works. The Plan updates the prior Regional Bikeway Plan adopted in 2002 and establishes a publicly-supported vision for improving bikeways throughout the county. Improving connections for bicyclists provides additional choices to people traveling, provides new links to key destinations and communities, and can help support active lifestyles through increased recreation. The Plan develops a regional system of bikeways that connects the six incorporated cities and numerous unincorporated community areas.

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. This overall goal is framed by three objectives in line with Caltrans’ Toward an Active California: State Bicycle and Pedestrian Plan:

- Safety: Reduce the number, rate, and severity of bicycle-involved collisions.
- Mobility: Increase the connectivity and usability of the Placer County bikeway network to increase bicycling.
- Preservation: Maintain a high-quality bikeway system.

The Regional Bikeway Plan includes a prioritized list of proposed bikeways to assist in identifying regionally-significant projects as well as the most competitive locations for future grant funding opportunities. The criterion emphasizes regional connections and developing a bikeway network that allows for safe and comfortable bicycling in communities and along key recreational routes. The proposed regional bikeway network is shown in Figures 6.6-1, *Regional Bikeway Network – Western County*, 6.6-2, *Regional Bikeway Network – Central County*, and 6.6-3, *Regional Bikeway Network – Eastern County*.

Each city and town in Placer County also develops and maintains its own bicycle plan. Together, these plans help Placer County and its jurisdictions set goals, objectives, and

policies to achieve its ultimate bikeway system. Each of the Placer County bikeway plans are incorporated into SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan, which was last updated in 2018, and encompasses the six-county region.

PCTPA is currently leading a new, Countywide Active Transportation Plan (ATP), which will incorporate all the cities/town in and unincorporated areas of Placer County into one regional bicycle/pedestrian plan, in coordination with the City of Roseville's concurrent ATP planning efforts. It is intended that this Countywide ATP creates a prioritized list of bike/ped projects that are ready for available federal and/or state funding.

Dry Creek Greenway

In 2004, Placer County worked with the Dry Creek Conservancy and local jurisdictions, to prepare 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. The Dry Creek Greenway Multi-use Trail is envisioned as a paved, off-street trail that will provide a safe, convenient and highly connected bike route through the region.

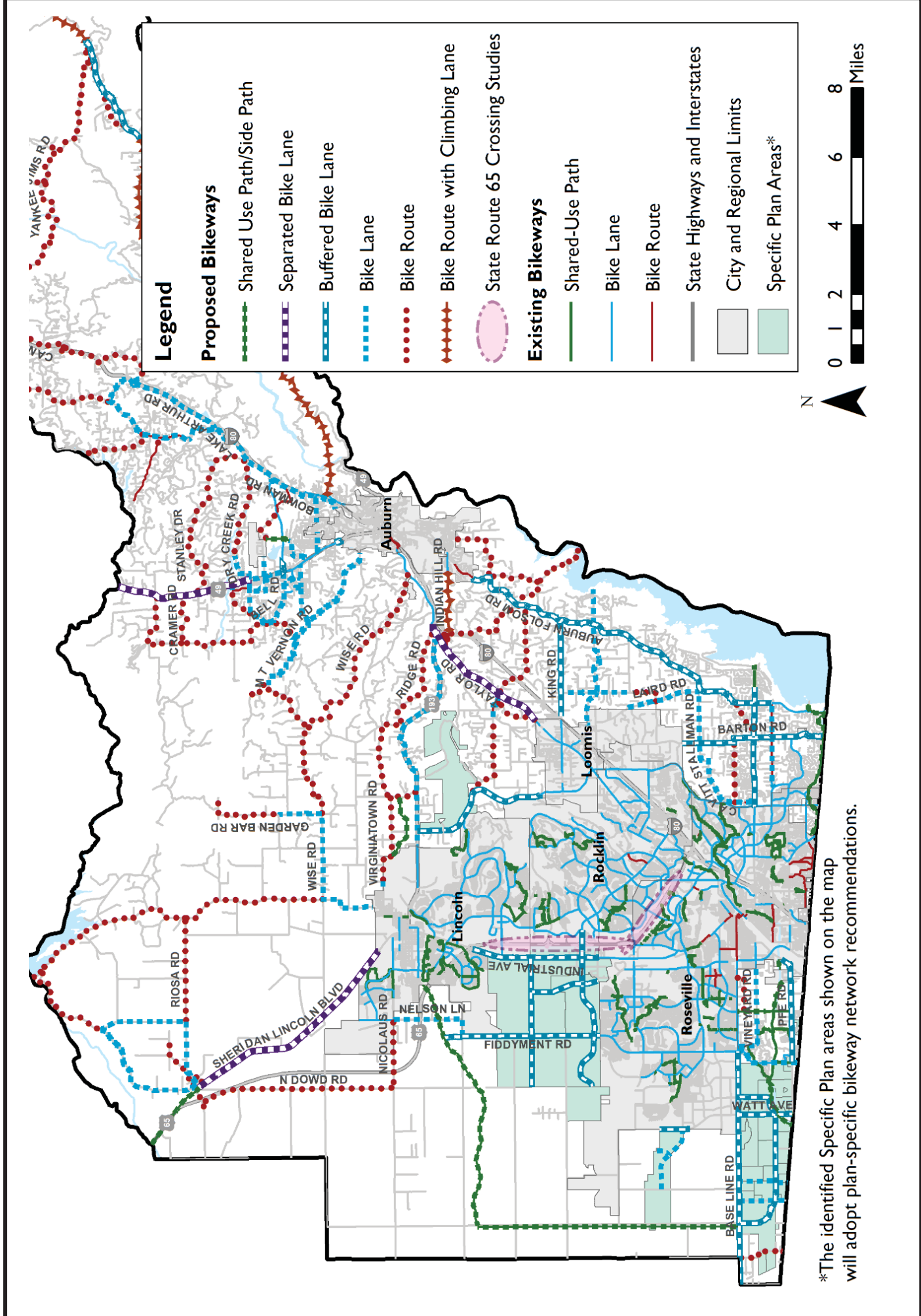
The City of Roseville and Placer County have taken steps to achieve this vision by constructing segments of this trail across the county. Challenges for the project include neighborhood compatibility, limited availability of right-of-way, roadway crossings, existing utilities and environmental factors.

June 2019 marked the acceptance of the Dry Creek Greenway West Planning and Feasibility Study. The study was a collaboration between Placer County, the Rails-to-Trails Conservancy, the City of Roseville, and PCTPA funded through a Caltrans Sustainable Communities Grant. The study evaluated the feasibility of a three-mile, paved, (Class I) multi-use trail between Cook Riolo Road and Riverside Avenue along the Dry Creek Corridor. The trail would ultimately link the existing Dry Creek Trail in unincorporated Placer County via the Cook Riolo Road multi-use path, and the proposed Dry Creek Greenway East (Riverside Avenue to Old Auburn Road).

The Dry Creek Greenway East trail project is a 4.25 mile segment of multi-use paved, off-street trail along Dry, Cirby and Linda Creeks between Riverside Avenue and the intersection of Old Auburn Road/Cirby Way. City Council approved the Final Environmental Impact Report (EIR) at their March 20, 2019 meeting. This approval allows the city to begin Final design of the project, seek the necessary environmental permits, obtain any necessary right-of-way, and then begin construction. Construction funding for the project will be provided by as statewide Active Transportation Program (ATP) grant. Phase 1 is under construction, while Phase 2 is beginning the design phase.

The Dry Creek Greenway (East and West) trails would be part of a continuous 70-mile loop of trails including the Dry Creek Greenway, Dry Creek Parkway, Ueda Parkway, American

River Parkway, and Baldwin Reservoir Connection. Figure 6.6-4 contains the Dry Creek Greenway Trail system.



*The identified Specific Plan areas shown on the map will adopt plan-specific bikeway network recommendations.

Figure 6.6-1
Regional Bikeway Network - Western County

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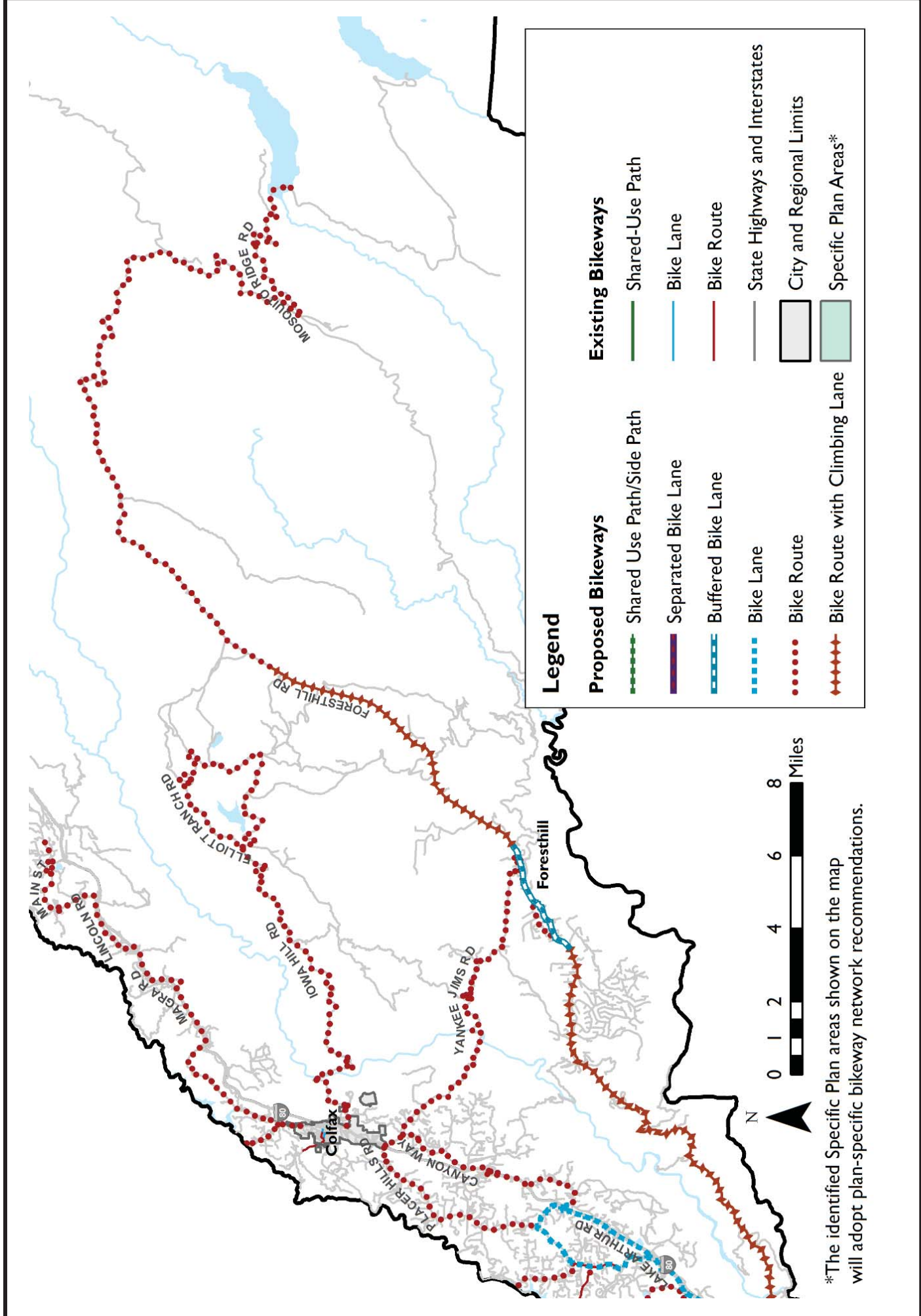


Figure 6.6-2
Regional Bikeway Network - Central County

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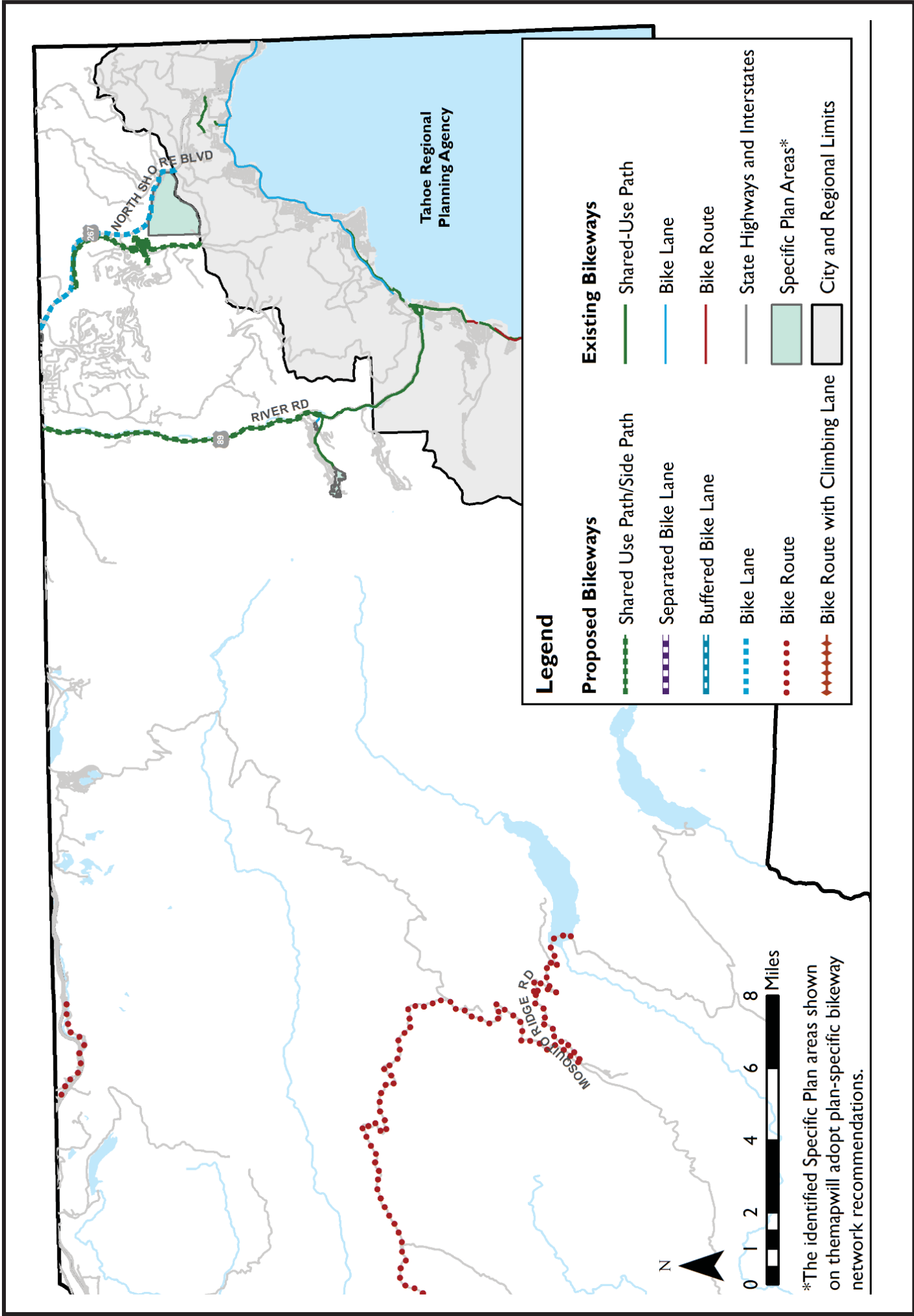
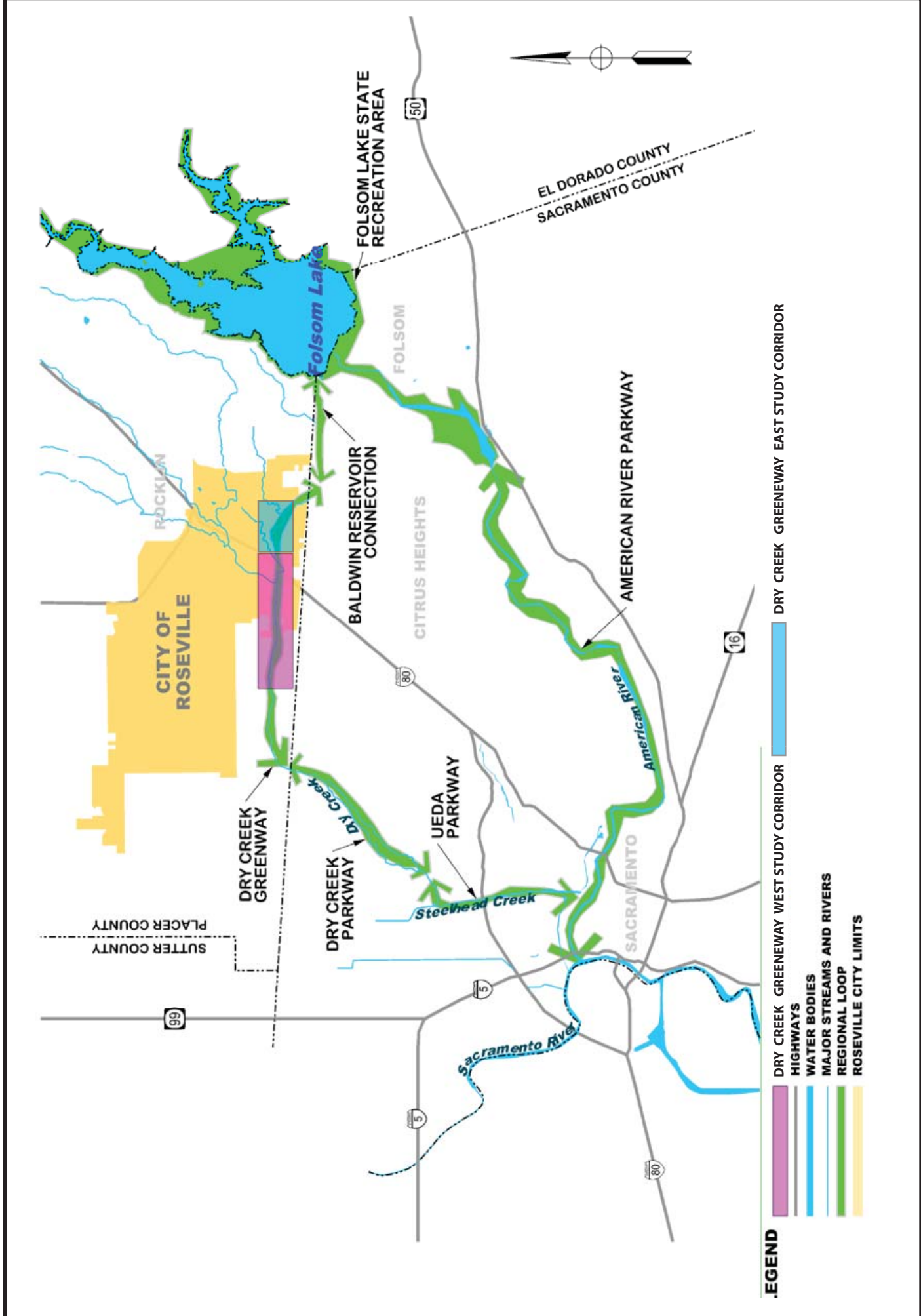


Figure 6.6-3
Regional Bikeway Network - Eastern County

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- LEGEND**
- DRY CREEK GREENWAY WEST STUDY CORRIDOR
 - DRY CREEK GREENWAY EAST STUDY CORRIDOR
 - HIGHWAYS
 - WATER BODIES
 - MAJOR STREAMS AND RIVERS
 - REGIONAL LOOP
 - ROSEVILLE CITY LIMITS

Figure 6.6-4
Dry Creek Greenway Trail System

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THE ACTIVE TRANSPORTATION PROGRAM (ATP)

In 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). The ATP consolidated various federal and state transportation funding programs, into a single program with a focus to make California a national leader in bicycle and pedestrian transportation. ATP funds are allocated in state and regional competitive funding rounds, where jurisdictions must submit applications detailing why a project should receive ATP funding. To date, Placer County jurisdictions have received about \$31 million in ATP funding across eight projects and continue to pursue additional funds.

ACTIVE & ALTERNATIVE TRANSPORTATION NEEDS ASSESSMENT

According to the 2017 National Household Travel Survey, 46 percent of all trips were less than three miles and 21 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, 12 percent¹ of trips in the Sacramento region are made by biking and walking.

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 in bike lanes and sidewalks between 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.

¹ Sacramento Area Council of Governments “2018 Regional Transportation Study”

TRAVEL TRENDS

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.

Using SACOG’s SACSIM travel demand model, PCTPA calculated 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 (2016) and horizon year (2044) travel demand model pedestrian and bicycle trips in Placer County.

Measure	2016	2044	% Change
Bicycle and Walking Trips (weekday)	104,513	158,569	34.09%
Population	363,896	525,644	30.77%
Bicycle and Walking Trips / Capita	0.29	0.30	3.33%

Source: SACOG SACSIM Travel Demand Forecasting Model, 2024

According to this data, bicycling and walking is anticipated to increase 34.09% between 2016 and 2044. 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. Bicycle/walking trips per capita are anticipated to increase by approximately 3.3%. 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 38 percent by 2044.

Table 6.6-3 Bikeway Facility Miles			
Measure	2016	2044	% Change
Shared-Use Paths (Class I)	142.2	251.6	77%
Bike Lanes (Class II)	340.2	424.6	25%
Bike Routes (Class III)	18.1	14.1	-22%
All Classes	500.5	690.2	38%
Source: SACOG SACSIM Travel Demand Forecasting Model, 2024			

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 around schools. *(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 in Appendix D. 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.

Chapter 6.7

Transportation Systems Management



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 through technology integration and system monitoring, and programs that reduce travel demand and dependence on single occupant vehicles to improve air quality, and minimize the need for new and expensive transportation infrastructure.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

ITS is a collection of roadway and transit management strategies that use communication systems and computers to monitoring the transportation system to improve the safety, operational effectiveness, and efficiency of the system. Examples of ITS technologies include changeable message signs, ramp metering, integrated applications that identify the anticipated arrival of buses, congestion hot spots, and accident notifications.

ITS ARCHITECTURE & REGIONAL PLANNING

MAP-21 required ITS projects funded from the Highway Trust Fund to conform to the National ITS Architecture, which has been maintained through the most recent IIJA legislation. 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)

Technology has played a role in alerting motorists of traffic incidents and coordinating traffic control systems across the region for several decades. In 2002, the Tahoe Gateway Counties ITS Strategic Deployment Plan (SDP) was adopted by Placer, Nevada, El Dorado, and Sierra counties. The SDP addressed 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 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

SACOG ITS STRATEGIC DEPLOYMENT PLAN

The ITS Strategic Deployment Plan for the Sacramento region was prepared by SACOG in 2005. 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.

Since that time, there have been major advancements in technology and changes in the National ITS Architecture. The most current version of the National ITS Architecture is version 8.0 and includes the Connected Vehicle Reference Implementation Architecture (CVRIA). Other changes since 2005 include terminology for consistency with the National ITS Architecture, and new service packages for security, parking technology, and express lanes. SACOG is updating the Sacramento Regional ITS Architecture to ensure proper planning and integration of technology projects occurs. It is also essential to demonstrate ITS Architecture conformance for federal funding purposes.

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.

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.

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.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) complements ITS to find creative solutions to deal with growth in population, traffic congestion, and achieving federal air quality standards. One element of this effort that remains constant is finding ways to make our existing transportation system as efficient as possible.

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 2023 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 2015 Urban Mobility Report prepared by the Texas Transportation Institute, the Sacramento region experiences in 43 hours of delay per year and the total congestion cost of \$958 per peak commuter per year. These figures are up from the 2011 report identifying 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 the Interstate 80 Auxiliary Lane project.
- 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.

PCTPA operates the Freeway Service Patrol on I-80 between the Sacramento County Line and the City of Auburn and on SR 65 between I-80 and Lincoln Boulevard since 2003. The program has been augmented over time through additional State funding. Placer County's FSP operates from 6:30 a.m. to 10:00 a.m. and from 2:30 p.m. to 6:30 p.m., Monday through Friday (including the following holidays: Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, and Labor Day).

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, provides alternative trip information to those who reside and work in Placer County. Closely coordinated with the Regional Rideshare program and Spare the Air, this effort 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.

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 6.7-1 identifies Placer County park-and-ride lot locations and their service characteristics.

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 I-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 I-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 I-80 at Weimar Cross Roads	County	12	No	No	0
Colfax	Dingus McGees Colfax (former) - Approx 1 mile south of Colfax/west side of I-80	Private	50	No	No	0
Colfax	Colfax Amtrak Station Railroad Street	City	10	Amtrak and Placer County Transit	No	0
Lincoln	Lincoln Blvd – SW corner of I-80 and Lincoln Blvd interchange	State	150	No	No	0

Table 6.7-1 (cont.) Placer County Park-and-Ride Facilities						
Jurisdiction	Location	Owner	Spaces	Transit Service	Bike Locker	Bike Lockers
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 I-80	County	24	No	No	0
Loomis	Loomis Train Station, Horseshoe Bar Road	City	71	Placer County Transit		3
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

Table 6.7-2 (cont.) Placer County Park-and-Ride Facilities						
Jurisdiction	Location	Owner	Spaces	Transit Service	Bike Locker	Bike Lockers
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.

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, allows employees to perform job duties at home or at another location, communicating with the main work center 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. The COVID-19 pandemic caused large numbers of workers to temporarily work from home, and the trend has partially continued with many workers adopting a “hybrid” schedule of working at home some days and in the office some days.

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 and Webinars

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:

- Ride Free with Your Sierra College ID fare free student transit pass pilot program
- Coordination with SACOG, regional air districts, and jurisdictions on alternative transportation efforts
- Transportation fair participation
- Sacramento Region 511
- 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, and speaking engagements
- Quarterly employer TSM meetings, including training seminars for Employee Transportation Coordinators

-
- New employee outreach, including information packets with alternative transportation information

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. SACOG produces a biannual Regional Transportation Monitoring Report that documents transportation data and trends in the Sacramento region from 2002 to 2015. 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.

In 2016 the SACOG Board of Directors adopted a TDM Strategic Plan that set the course for the regionals TDM programs and projects to be more performance-based and innovative, and produce more measurable reductions in vehicle miles traveled. The TDM Strategic Plan subsequently led to the establishment of SACOG’s Mode Shift program in 2022, which provides grant funding for small non-infrastructure programs, events, quick-build projects, tactical urbanism, or projects to reduce single occupancy vehicle trips and miles by encouraging biking, walking, riding transit, carpooling, vanpooling, and teleworking as alternatives.

In October 2021, SACOG completed their Next Generation TDM plan that is designed to further lead to greater measurement of investments into TDM programs. The three major goals of the program are to:

- Leverage existing and new partnerships to maximize technological opportunities, raise awareness of programs/services, and offer improved and new cost-effective programs/services that support alternative mode use and behavior change;
- Better integrate TDM with planning and project delivery both to improve the land use/transportation planning process and promote new multimodal infrastructure when it is completed; and
- Collect and analyze data to make smart investments that focus on long-term behavior change

The plan focuses on small grant opportunities to drive innovative approaches that have not been tested. Examples include the Civic Labs program that is a collaboration of local agency staff and industry leader to tackle specific transportation and identify a solution. The TDM mini grants to deploying new pilot projects and test the effectiveness and community readiness for projects and programs that encourage bicycling, walking, ride sharing, riding transit, and teleworking as options to replace car trips.

TSM ACTION PLAN

Short and Long Range

1. Ensure the long-term viability of ITS in the Tahoe Gateway Region. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, FHWA*)

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2. 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)*
 3. 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)*
 4. 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)*
 5. 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)*
 6. 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)*
 7. 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)*
 8. Implement traffic flow improvements on regionally significant roadways. *(PCTPA, jurisdictions, Caltrans)*
 9. Provide more effective and convenient transit services (bus and rail) to maintain existing ridership and promote increased ridership. *(PCTPA, CCJPA, transit operators)*
 10. 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)*
 11. Increase the awareness of active and alternative transportation options in Placer County through outreach, educational, and incentive programs. *(PCTPA, jurisdictions, transit operators)*
 12. 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.

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13. 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 Appendix D. There are also many other projects that are consistent with the TSM action plan including passenger rail, public transit, and non-motorized projects. Those projects are also found in Appendix D. Note that the TSM Action Plan projects are categorized as Systems Management, Operations, and ITS according to SACOG's 2023 MTP/SCS.

Chapter 6.8

Transportation Safety & Security



6.8 Transportation Safety & Security

This chapter addresses transportation safety and security as required under IIJA, continued from 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’S 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 collisions and other incidents on Interstate 80 and State Route 65 in Placer County. FSP patrols the region's most congested freeway segments during the busiest times of the day, quickly clearing collisions 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 collisions and bottlenecks caused by impatient drivers and gawkers. Chapter 6.7 discuss the FSP in greater detail.

TRANSPORTATION SAFETY

Traffic Collision 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 collision statistics in 1966. According to the NHTSA, traffic collisions, 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 IJIA, and continued from MAP-21 and the FAST-Act, 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) 2017 RTP Guidelines for RTPA, 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 current California Strategic Highway Safety Plan (SHSP) was adopted in September 2015.

The California SHSP highlights challenges to roadway user safety; proposes strategies to reduce collisions, 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 2044 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 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 2044 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.

Caltrans initiated an update to the SHSP in fall 2018. The 2020 – 2024 California Strategic Highway Safety Plan began with a review of collision data trends and the successes of the 2015 – 2019 SHSP. Six regional outreach events were held to engage local stakeholders on safety strategies. Caltrans intends to use the data findings and input from the regional outreach events, to refine the list of strategies to implement upon adoption of the plan in late 2019. The SHSP became effective starting January 1, 2020.

Causes & Types of Traffic Collisions

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 collisions 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 shown in Table 6.8-1 below, fatal and injury collisions in Placer County have varied greatly over the nine years, although generally mirroring the decline identified in national statistics. Fatal collisions peaked in 2016, with 2014 having the fewest fatalities; while injury peaked in 2011, with fewest injuries occurring in 2013.

	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total Collision	844	1,004	1,113	1,271	1,639	1,589	1,274	1,658	1,586
Total Fatalities	13	21	37	30	27	24	33	33	32
Total Injuries	831	983	1,076	1,241	1,612	1,565	1,241	1,625	1,554
Total Serious Injuries	71	82	91	119	139	135	164	181	145

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, 2024

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.

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 collisions at locations:

- Fatal and injury collision 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 collision 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 collisions, 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 collisions 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 collision 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 2044 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.

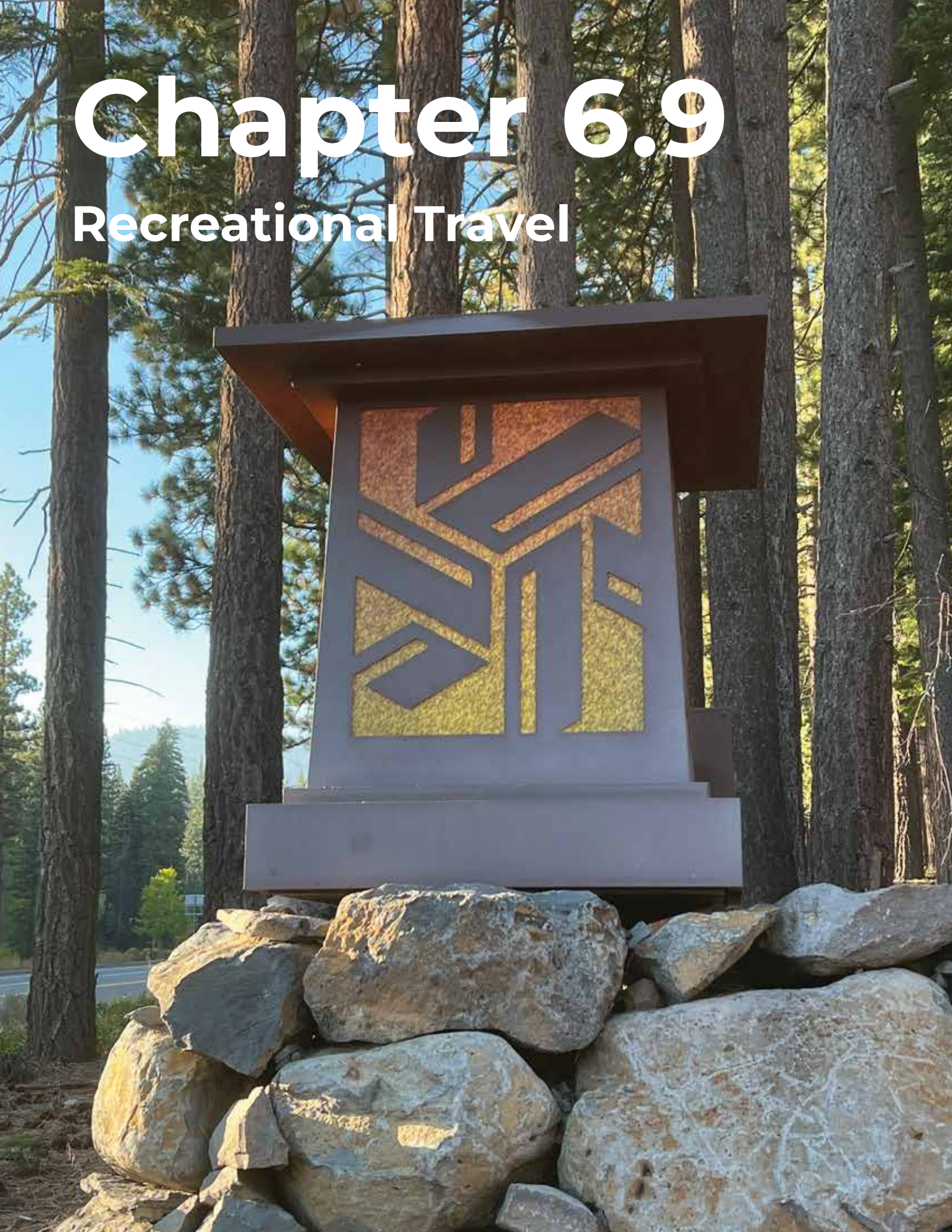
Unlike in prior Action Plan sections, there are no projects included in the 2040 RTP that are specifically identified as “safety projects”. There are projects that are consistent with the Transportation Safety & Security Action Plan, which are included in Appendix D. Examples of these projects include the following improvements:

- Crosswalk Safety Enhancements in Unincorporated Placer County
- SR 49 Pavement Rehab Project
- S. Auburn/Central/SR 174 Intersection Improvements
- Lincoln Blvd. Streetscape Improvement Project Phase 4

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.

Chapter 6.9

Recreational Travel



6.9 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) and Linking Tahoe: Corridor Connection Plan (Stantec, 2017).

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, more than 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 Wine Trail, 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, Olympic Valley (formerly known as 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. The 2017 Linking Tahoe: Corridor Connection Plan identified that nearly 43% of all visitors to the Tahoe area are considered day visitors, not requiring 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. In 2014, 24.4 million visitors entered the Tahoe Basin, which is more visitors than the top National Parks in the United States including Yosemite and Grand Canyon.

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, with over 60% of all Lake Tahoe Basin visitors in July 2014 residing California. 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

^{1,2} *North Tahoe Regional Traffic Management Plan*, LSC Transportation Consultants, Inc., February 19, 2003.

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 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.

Recreational travel to Placer County is also facilitated 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. 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.

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 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

³ *Placer County General Plan - Background Report*, Volume I, August 16, 1994.

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 2044 RTP that are specifically identified as “recreational travel”. There are projects that are consistent with this Action Plan, which can be found in Appendix D:

- SR 267 Truck Climbing Lanes
- Upgrade Changeable Message Sign Panels
- Tahoe Area Regional Transit Operations
- Truckee River Trail

Chapter 6.10

Integrated Land Use, Air Quality & Transportation Planning



6.10 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 the goal to improve air quality, 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 goods between the places in which people 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 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 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 (PCCP), a Habitat Conservation Plan under the federal Endangered Species Act and a Natural Community Conservation Plan under California's Natural Community Conservation Planning Act, that was adopted by the Placer County Board of Supervisors in September 2020. 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 aid SPRTA in planning for the Placer Parkway, a transportation corridor that will link SR 65 with SR 99/70 in Sutter County.

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 2023 MTP/SCS through transportation investments and policies and land use patterns that support the rural economy.

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.

The PCTPA, in collaboration with the Sacramento Area Council of Governments (SACOG), Capital Corridor Joint Powers Authority (CCJPA), and Caltrans District 3, are developing a

multimodal corridor plan including an approximately 40-mile corridor that starts on US 50 at Interstate 5 and extends along Business 80, Interstate 80 to Highway 49, and Highway 65 to Nelson Lane. The multimodal corridor plan will include fourteen (14) public agencies and is based upon a commute shed connecting regional retail, employment, and residential areas of Placer County and the northern portions of Sacramento County/City of Sacramento. Residents of these areas are traveling on a regular basis back and forth to major employers, colleges, retail centers, with the commute shed representing over 1 million people. The multimodal corridor plan will facilitate coordination of transportation projects and funding across city and county boundaries.

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 2023 MTP/SCS builds upon and refines the regional land use development pattern developed for the region’s first SCS in 2012. An important part of the SCS is forecasting a land use growth pattern for the 2044 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 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 2016 and in 2044.

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.

High Frequency Transit Areas

A subset of the MTP/SCS housing and employment growth falls within what SACOG refers to as High Frequency Transit Areas. High Frequency Transit Areas 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 because it coincides with the definition of Transit Priority Projects in SB 375 which, as discussed below, are eligible for CEQA streamlining benefits. High Frequency Transit Areas are considered an overlay geography and do not necessarily correspond directly to Community Types. While substantial overlap exists between high frequency transit areas and Center and Corridor Communities, additional opportunities exist to realize the benefits of smart land use during the MTP/SCS planning period.

Figure 6.10-1 illustrates the relationship of the high frequency transit areas to the Community Types. Table 6.10-1 summarizes the expected housing and employment within the Placer County High Frequency Transit Areas.

Table 6.10-1 Summary of Expected Housing and Employment within High Frequency Transit Areas¹	
Dwelling Units	
2016 Dwelling Units	17,638
2016-2044 New Dwelling Units	13,411
2044 Total Dwelling Units	31,049
Employees	
2016 Employees	36,942
2016-2044 New Employees	14,085
2044 Total Employees	51,027
<p>Note: High Frequency Transit 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, MTP/SCS Preferred Scenario Land Use Forecast, March 2024</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: 12.5 miles in 2016, decreasing to 11.4 miles by 2044. These rates are approximately 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: 17.1 miles in 2016, decreasing to 15.8 by 2044. 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.

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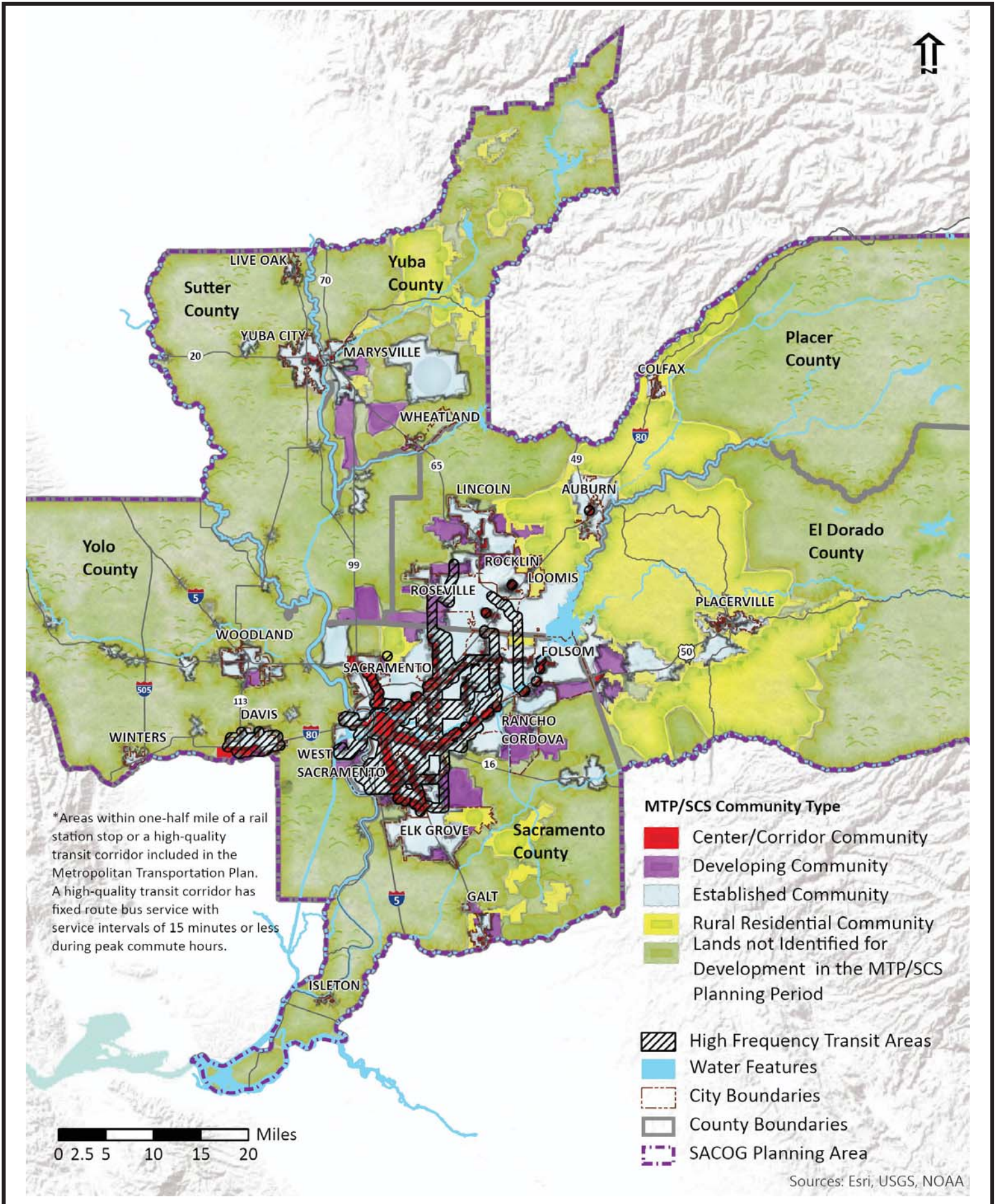


Figure 6.11-1
SACOG 2020 MTP/SCS Community Types

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- Residents of Developing Communities have the next lowest per capita VMT: 22.6 miles in 2016, decreasing to 19.6 by 2044. These rates are 26 to 19 percent higher than regional average. Both of these levels are above the regional average (17.9 miles for 2016, and 16.5 for 2044). There are a number of factors related to these VMT rates. By 2044 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 33.9 miles in 2016, declining slightly to about 31.7 miles in 2044. These rates are 89 to 92 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**

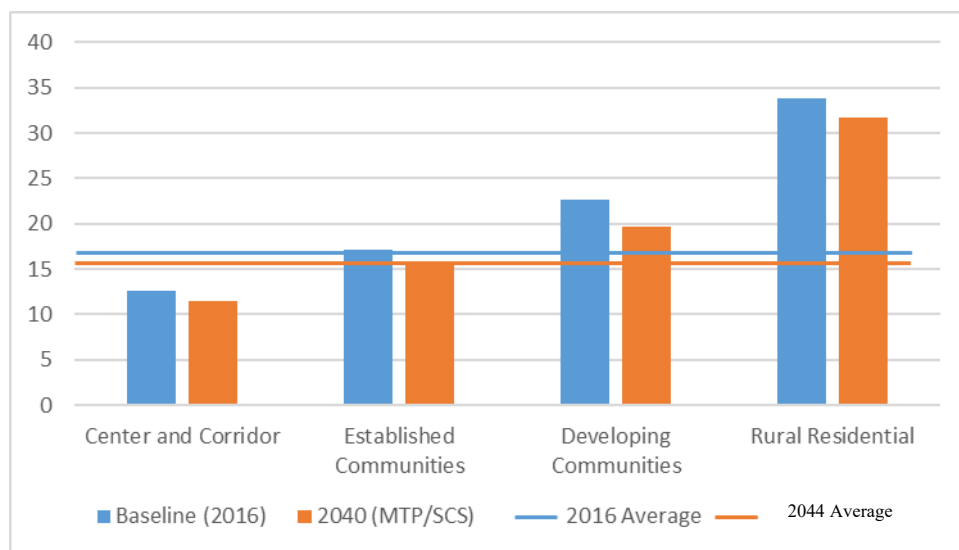
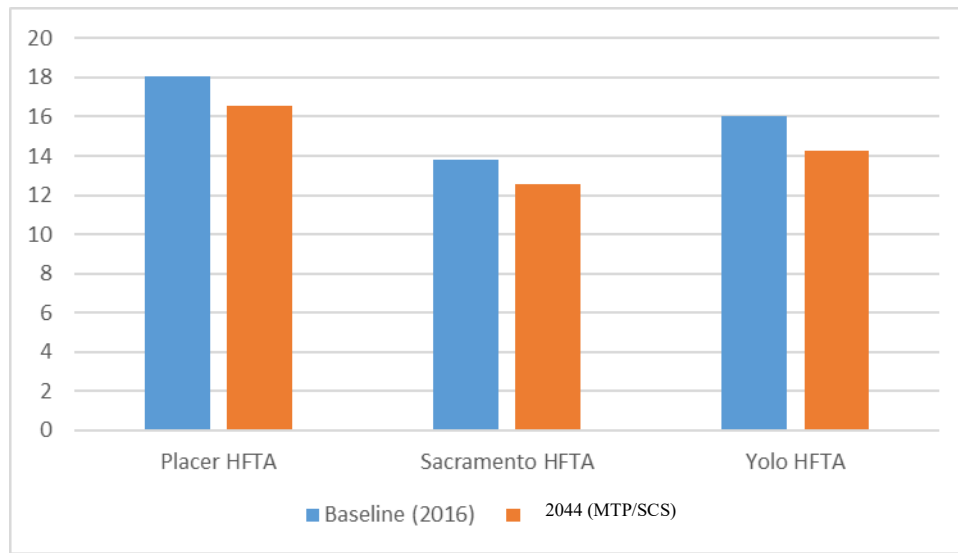


Figure 6.11-3 illustrates the regional VMT by high frequency transit area in the SACOG Region.

Figure 6.11-3
Weekday Household Vehicle Miles Traveled per Capita
by High Frequency Transit Area in the SACOG Region



Both written and financial support should be provided for infill and transit oriented projects in Placer County and high frequency transit 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.”

Overall, when travel choices and land use are integrated, shifts in the Placer County mode split is anticipated to occur. As shown in Table 6.10-2, the forecasted walking, biking, and transit mode shares are all estimated to increase slightly, single occupant vehicles trips will remain constant, and high-occupancy vehicle trips and school bus trips declining slightly with the implementation of the proposed 2044 RTP.

**Table 6.10-2
Weekday Trips by Mode**

Measure	2016		2044		Mode Share % Change
	Trips	Mode Share	Trips	Mode Share	
Walk	74,852	4.6%	113,979	5.1%	0.5%
Bike	29,661	1.8%	44,697	2.0%	0.2%
Single Occupant Vehicle	762,375	47.0%	1,050,390	47.0%	0%
High-Occupancy Vehicle - 2	374,325	23.1%	509,551	22.8%	-0.3%
High-Occupancy Vehicle – 3+	360,278	22.2%	482,733	21.6%	-0.6%
Transit	4,710	0.3%	13,409	0.6%	0.3%
School Bus	16,663	1.0%	20,114	0.9%	-0.1%
Total	1,622,864	100%	2,234,873	100%	

Source: SACOG SACSIM modeling results, 2024

Prioritize Reduced Emission Projects

The Sacramento region, which includes Placer County, has the fifth worst air quality in the nation, and Placer County is ranked as the 16th worst County in the nation (*American Lung Association - for ozone, 2018*), 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. However, as the United States economy continues to grow, overall air emissions that create the six most-widespread pollutants continue to drop per the American Lung Association.

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. Doing so will help the state to reach climate mitigation goals spelled out in the 2021 Climate Action Plan for Transportation Infrastructure (CAPTI), which also provides the state a roadmap for transportation funding decisions that will help to make California’s transportation network more resilient to climate change.

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, Rural Counties Task Force, 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

The federal MAP-21 transportation bill, subsequent FAST Act, and IIJA continued to focus state and regional planning efforts on 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.

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 19% greenhouse gas (GHG) reductions by 2035, respectively.

Chapter 6.1 (Regional Roadways & Maintenance) summarizes the VMT as part of the RTP. Building on the VMT discussion, this sections shows the trends and GHG reduction efforts as a component to the overall SACOG six-county MTP/SCS. Carbon dioxide (CO₂) from passenger vehicles closely tracks with GHG emissions. Table 6.10-3 compares the change in CO₂ emissions between 2016 and 2044. According to the EMFAC 2014 data provided by SACOG, a 7.7 and 8.4 percent reduction in CO₂ is anticipated by 2035 and 2044, respectively. That is in comparison to overall VMT and population growth of 23 percent and 31 percent during this same time period, respectively.

Measure	2016	2035	2035 % Change	2044	2044 % Change
Passenger Vehicle CO ₂ Emissions (tons/day)	4,147	5,041	21.6%	5,487	32.31%
Population	363,896	479,382	31.7%	525,644	44.45%
CO ₂ / Capita	22.8	21.03	-7.7%	20.88	-8.42%
Source: SACOG EMFAC 2014 modeling results, 2024					

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*)

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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 2044 RTP that are specifically identified as “integrated planning projects” There are projects that are consistent with this Action Plan, which are included in the project list in Appendix D. Examples of these projects include the following improvements:

- PCTPA Complete Street & Safe Routes to School Improvements
- Electric Vehicle Charging and Alternative Fuels Infrastructure
- PCTPA Planning, Programming, and Monitoring (PPM)
- Capital Corridor Third Track Project from Roseville to Sacramento

Chapter 7

Air Quality Element



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 latter 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.

As identified in previous chapters, the 2044 RTP serves as an interim long-range plan that will be shortly replaced by the 2050 RTP in 2025. No new or substantive transportation projects and/or investment strategies are being changed from the 2040 RTP to the 2044 RTP. PCTPA is not preparing a new environmental review document for the 2044, and instead relies on the findings and mitigation measures established in the 2040 RTP's Environmental Impact Report (EIR) for covering the 2044 RTP. Because of this approach, the following sections will reference the environmental work completed and findings made for the 2040 RTP.

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 2040 RTP did 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.

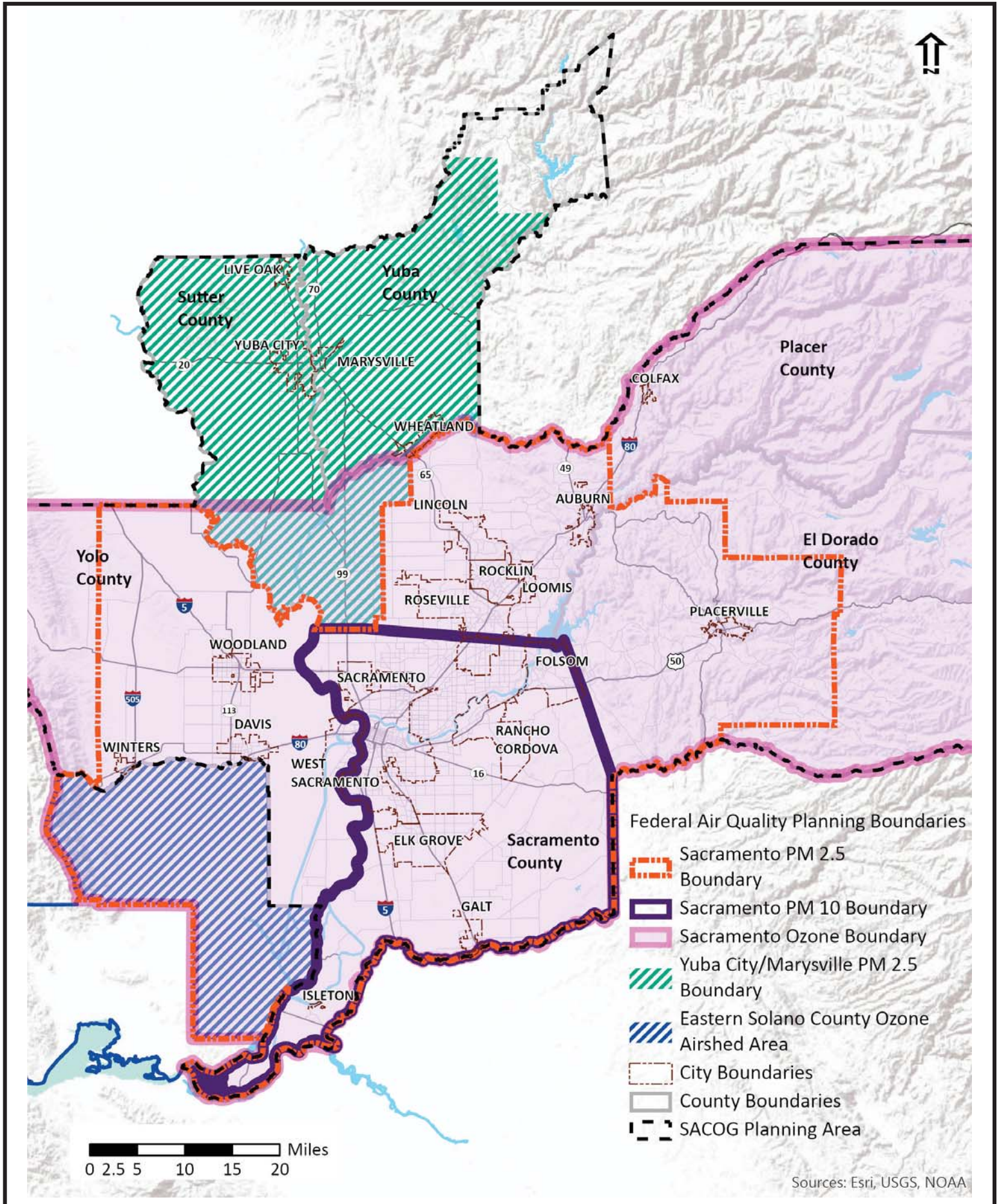


Figure 7.1
Air Basin and Air Quality Conformity Boundaries

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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 PCPACD 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/Town within Placer County

Placer County contains six incorporated cities/town: Auburn; Colfax; Lincoln; Loomis; Rocklin; and Roseville. Placer County and these six cities/town do not directly regulate air quality within their jurisdictions. The county and cities/town 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)	None
8 hour	0.07 ppm (137 µg/m ³)	0.07 ppm (137 µg/m ³)
Respirable Particulate Matter (PM₁₀)		
Annual Geometric Mean	20 µg/m ³	None
24 hour	50 µg/m ³	150 µg/m ³
Fine Particulate Matter (PM_{2.5})		
24 hour	None	35 µg/m ³
Annual Arithmetic Mean	12µg/m ³	12 µg/m ³
Carbon Monoxide (CO)		
1 hour	20 ppm (23 µg/m ³)	35 ppm (40 µg/m ³)
8 hour	9 ppm (10 µg/m ³)	9 ppm (10 µg/m ³)
8 Hour (Lake Tahoe)	6 ppm (7 µg/m ³)	None
Nitrogen Dioxide (NO₂)		
1 hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)
Annual Arithmetic Mean	0.03 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO₂)		
1 Hour	0.25 ppm (665 µg/m ³)	0.075 ppm (196 µg/m ³)
24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm
Annual Arithmetic Mean	None	0.030 ppm
Lead		
30 days average	1.5 µg/m ³	None
Calendar Quarter	None	1.5 µg/m ³
Rolling 3-Month Average	None	0.15µg/m ³
Notes: Excludes Lake Tahoe Basin unless otherwise stated. ppm = parts per million, ug/m ³ = Micrograms per Cubic Meter Source: California Air Resources Board, May 4, 2016		

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 ¹	Federal Designations ²
	Sacramento/Mountain/Tahoe	Sacramento/Mountain/Tahoe
Ozone	Nonattainment (Except Tahoe)	Nonattainment (Except Tahoe)
PM10	Nonattainment	Attainment
PM2.5	Attainment/Unclassified	Attainment
SOURCES: ¹ CALIFORNIA AIR RESOURCES BOARD (2020 Data). ² CALIFORNIA AIR RESOURCES BOARD (2020 Data).		

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, a Non-Attainment” Area for state standards related to PM10, 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.

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.

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

The conformity determination for Placer County RTP 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 the 2044 RTP projects are either included in the 2023 MTP/SCS or programmed in the MTIP where applicable. The conformity analysis performed on the 2044 RTP projects relies on the SACOG 2023 MTP/SCS (November 2023) 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 a global problem and GHG emissions are global pollutants, unlike air pollutants such as ozone and carbon monoxide, which are pollutants of regional and local concern. 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 2017, and subsequent 2024, RTP guidelines, RTPAs are not subject to these same requirement when preparing their RTP. 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 2020 MTP/SCS¹ and 2023 SACOG Federal MTP.

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. When balanced, the combination of incoming solar

¹ <https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy-update>

radiation and outgoing radiation from both the earth's surface and the atmosphere keeps the planet habitable.

GHGs released into the atmosphere by human activity 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 (i.e. human-activity) 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, extreme snow that isolates mountain communities, and flooded highways and roads.

SACOG completed the Sacramento Region Vulnerability and Criticality Assessment² (2020) 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 throughout the six-county region. Additionally, several local agencies in Placer County have plans related to sustainability that address transportation infrastructure, such as the City of Roseville's Communitywide Sustainability Action Plan (2010), Placer County's Sustainability Plan (2019), City of Rocklin Climate Action Plan (2011), and City of Auburn's Resiliency & Sustainability Baseline Analysis (2022).

² <https://www.sacog.org/home/showpublisheddocument/970/638219222555770000>, accessed March 2024.

In early 2024, PCTPA submitted a grant application to the Caltrans Climate Adaptation Grant Program to prepare a Placer Countywide Evacuation and Transportation Resiliency Plan (ETRP). This plan, if awarded, would be developed in partnership with Placer County Office of Emergency Services and examine the effects of extreme climate events on Placer’s transportation infrastructure. Grant awards will be announced in summer 2024.

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.

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 identifies GHGs as specific air pollutants that are responsible for global warming and climate change. According to the ARB Mobile Source Strategy, the transportation sector represents nearly 50 percent of the GHG emissions in California³. 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

³ <https://ww3.arb.ca.gov/planning/sip/2016sip/2016mobsr.htm>, California Air Resources Board, May 16, 2016

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.

CalSTA also recently completed the 2021 Climate Action Plan for Transportation Infrastructure (CAPTI). While not legislation in itself, it does represent a road map for ensuring that the State’s transportation investments will help the transportation network to become more resilient to climate change. As PCTPA continues to coordinate with regional partners and stakeholders to plan for its transportation network, staff will look for ways to integrate CAPTI principles and strategies into projects, programs, and services moving forward.

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 2035. SACOG’s 2012 MTP/SCS and 2016 MTP/SCS addressed the SB 375 requirements by meeting the GHG target and was subsequently accepted by ARB.

SB 375 gives the CARB the authority to reset the GHG reduction targets. They began a process to update GHG reduction targets for all MPOs in 2017. CARB’s proposal increased the GHG reduction targets for all MPOs. SACOG’s GHG reduction target for 2035 was increased from 16 to 19 percent reduction per capita below 2005 levels. The increased target will result in greater pressures to coordinate land use and transportation planning to achieve greater GHG reductions across the six county region.

SACOG’s 2020 MTP/SCS was an update to the 2016 plan and had a new set of implementation challenges surrounding the plan update. The Sacramento region has emerged from the great recession that slashed local government budget at every level impeding project development, scaling back transit services, and postponing regular maintenance of the transportation infrastructure. The 2020 MTP/SCS forecasted much stronger residential and commercial development markets that have accelerated infrastructure projects delayed during the recession. Disruptive technologies such as transportation network companies, (e.g., Uber or Lyft), micro-transit options (e.g., Via), bike and scooter sharing, and the emergence of automated vehicles taking hold and influencing travel choices and patterns. In 2023, SACOG adopted their 2023 Federal MTP that largely carried forward the recommendations of the 2020 MTP/SCS.

New funding through from the Senate Bill 1 (SB1) program has spurred maintenance projects to fill potholes and repave roads, repair bridges, improve pedestrian and bicycle facilities, and replace transit vehicles to bring the system into a state of good repair. The SB1 funding is a big boost to maintenance budgets throughout the region, but has limits on its use for capacity improving projects. Although the development of the 2020 plan faced many of the opposite challenges and unforeseen circumstances that were not incorporated in the 2016 plan, SACOG is still focused on the following:

- 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
- exploring pricing options to address congestion on the state highway system and generate maintenance revenues

The Placer County 2044 RTP serves as the locally developed transportation plan for SACOG's 2020 MTP/SCS and 2023 Federal MTP 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 2044 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)*

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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

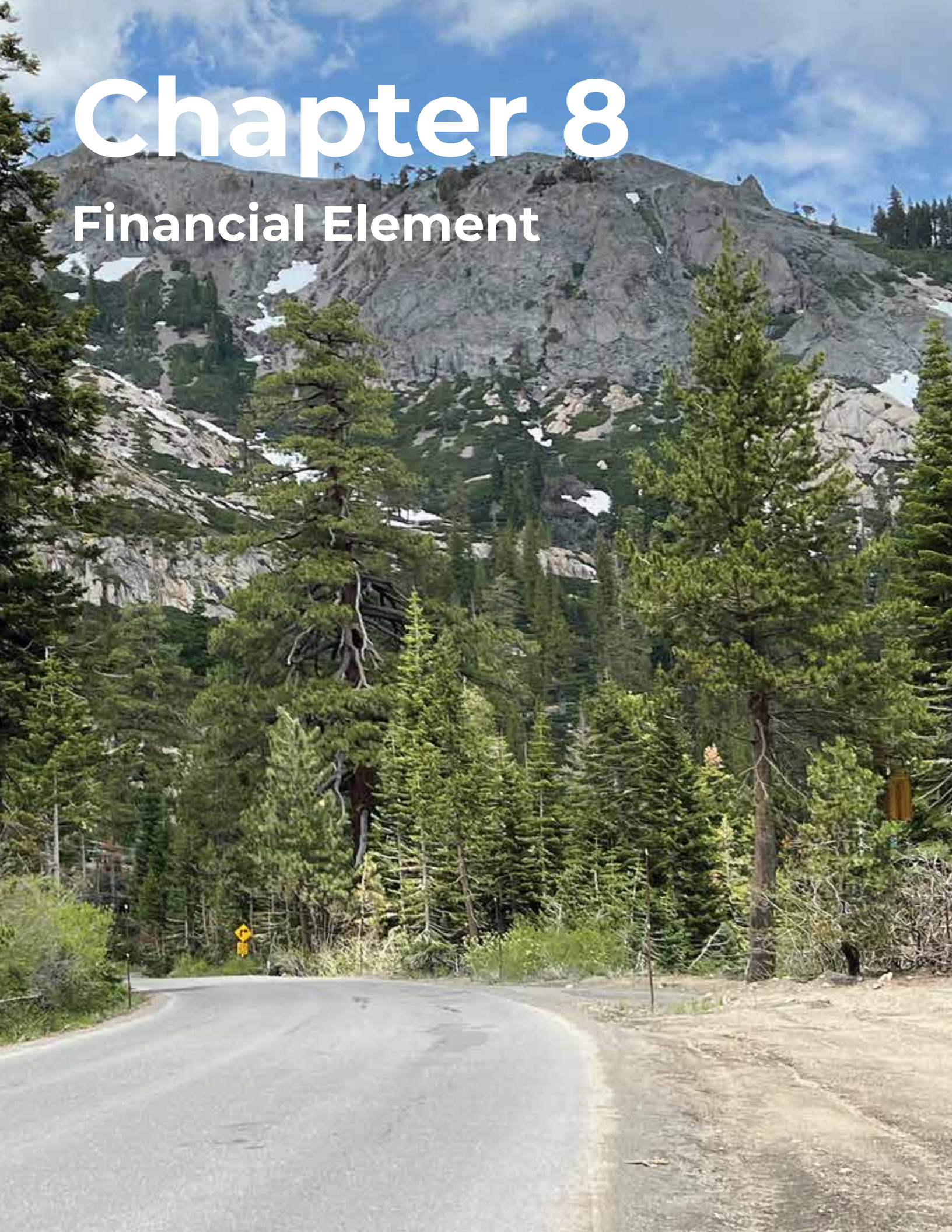
Unlike in prior sections, there are no projects included in the 2044 RTP that are specifically identified as “air quality” projects. There are projects that are consistent with the Air Quality Element and can be found in Appendix D. Examples of these projects include the following improvements:

- Implementation of South Placer County Bus Rapid Transit Service Plan
- Capital Corridor Third Track Project between Roseville and Sacramento
- Electric Bus Replacements Plan
- Electric Vehicle Charging and Alternative Fuels Infrastructure

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Chapter 8

Financial Element



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, 57.9^c of state excise tax and a 2.25% sales tax rate, as of July 2023. Motorists filling up with diesel pay 24.4^c of federal diesel fuel tax and an additional 44.1^c of state excise tax¹ plus a 13% sales tax rate.

¹ Sales Tax Rates for Fuels in California, California Department of Tax and Fee Administration, 2023

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 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. The federal gas tax rates were last adjusted in 1993.

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 first component is the base excise tax of 30^c per gallon, which includes a 12^c increase due to SB-1. The second component is a price based excise tax of 17.3^c a gallon that is adjusted to inflation beginning July 2019. The funds flows to cities and counties at 36% while the remaining 64% flows to the State Highway Account.

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 2023, that amount is 27.9^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 8-1 provides a summary of the programs funded through the state gas tax.

Table 8-1 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

Table 8-1 Programs Funded Through State Gas Tax	
	<p>funding is a mix of state, federal, and local taxes and fees</p>
<p>Solutions for Congested Corridors Program</p>	<p>Provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.</p>
<p>Trade Corridor Enhancement Program</p>	<p>Provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume.</p>
<p>Local Partnership Program</p>	<p>Provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.</p>

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 to transportation programs. The sales tax in Placer County is 7.25% with the exception of the Town of Loomis where the sales tax rate is 7.5% and 7.75% in the City of Roseville as of January 2024. 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 13% 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 8-2 summarizes these programs.

Table 8-2 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.

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A Simplified Overview of Transportation Funding

Chart 1

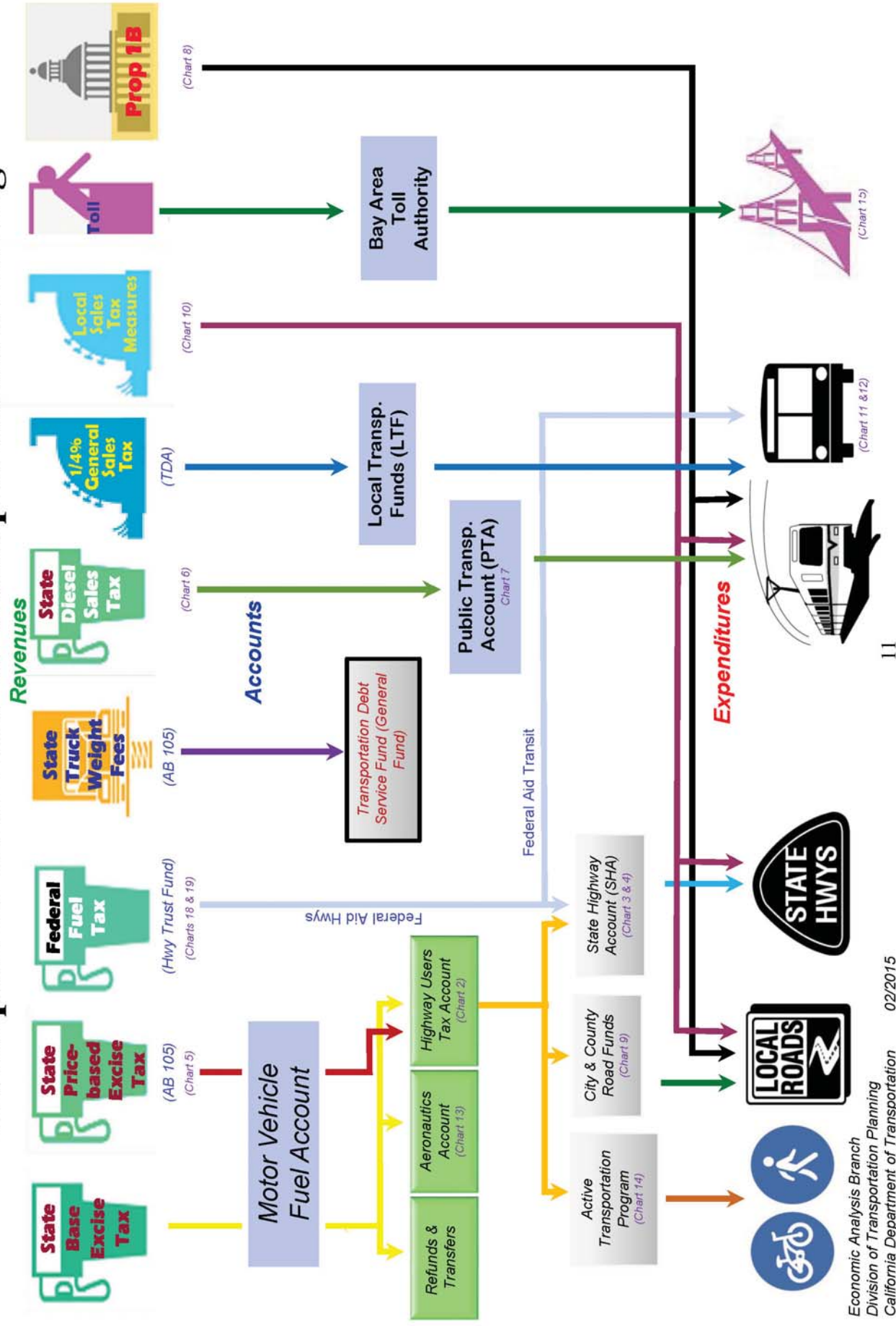


Figure 8-1
Summary of Transportation Funding

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KEY REVENUE ASSUMPTIONS

PCTPA coordinated with SACOG on the following new revenue assumptions and were determined to be reasonably foreseeable through the duration of the 2044 RTP and 2023 MTP/SCS.

- Local Transportation Measure – One of the largest potential new revenue sources is a one half of one cent South Placer County transportation sales tax district that would generate approximately \$1.04 billion (\$1.36 billion YOE) billion over the 20-years of this plan (\$1.2B though 2055 (\$1.58 YOE)), while continuing to generate revenue for another ten until the measure sunsets. Although the proposed transportation sales tax district would generate less revenue than a countywide transportation sales tax, the measure would continue to fill the funding void created by reduced federal and state revenues. The South Placer County transportation sales tax district would accelerate delivery of much needed maintenance and enhancements to our transportation system, and potentially attract additional funding sources. With the PCTPA Board and member jurisdiction direction, a measure may be placed on the November 2024 ballot within the cities of Lincoln, Rocklin, and Roseville.
- Senate Bill 1 (2017) – Also known as the road Repair and Accountability Act of 2017. SB-1 is estimated to invest \$54 billion statewide over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. The bill increases fuel taxes on both gas and diesel, increases vehicle licensing fee, and adds an electric vehicle fee. The funding is intended to bring our transportation infrastructure back into a state of good repair and has limitations on using the funds towards capacity increasing projects. SB-1 funding in Placer County is estimated to generate \$1.09 billion (YOE) over the 20-year time frame of this plan. Figure 8.3 illustrates the flow of SB-1 funding.

The passage of the IJA boosted funding to address transportation needs following the FAST Act; 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 \$6.9 billion, or \$8.8 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 2.5% 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 2023 MTP/SCS update. To provide a more conservative revenue estimate, PCTPA reviewed each fund source and assumed a growth rate appropriate for each, averaging about 1% for all fund sources. Current year dollars were then escalated in a manner consistent with SACOG’s 2023 MTP/SCS financial forecasts.

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FY 18-19 is selected because it is the first full year when most of the new revenues are fully implemented. Figures are from Senate Appropriations Committee Analysis

SB 1: TRANSPORTATION ACCOUNT FLOWS

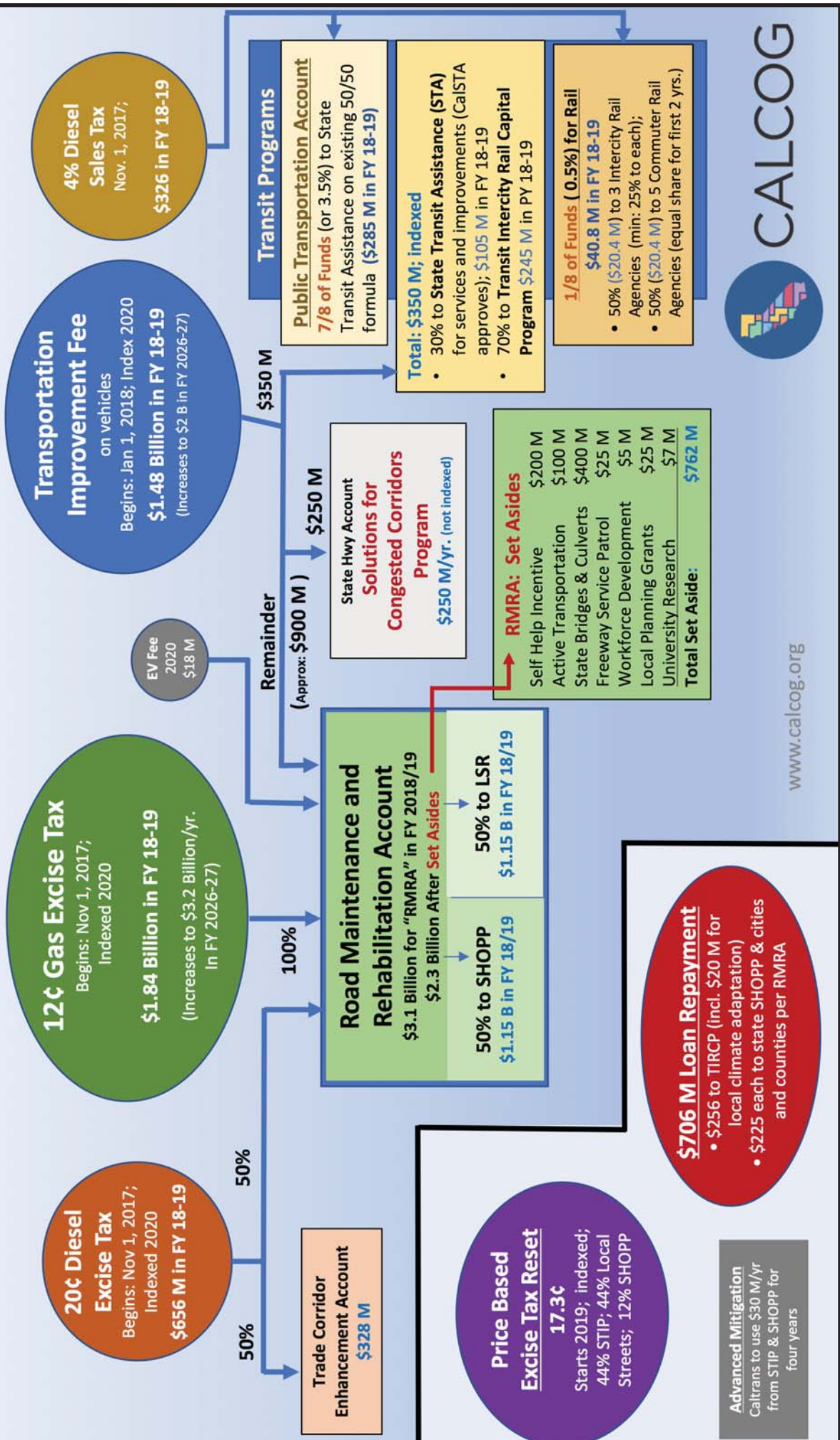


Figure 8-2
Summary of SB 1 Transportation Funding

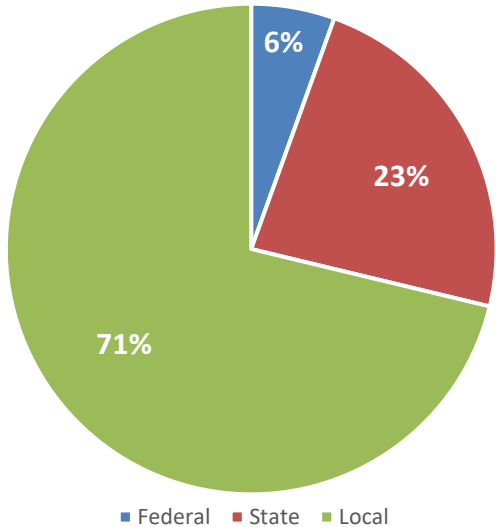
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Table 8-3				
Financial Forecasts by Source through 2044 (millions)				
Source	Budget Summary Category	Applicable Uses	\$ 2018 Total	\$ YOE Total
Federal Highway & Other			\$319.5	\$403.3
- Congestion Mitigation and Air Quality - (CMAQ)	Federal Highway	Roads, Transit, Pedestrian/Bicycle, TDM, TCM	\$130.3	\$164.5
- Regional Surface Transportation Program - (RSTP)	Federal Highway	Roads, Transit, Pedestrian/Bicycle, TDM, TCM	\$88.3	\$111.4
- Federal Discretionary Programs	Federal Highway	Highways	\$101.0	\$127.4
Federal Transit			\$67.0	\$84.5
- FTA 5307 - Urbanized Area Formula Program	Federal Transit	Transit Operations and Capital	\$39.1	\$49.3
- FTA 5311 - Rural Transit Assistance Program	Federal Transit	Transit Operations and Capital	\$13.1	\$16.5
- FTA 5337 - State of Good Repair	Federal Transit	Transit Operations and Capital	\$14.8	\$18.7
Federal Subtotal			\$386.5	\$487.8
State				
State Highway Operations and Protection Program - (SHOPP)	State Fuel Tax	Highways	\$755.2	\$953.2
State Transportation Improvement Program - (STIP)			\$241.1	\$307.7
- Interregional - ITIP	State Fuel Tax	Highways, Roads, Transit	\$62.8	\$79.3
- Regional - RTIP	State Fuel Tax	Highways, Roads, Transit	\$106.9	\$138.8
- Active Transportation Program - (ATP)	State Fuel Tax	Pedestrian/Bicycle	\$71.4	\$89.6
State Transit Assistance - (STA)	State Transit	Transit Operations and Capital	\$88.7	\$111.9
State Highway Maintenance	State Fuel Tax	Highways	\$368.5	\$465.1
Highway Bridge Program	State Fuel Tax	Bridges	\$165.9	\$208.2
Cap & Trade			\$11.8	\$14.8
- Sustainable Communities and Intercity Rail	Cap & Trade	Infill, Active Transportation, Transit and Rail Capital Projects	\$6.3	\$7.9
- Low Carbon Transit Operations	Cap & Trade	Transit Operations and Capital	\$5.5	\$6.9
State Subtotal			\$1,631.3	\$2,061.0

Table 8-3 (cont.)				
Financial Forecasts by Source through 2044 (millions)				
Source	Budget Summary Category	Applicable Uses	\$ 2018 Total	\$ YOE Total
Local				
Sales Tax			\$1,773.7	\$2,285.2
- Local Transportation Fund (LTF)	1/4% Statewide Sales Tax	Roads, Transit, Pedestrian/Bicycle, TDM, TCM	\$731.7	\$923.5
- Placer County Transportation Measure - (1/2%)	Local Sales Tax	Highways, Roads, Transit, Pedestrian/Bicycle, TDM, TCM	\$1,042.0	\$1,361.8
Gas Tax Subventions	State Fuel Tax	Highways, Roads, Transit	\$230.9	\$291.4
Gas Tax Swap (Excise Tax Subventions)	State Fuel Tax	Highways, Roads, Transit	\$210.9	\$266.2
Senate Bill 1			\$803.0	\$1,026.2
-SB 1 Competitive Programs	State Fuel Tax	Highways, Roads, Transit, Pedestrian/Bicycle	\$42.0	\$52.7
-Local Streets and Roads (LSR)	State Fuel Tax	Highways, Roads	\$749.7	\$959.3
-State of Good Repair (SGR)	State Fuel Tax	Transit	\$11.3	\$14.2
Local Streets and Roads	Other Local Revenue	Roads	\$1,545.8	\$1,950.9
Developer In-Kind	Other Local Revenue	Highways, Roads	\$222.6	\$279.4
- SPRTA Regional Transportation Fee	Other Local Revenue	Highways, Roads	\$149.1	\$187.2
- SPRTA Tier II Fee	Other Local Revenue	Roads	\$73.5	\$92.3
Caltrans Discretionary	State Fuel Tax	Highways	\$99.1	\$125.1
Transit Fares	Transit Fares	Transit Operations and Capital	\$69.5	\$88.9
		Local Subtotal	\$4,955.6	\$6,313.4
Federal, State, and Local Total			\$6,973.3	\$8,862.2
Source: SACOG 2023 MTP/SCS Forecasts				

Figure 8.3 illustrates the breakdown of funding sources by federal, state, and local funding programs. As shown, the approximately 71 percent of the revenue anticipated is generated from local sources, 23 percent from state sources, and 6 percent from federal programs.

Figure 8.3
Summary of Transportation Funding by Source



Impact of Local Transportation Measure

As mentioned earlier, a potential South Placer Transportation District 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 (52%), local street and roads (25%), transit and passenger rail (12%), active transportation projects (5%), a competitive project program (5%), and administration (1%). 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 18% of the local revenue or 13% 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 2044 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 2024 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 2044. “Project development only” refers to projects that are being pursued through environmental and design process but not anticipated to be funded for construction by 2044, are still in the conceptual phase, or the timing of implementation is uncertain. Therefore, programmed and planned expenditures are considered financially constrained.

Table 8-4 shows there is an estimated \$8.8 billion in programmed and planned (financially constrained) capital improvements included in the 2044 RTP.

Type	Total Cost (2018 Dollars)	Total Cost (YOE Dollars)
Active Transportation	\$254,580,892	\$280,974,634
Road & Highway Capacity	\$1,854,759,564	\$1,158,602,869
Maintenance & Rehabilitation	\$2,574,865,036	\$4,099,032,513
Programs & Planning	\$5,951,726	
Transit Capital & Operations/Maintenance	\$1,633,841,841	\$1,952,937,432
System Management, Operations, and ITS	\$646,072,062	\$1,327,797,028
Total Expenditures	\$6,970.1	\$8,819.3
Revenue	\$6,973.3	\$8,862.2
Revenue/Expenditures	\$0.32	\$0.43

Table 8-5 shows the full cost of projects by type in excess of the anticipated year of expenditure revenues. Additional revenues or a shift in project funding priorities would be necessary to deliver those projects listed as project development only.

Table 8-5 Unconstrained Expenditures by Project Type through 2044 (in millions of YOE dollars)	
Type	Unconstrained Total
Active Transportation	\$0.00
Highway & Road Network	\$529.26
Maintenance & Rehabilitation	\$0.00
Programs & Planning	\$0.00
Transit Capital	\$36.65
Transit Operation	\$0.00
System Management, Operations, and ITS	\$40.81
Total Expenditures	\$609.72
Unconstrained Revenue Balance (see table 8-5)	\$0.40
Revenue/Expenditures	(\$609.32)
Sources: 2044 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 2023-2032 Capital Improvement Plan (CIP) – California Aviation Systems Plan (CASP), Caltrans Division of Aeronautics. The revenue projections assume future capital improvements for Auburn Municipal, Blue Canyon, and Lincoln Regional airports will continue to be eligible for AIP funds through the Federal Aviation Administration (FAA).

Table 8-6 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	
2023-2028	\$39,196,752	\$35,088,075	\$1,943,405	\$2,165,272	\$0
2029-2044	\$2,880,669	\$2,592,600	\$129,631	\$158,438	\$0
Total	\$42,077,421	\$37,680,675	\$2,073,036	\$2,323,710	\$0

Source: Capital Improvement Program, California Aviation System Plan– 2023-2032, Caltrans, June 2023.

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 2044 RTP. Shortfalls are especially severe if all planned improvements were assumed to move forward and/or a local transportation sales tax district measure were not to succeed. The revenue forecast assumptions are dependent upon continued use of local funds dedicated to transportation purposes. Throughout the 2044 horizon, it is likely that some planned transportation investments could be scaled back, phased, or even deferred to post-2044. 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 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



CHAPTER 9

ENVIRONMENTAL CONSIDERATIONS

Federal regulations require 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 2044 RTP including the potential environmental impacts and projected greenhouse gas emissions.

In accordance with CEQA, PCTPA prepared a Programmatic Environmental Impact Report for the 2040 RTP as a separate document (SCH# 2019060004). As the 2040 RTP project list remains substantively unchanged in the 2044 RTP, a new environmental document was not prepared. The 2040 RTP Programmatic Environmental Impact Report remains in effect for the 2044 RTP.

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.

The sections, below, describe the process to prepare the 2040 RTP Programmatic EIR, which the 2044 RTP continues to rely upon.

Notice of Preparation

The PCTPA circulated a Notice of Preparation (NOP) of an EIR and an Initial Study on June 6, 2019 to trustee and responsible agencies, the State Clearinghouse (SCH# 2019060004), and the public. A scoping meeting was held on June 26th, 2019 at 6:00 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 two agencies was received during the comment period and incorporated into the EIR.

Project Level Environmental Review of RTP Projects

The 2044 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 high frequency transit areas.

Mitigation Strategies

The 2044 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 2040 RTP EIR identified mitigation measures designed to offset potentially significant impacts at the program level for the following topical areas:

- Aesthetics
- Agricultural Resources
- Air Quality and Climate Change
- Cultural Resources
- Greenhouse Gases and Climate Change
- Land Use and Population
- Transportation and Circulation

The Notice of Preparation / Initial Study evaluated the following topical areas:

- Biological Resources
- Geology and Mineral Resources
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Utilities, Public Services and recreation

The NOP/IS concluded that these factors would either present a less than significant impact or through mitigation could be mitigated to a less than significant level. The mitigation measures identified in both documents 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 2040 RTP EIR provided a list of mitigation measures that would reduce environmental impacts, which the 2044 RTP is carrying forward and includes 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 2044 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.

Appendices



Appendix A

Community Information & Participation Program



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

2050
REGIONAL
TRANSPORTATION
PLAN

Help us prioritize the proposed projects we should invest in over the next 25 years throughout Placer County as part of our Regional Transportation Plan.

¡Ayúdenos a priorizar los proyectos en los que deberíamos invertir durante los próximos 25 años en todo el condado de Placer como parte de nuestro Acta del Plan de Transporte Regional!

2050
PLAN DE
TRANSPORTE
REGIONAL

This is a great opportunity to learn more about how we plan to preserve and enhance our existing roadway systems, transit services, rail, bike and pedestrian access throughout Placer County. **Get Involved!**

Esta es una gran oportunidad para obtener información y aprender sobre cómo planear preservar y mejorar nuestras carreteras, servicios de tránsito, el acceso ferroviario y el acceso para bicicletas y peatones en el condado de Placer. **¡Involucrarse!**

LEARN MORE ABOUT THE REGIONAL TRANSPORTATION PLAN AT:
CONOZCA MÁS SOBRE EL PLAN DE TRANSPORTE REGIONAL EN:

pcta.net/rtp2050

Placer County
Transportation
Planning Agency



As a recipient of federal funding, PCTPA must develop a Public Participation Plan (PPP). It is important to note that SACOG, as the region's MPO, prepares a PPP that PCTPA adheres to and utilizes for programming responsibilities and activities associated with the Transportation Improvement Program (TIP). This PPP, incorporated as part of PCTPA's Title VI Program, defines the strategies and procedures used to encourage and include public participation in PCTPA's general decision-making processes and other established program areas. Additionally, the following three goals guide PCTPA's public participation and engagement efforts in the PPP:

1. Increase awareness of transportation and transit projects in Placer County and the public's involvement in their planning and implementation.
2. Foster greater partnerships with local public agencies, social service organizations, local tribal governments, and other public community groups or private stakeholders throughout Placer County
3. Engage minority, low-income and/or limited English proficiency populations to improve communications with traditionally underserved and/or underrepresented groups.

PUBLIC NOTICING REQUIREMENTS

PCTPA's public notices shall inform the public of proposed actions, which initiated the public comment process, how comments will be received and, if applicable, the locations, dates, and times of scheduled public hearings or workshops. Prior to any public hearing and/or comment period, a public notice will be prepared and sent to the local media. At a minimum, the legal notice will be published in the local Auburn newspaper of general circulation, and may further be published in other local general circulation media depending on the location where the meeting is being held and/or public participation is being solicited. PCTPA will also post a copy of the public notice, along with dates and times of any public hearing or workshop, on its public website: www.pctpa.net. Lastly, notices may be posted on any other public transportation or transit facility, regional messaging board (e.g., advertisement/messaging billboard), community building, and/or public website location, as determined by staff during each unique engagement effort.

SCHEDULING PUBLIC HEARING AND/OR WORKSHOP LOCATIONS AND TIMES

Planning efforts and/or development projects may require multiple public meeting times and locations to maximize convenience to the public. To the greatest extent possible, public meetings will be scheduled at locations in proximity to the area(s) affected by the projects and/or planning efforts, and in proximity to public transit services. All facilities utilized for a public workshop will be accessible to persons with disabilities. Meetings will be scheduled to begin at a convenient time, usually midday and/or early evenings.

With consideration of the COVID-19 pandemic, and the availability and acceptance of virtual meeting options, PCTPA has successfully utilized and will continue make available virtual

platforms for public hearings and/or workshops when staff determines it to be the most effective and convenient option for the public. To-date, PCTPA has observed more public participation and engagement during virtual meetings and/or workshops given the relative convenience for attendees to participate in the event remotely. Virtual meetings and workshops will be noticed and scheduled in a similar manner to in-person events.

PROCEDURE FOR CONDUCTING PUBLIC WORKSHOPS

Attendees at any public hearing and/or workshop (both in-person and virtual) will be given an opportunity to register their presence and desire to speak through public comment opportunities (either verbal and/or written). Public workshops will begin with a welcome and introduction of staff present, followed by an explanation of the purpose, proceedings, and proposed actions that necessitated the public hearings and/or workshop. When the explanation of proposed actions is completed, the public will be invited to offer their comments. All persons wishing to comment will have the opportunity to do so either verbally or through other available written options. This offering will precede the close of the public workshop.

DOCUMENTATION OF PUBLIC HEARINGS

Official records of PCTPA's public hearings are typically kept through minutes adopted by the PCTPA Board of Directors at their regularly scheduled meetings, as well as through video recordings of the PCTPA Board meetings, which are available online at www.pctpa.net. Records of public comments received at a public workshop will be maintained on file by PCTPA staff.

ADDRESSING PUBLIC COMMENTS RECEIVED

All comments, received either in writing or verbally during a public hearing, workshop, or comment period, or as otherwise conveyed to PCTPA prior to an established date for a decision made by the PCTPA Board of Directors regarding any program area, will be entered into the public record of the comment process. Staff will evaluate and analyze all relevant comments received to see whether they are reasonable to meet.

DIGITAL OUTREACH

Digital communication has become one of PCTPA's most powerful outreach tools, especially considering the COVID-19 pandemic's impacts to in-person events and gatherings. PCTPA's public website: www.pctpa.net continues to be a significant resource for information about transportation projects and issues in Placer County. PCTPA staff continually update the website, ensuring that members of the public can rely on it as an accurate source of information. The website also contains a blog where current transportation projects and issues are highlighted. Using the Google Translate widget, PCTPA's website can also be translated.

PCTPA also utilizes social media to communicate with the public. PCTPA has Twitter (@pctpa), Instagram (@pctpa), and Facebook (facebook.com/pctpa) accounts which together

have more than 1,500 followers. Oftentimes, PCTPA's social media posts contain links to the PCTPA website, so people can access more resources about a topic.

PCTPA also maintains a stakeholder e-mail database of approximately 5,000 contacts. Using these contacts, PCTPA can notify interested members of the public about updates to project schedules, upcoming meeting or workshops, online surveys for feedback, and any other agency activities. Using this e-mail list, PCTPA circulates its newsletter, which provides stakeholders with up-to-date information about transportation issues affecting Placer County. Members of the public can sign up for these notifications on PCTPA's website. PCTPA staff will continue to expand its e-mail database through each event and/or contact opportunity available.

PLANNING DOCUMENT AVAILABILITY

PCTPA continues to make many of its planning documents available in hard copy format for Placer County residents. Copies of plans and environmental documents are available at PCTPA's office located at 2260 Douglas Boulevard, Suite 130, Roseville, CA 95661. Hard copies of the Regional Transportation Plan (RTP) are also made available at multiple libraries around the county when the Draft RTP is open for comments during update. In addition to these physical copies, current documents are also available for download from PCTPA's website: www.pctpa.net.

COMMUNITY PARTNERSHIPS

PCTPA works with many different agencies and organizations throughout its planning and project development processes. These partner agencies include city, county, state, federal, and tribal governments, transit providers, non-profit organizations, local private businesses and organizations, and other community groups/stakeholders. PCTPA's utilizes this network of partner agencies to reach members of the public who may be interested in a transportation project but may not know about PCTPA or receive PCTPA's other communication. These partner agencies, especially social service organizations, have been particularly helpful in involving minority, low-income, limited-English-proficiency, and other traditionally underserved communities in PCTPA's transportation plans and projects. PCTPA staff will continue to expand its communications and contact with these groups to engage as many populations within Placer County in PCTPA's program areas.

EXECUTIVE ORDER 13166 AND LIMITED ENGLISH PROFICIENT (LEP) PUBLIC PARTICIPATION REQUIREMENTS

PCTPA will seek out and consider the viewpoints of minority, low-income and Limited English Proficient (LEP) populations when conducting public outreach and involvement activities. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. PCTPA's public participation strategy will offer early and continuous opportunities for the public, including those identified as LEP, to be involved in the identification of social,

economic, and environmental impacts of proposed transportation decisions. Notices detailing PCTPA's Title VI obligations and complaint procedures shall be translated into languages other than English, as needed, consistent with federal and state LEP guidance.

PCTPA will continually assess the language assistance needs of the population to be served using the following four factors to determine what measures must be undertaken to provide reasonable and meaningful access to LEP individuals:

1. Languages likely to be encountered and the number or proportion of LEP persons in the eligible service population likely to be affected by a PCTPA program, activity, or service,
2. Frequency with which LEP individuals come into contact with PCTPA's programs, planning activities, services, projects, and/or actions,
3. Importance of the program, activity, project and/or service provided by PCTPA to LEP individuals' lives; and
4. Resources needed to provide effective language assistance and costs.

PCTPA staff will continue assessing the language needs of the public within its jurisdictional boundaries through its LEP Public Participation Plan, available online at <https://www.pctpa.net/title-vi>. To the greatest extent possible, to elicit public participation from minority and LEP populations, PCTPA staff will engage in the following outreach activities:

- Public outreach may include attending already existing community meetings and gatherings, such as school meetings, faith-based events, and other community activities to invite participation from LEP populations who may not attend hosted public events.
- PCTPA will make non-English language interpretation available at any public meeting or workshop, as requested in advance or determined necessary based on the held event.
- Notices may be made bilingual, as deemed necessary.
- Event information on the PCTPA's website will be posted in English any other language, as deemed necessary.
- PCTPA will distribute event information to community groups and agencies that work with LEP populations, if such contacts exist.
- PCTPA will contract to provide language assistance, or interpretation services, for customers and callers that are non-English speaking, as deemed necessary.

ENVIRONMENTAL JUSTICE REQUIREMENTS

PCTPA shall make every reasonable effort to integrate an environmental justice analysis into its National Environmental Protection Act (NEPA) documentation of construction projects, as well as its overall planning and programming efforts. PCTPA is not required to conduct environmental justice analyses of projects where NEPA documentation is not required and will describe why such an analysis is not needed if determined to be so. PCTPA will consider

preparing an environmental assessment (EA) or environmental impact statement (EIS) to integrate into its documents the following components:

- A description of the low-income and minority population within the study area affected by the project, and a discussion of the method used to identify this population (e.g., analysis of Census data, direct observation, or a public involvement process).
- A discussion of all known adverse effects of the project both during and after construction that would affect the identified minority and low-income populations.
- A discussion of all positive effects of the project that would affect the identified minority and low-income populations, such as improvements in transit service, mobility, or accessibility.
- A description of all mitigation and environmental enhancement actions incorporated into the project to address the adverse effects, including, but not limited to, any specific features of the relocation program that go beyond the requirements of the Uniform Relocation Act, and address adverse community effects such as separation or cohesion issues; and the replacement of the community resources destroyed by the project.
- A discussion of the remaining effects, if any, and why further mitigation is not proposed.
- For projects that traverse predominantly minority and low-income, and predominantly non-minority and non-low-income areas, a comparison of mitigation and environmental enhancement actions that affect predominantly low-income and minority areas with mitigation implemented in predominantly non-minority or non-low-income area

Appendix B

Interagency & Public Involvement Process for 2044 RTP



INTERAGENCY & PUBLIC INVOLVEMENT PROCESS FOR 2044 RTP

Since PCTPA developed the 2044 RTP as an interim long-range transportation plan, concurrent with the development of its 2050 RTP, the following milestones reflect interagency and public input that has been conducted for the 2050 RTP. These milestones have helped inform some of the abbreviated development and planning process for the interim 2044 RTP. It is important to note that the on-going 2050 RTP’s development will include additional outreach and interagency involvement processes given the more substantive changes to the long-term investment goals, policies, and objectives and overall transportation projects/programs identified.

Milestones

- | | |
|--|---|
| February 23, 2022 | PCTPA Board of Directors Kick RTP kick-off presentation summarizing the process and schedule for 2050 RTP |
| October 27, 2022 –
December 23, 2022 | 1 st round of public outreach/engagement conducted for the 2050 RTP, which included pop-up events in all of Placer County’s incorporated cities, presentations to the Placer County’s incorporated cities/town governing bodies, the Roseville Transportation Commission, and the County Board of Supervisors, three workshops (one in-person and two virtual), and a general public survey asking for the public to identify their transportation priorities across various modes and services |
| March 22, 2023 | Public outreach/engagement summary presentation to PCTPA Board of Directors following 1 st round conducted October 2022 – December 2022 |
| August 23, 2023 | PCTPA Board of Directors informed that an interim RTP (referred to as the 2044 RTP) must be developed to account for SACOG’s interim MTP/SCS adoption in 2023, and the delay of their 2025 Blueprint’s adoption that impacts the development of PCTPA’s 2050 RTP beyond the December 2024 deadline the 2050 RTP would be required to be adopted |
| September 1, 2023 –
November 17, 2023 | 2 nd round of public outreach/engagement conducted for the 2050 RTP, which included pop-up events in all of Placer County’s incorporated cities/town and in the unincorporated communities of North Auburn and Sheridan, presentations to the Placer County’s incorporated cities/town governing bodies, the Roseville Transportation Commission, and the County Board of Supervisors, three workshops (one in-person and two virtual), and a general public survey asking for the public to specifically evaluate and prioritize specific regional transportation projects, programs, and services in different parts of Placer County for investment |

- September 13, 2023 Joint PCTPA and SACOG Invitation for United Auburn Indian Community to participate in the development of the 2025 Blueprint and PCTPA's 2050 RTP development, with mention of the interim 2044 RTP's development.
- March 27, 2024 Public outreach/engagement summary presentation to PCTPA Board of Directors following 2nd round conducted September 2023 – November 2023
- April 9, 2024 PCTPA Technical Advisory Committee RTP update and Executive Summary Review
- April 15, 2024 PCTPA release of the draft 2044 RTP for a 45 day public review period
- April 24, 2024 PCTPA presents draft 2044 RTP to Board of Directors and conducts a public hearing for the draft document
- June 26, 2024 PCTPA Board of Directors adopts the interim 2044 RTP

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APPENDIX B-1: 2050 RTP Round 1 Outreach Summary

TECHNICAL MEMORANDUM

DATE: February 14, 2023

**SUBJECT: PCTPA REGIONAL TRANSPORTATION PLAN 2050 – ROUND 1 COMMUNITY
OUTREACH SUMMARY**

As part of the Plan's initial public engagement/outreach effort, PCTPA conducted an interactive online survey to solicit input on the 2050 RTP's goals, project priorities, and overall direction to assist staff with planning efforts moving forward. This was supplemented with three community workshops (two held virtually on Zoom and one held in-person at PCTPA's offices in Auburn), attendance at pop-up events and informational meetings around the county, and presentations to City/Town Councils and Board of Supervisors. All outreach events were published on the 2050 RTP's website: www.pctpa.net/RTP2050. The purpose of this memorandum is to outline the purpose and contents of the survey and workshops and to summarize the results. It consists of the following sections:

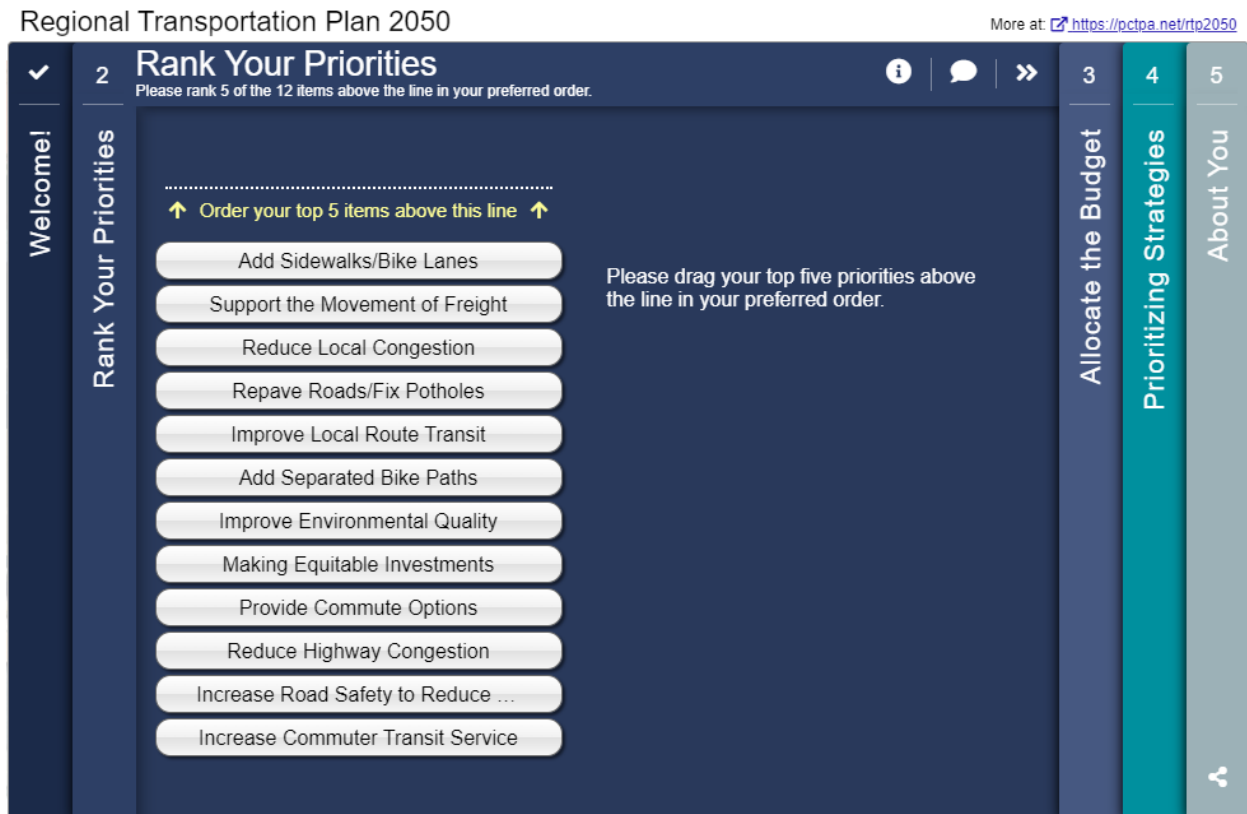
- Purpose and Contents of Online Survey
 - Overall Results & Geographic Reach
 - Rank Your Priorities
 - Allocate the Budget
 - Prioritizing Strategies
 - Demographics
- Virtual and In-Person Workshops
- Pop-Up Events and Council Presentations
- Promotion
- Summary and Conclusions

Purpose and Content of Online Survey

PCTPA developed an online survey to better understand the transportation priorities of Placer County residents. As the RTP progresses through its initial development, it is critical for the project team to understand these priorities when the goals, policies, and objectives of the plan are reevaluated. The survey was broken up to four sections:

- **Rank Your Priorities:** On this screen, participants were asked to rank their top five transportation priorities out of a list of 12. The options covered everything from widening freeways to bicycle/pedestrian infrastructure and transit service. This screen is shown below in **Figure 1**.

Figure 1: 2050 RTP Survey – Rank Your Priorities Screen



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- **Allocate the Budget:** In a similar priority ranking exercise, participants were asked to allocate a budget towards various buckets of transportation options. The intent was to understand if the Placer County community would rather see investments in roadways, transit, bicycle/pedestrian, or electric vehicle charging stations. This screen is shown below in **Figure 2**.

Figure 2: 2050 RTP Survey – Allocate the Budget Screen

Regional Transportation Plan 2050 More at: <https://octoa.net/rtp2050>

23

Allocate the Budget


45


Welcome!Rank Your PrioritiesAllocate the BudgetPrioritizing StrategiesAbout You









Please distribute the budget into the categories

In this exercise, we put the budget in your hands. If you were able to spend all of Placer County's transportation dollars, how would you spend it?

Drag the coins below to each of your desired categories. Your total budget is five coins worth 10 points each, and five coins worth one point each. Click on the icon next to each category for more explanation about it. Spend the budget wisely!

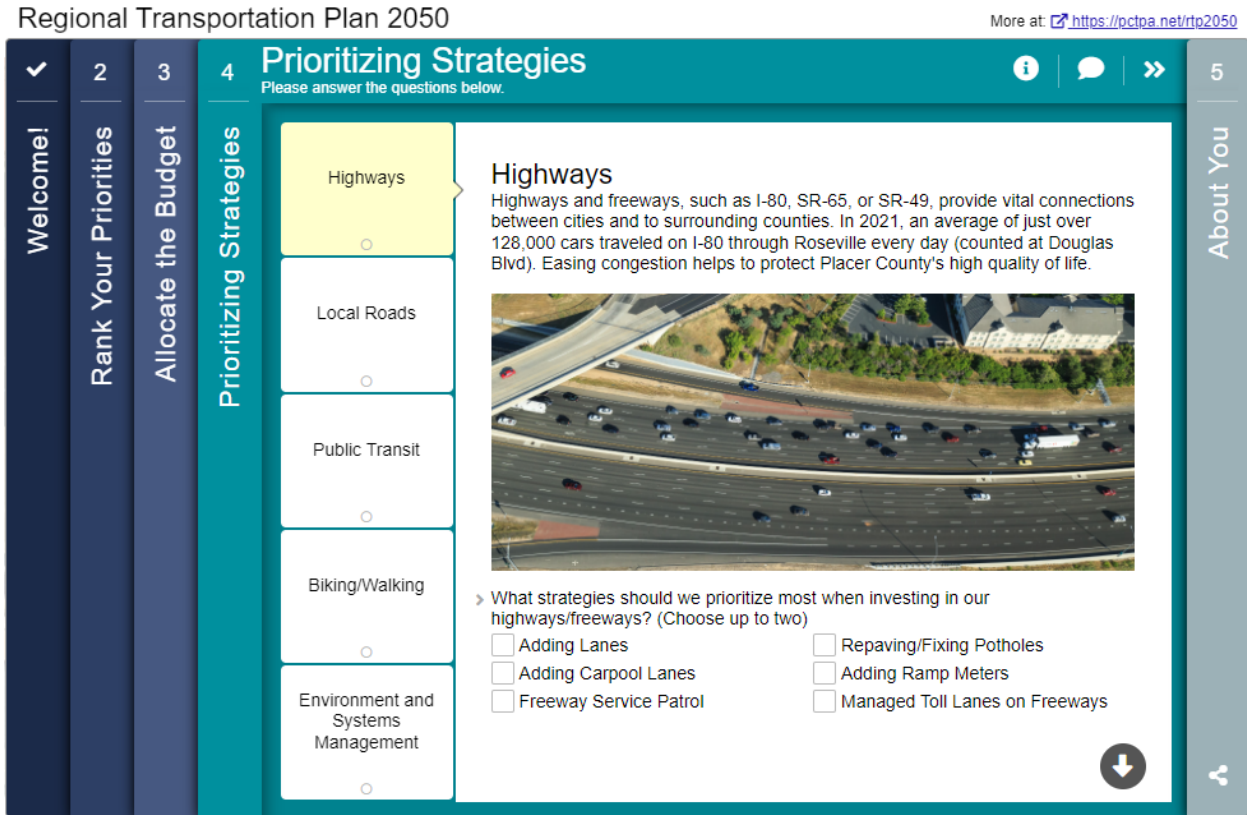

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<p>Repare Roads/Fix Potholes</p> <div style="text-align: center;"> 0</div>	<p>Add Bike Lanes/Paths and Sidewalks</p> <div style="text-align: center;"> 0</div>	<p>Local Road Widening</p> <div style="text-align: center;"> 0</div>	<p>Commuter Buses/Trains</p> <div style="text-align: center;"> 0</div>
<p>Local Route Transit</p> <div style="text-align: center;"> 0</div>	<p>Highway Widening</p> <div style="text-align: center;"> 0</div>	<p>Electric Vehicles and Commute Options</p> <div style="text-align: center;"> 0</div>	<p>Road Safety Projects</p> <div style="text-align: center;"> 0</div>

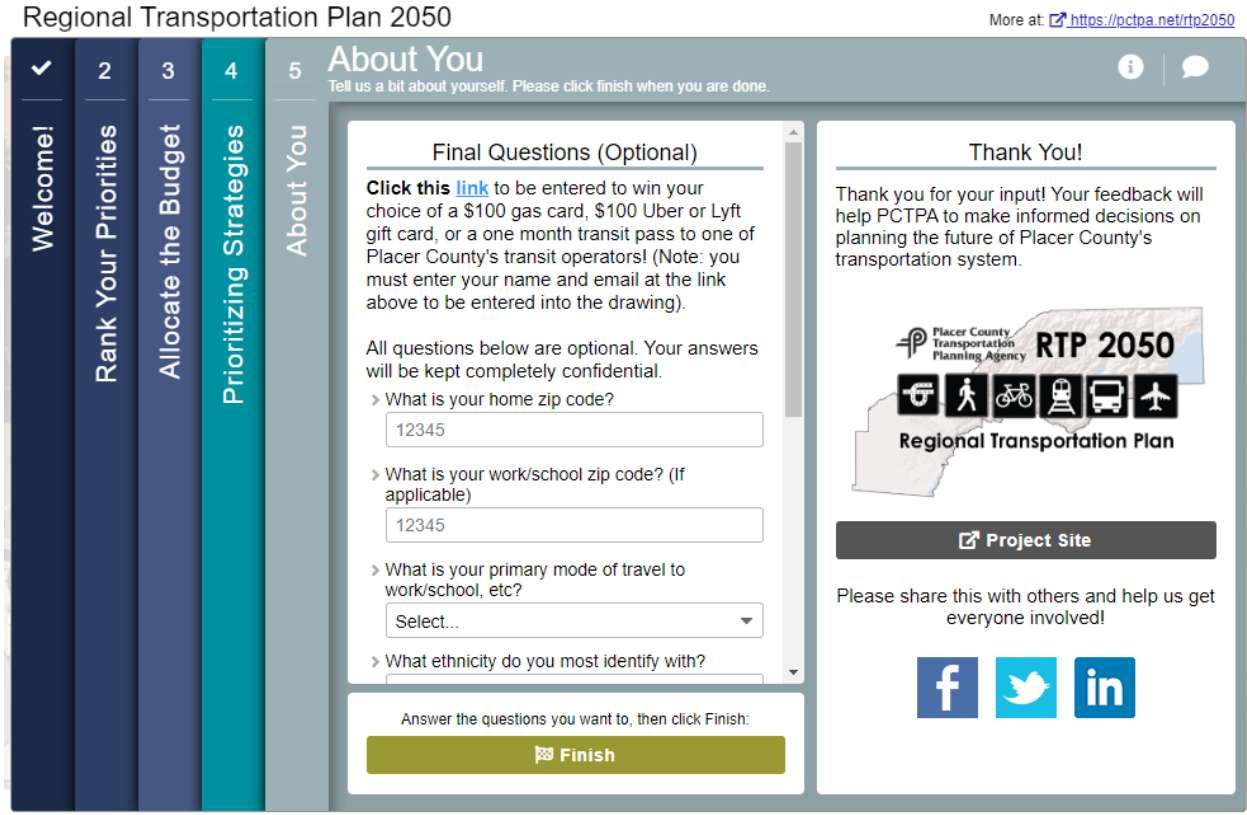
- **Prioritizing Strategies:** Participants were asked to take a deeper dive into five categories and choose their top two strategies within each. The categories were Highways, Local Roads, Public Transit, Biking/Walking, and Environment and Systems Management. This is shown below in **Figure 3**.

Figure 3: 2050 RTP Survey – Prioritizing Strategies



- **About You (Demographics):** Participants were asked a series of demographic questions, such as home and work or school ZIP codes, race, gender, age, and income level. On this screen, participants were also able to click a link to enter into a prize drawing for a choice of a \$100 gas card, \$100 Uber/Lyft gift card, or a one month pass to a Placer County transit operator. This is shown below in **Figure 4**.

Figure 4: 2050 RTP Survey - About You (Demographics) Screen



Overall Results & Geographic Reach

In order to make the survey more interactive, PCTPA staff created the survey on the Metroquest platform, which offers a number of different survey types intended to engage the user beyond a traditional survey. The survey launched on October 27, 2022 and closed approximately two months later on December 23, 2022. A total of 1,109 responses were received. Pursuant to PCTPA's Title IV Limited English Proficient Public Participation Plan, a Spanish translation of the survey was launched at the same time, while Tagalog translation was offered upon request. Promotion of the survey was done through a project website, boosted social media posts, in-person pop-up events, City/Town Council and Board of Supervisor meetings, and a promotional video. Further outreach was primarily grassroots social media sharing. Participants were invited to sign up for a prize drawing for a choice of a \$100 gas card, \$100 Uber/Lyft gift card, or a one month pass to a Placer County transit operator.

Respondents were asked to indicate their home ZIP code and their work/school ZIP code. Using the primary home ZIP code, the project team was able to analyze the responses to the survey geographically. Out of the 1,109 responses, 857 indicated a home ZIP code. Of these, 800 (93%) were in Placer County. **Figure 5** and **Figure 6** below show maps displaying the number of survey responses in Placer County by ZIP code.

Figure 5: Survey Responses by ZIP Code - West Slope

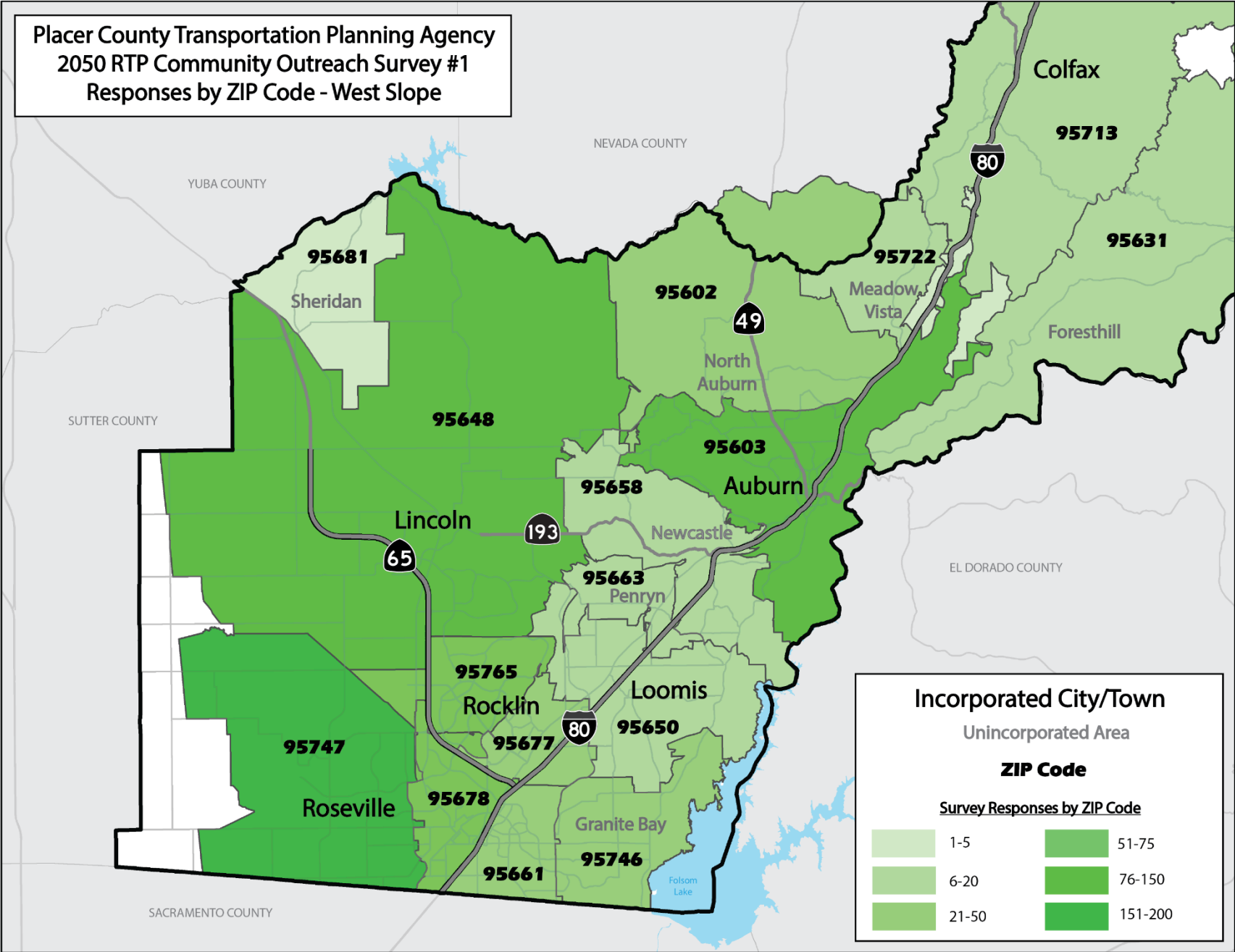
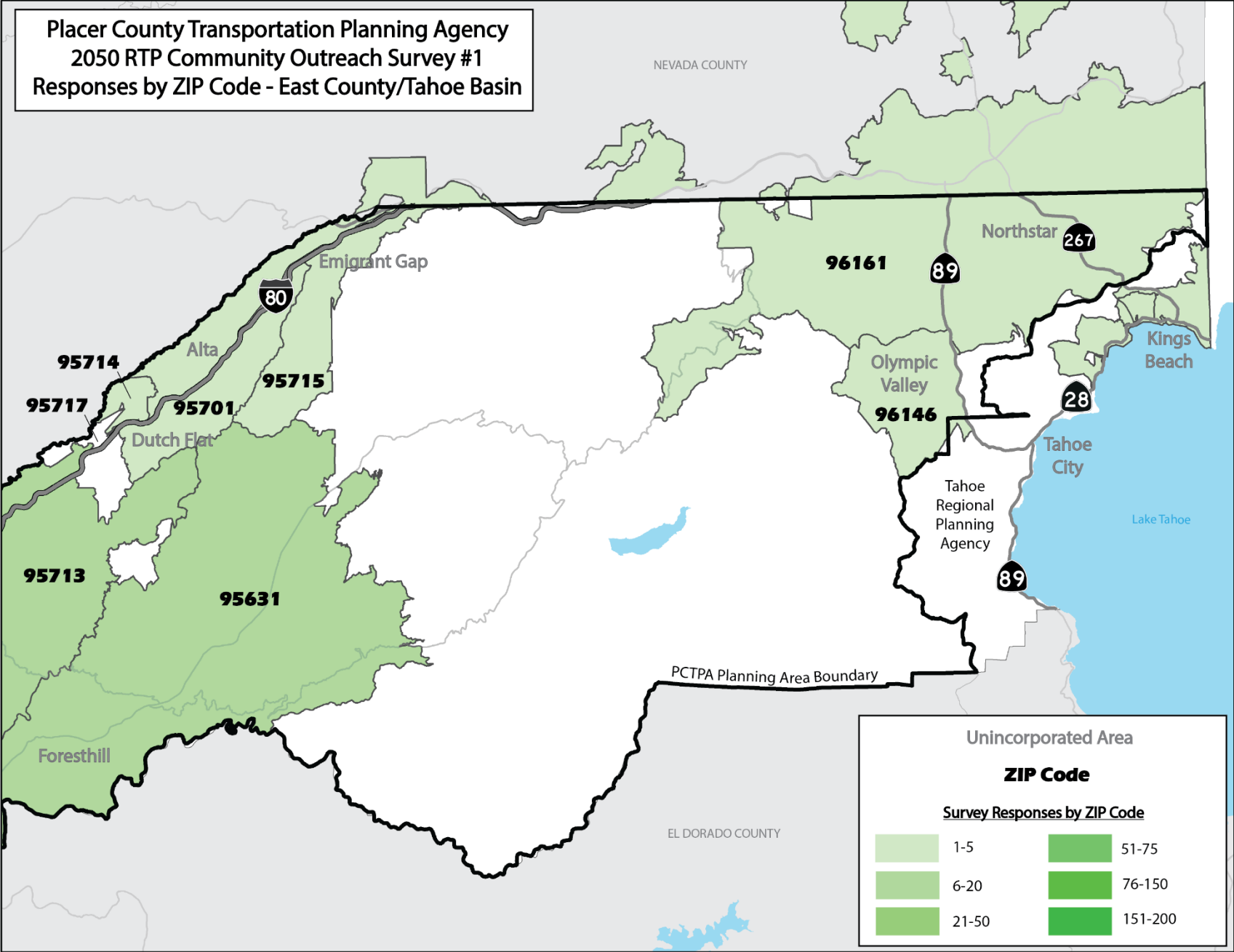


Figure 6: Survey Responses by ZIP Code - East County/Tahoe Basin



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When looking at specific ZIP codes, West Roseville had the most responses of any one ZIP code, with 199 responses. The top 10 ZIP codes by number of responses are listed below in **Table 1**.

Table 1: Top 10 Home ZIP Codes by Responses

Zip Code	City	County	# of Responses
95747	Roseville	Placer	199
95648	Lincoln	Placer	118
95603	Auburn	Placer	79
95678	Roseville	Placer	73
95765	Rocklin	Placer	67
95677	Rocklin	Placer	50
95661	Roseville	Placer	48
95602	Auburn	Placer	33
95746	Granite Bay	Placer	33
95713	Colfax	Placer	17

When looking at work/school ZIP codes, similar trends were noticed where nine out of the top 10 ZIP codes are located in Placer County. West Roseville also showed up as the #1 work or school ZIP code, followed by Auburn's main ZIP code (95603) where Placer County's offices are located. The only ZIP code outside Placer County in this list is 95814, which covers downtown Sacramento where many State of California offices are located. The top 10 work/school ZIP codes by number of responses are listed below in **Table 2**.

Table 2: Top 10 Work/School ZIP Codes by Responses

Zip Code	City	County	# of Responses
95747	Roseville	Placer	89
95603	Auburn	Placer	74
95678	Roseville	Placer	63
95661	Roseville	Placer	53
95648	Lincoln	Placer	43
95814	Sacramento	Sacramento	38
95765	Rocklin	Placer	34
95677	Rocklin	Placer	21
95746	Granite Bay	Placer	14
95602	Auburn	Placer	11

Having respondents indicate both a home and work/school ZIP code offers an opportunity to examine (at least at a high level) commute patterns. Out of the 622 respondents that indicated both a home and work/school zip code, 557 of them (90%) commute either within or between Placer and Sacramento counties. 415 respondents (67%) are Placer residents that work in Placer County, while 117 respondents (19%) live in Placer County but work in Sacramento County. A much smaller number (17) live in Sacramento County but work in Placer County. Note that some of the respondents who live and work/go to school in Placer may be doing so from home, and as such do not have a formal commute.

Rank Your Priorities

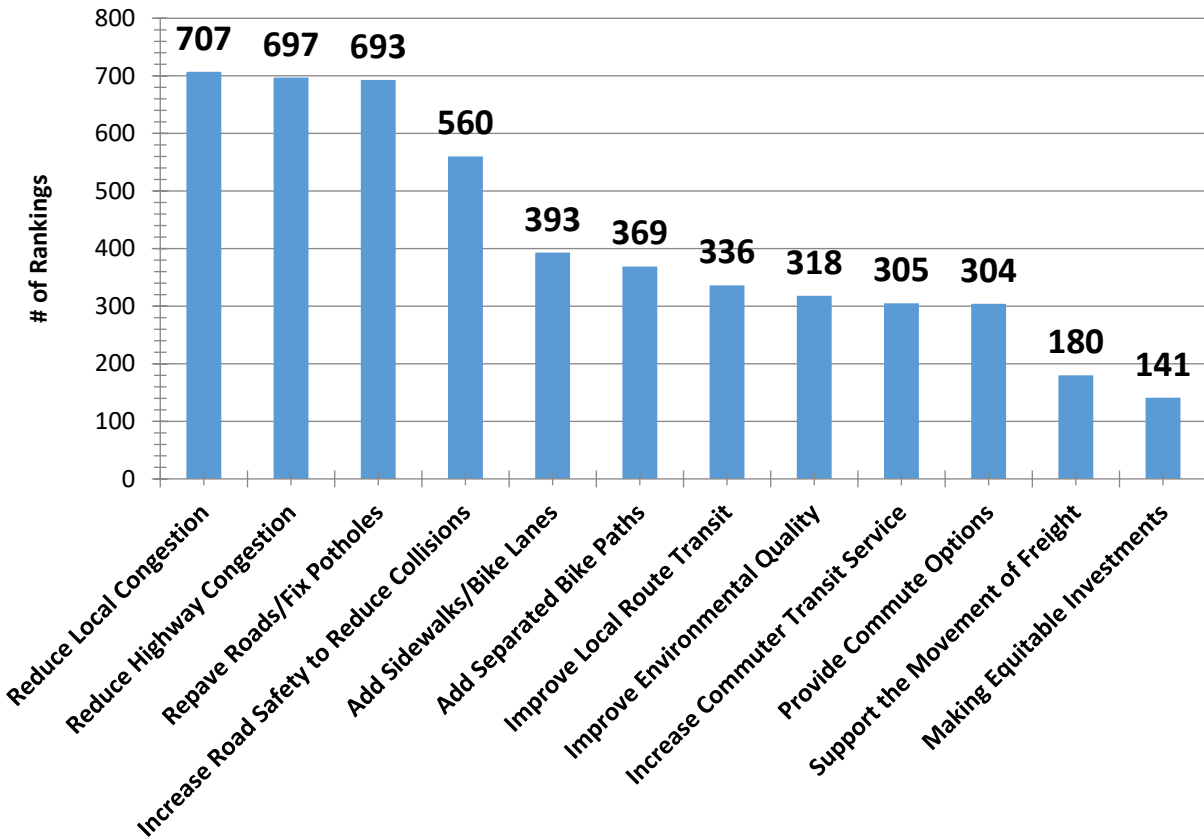
The first exercise respondents were asked to participate in was to rank their top five priorities among a group of 12 transportation strategies. The purpose was to understand how different strategies would compare against one another and to indicate the community's most favored strategies. The 12 transportation strategies along with a brief description (in no particular order) were:

- **Add Sidewalks/Bike Lanes:** Sidewalks and bike lanes give residents alternative transportation options and allows them opportunities to reach the destinations they need, as well as recreation and exercise.
- **Support the Movement of Freight:** High volumes of truck and rail freight traffic move through Placer County each day. Investments should be made to support truck and freight train traffic move smoothly.
- **Reduce Local Congestion:** Projects that reconfigure intersections, add roundabouts, improve signal timing, or add lanes can help to alleviate congestion on local roadways.
- **Repave Roads/Fix Potholes:** Regular maintenance of our roads reduces the long-term costs. Sealing cracks, fixing potholes, and repaving early prevents costlier reconstruction.
- **Improve Local Route Transit:** Investing in our local route transit systems to provide greater coverage or more frequent routes connecting major destinations across Placer County.
- **Add Separated Bike Paths:** Separated bike paths provide a high degree of safety and comfort for bicyclists and pedestrians and are popular for commuting and recreation. The Dry Creek Greenway in Roseville is an example of a separated bike path.
- **Improve Environmental Quality:** Investing in projects that promote environmental quality, such as electric vehicle charging stations, carpool lanes, bike lanes, transit systems, and other congestion management projects.
- **Making Equitable Investments:** Creating equitable transportation investments that benefit disadvantaged populations (i.e. low income and/or minority communities) and underserved suburban and rural areas.
- **Provide Commute Options:** Programs that encourage commuters to use alternatives to single occupancy vehicles, such as carpooling, taking transit, flexible schedules, or working from home that can reduce congestion during peak commute times.
- **Reduce Highway Congestion:** Invests in major projects that help to alleviate congestion on freeways and highways, such as interchange reconfigurations, widening/adding lanes, installing metered ramps, and adding carpool lanes.
- **Increase Road Safety to Reduce Collisions:** Projects that help to increase safety such as improving intersections, widening shoulders, buffered or separated bike lanes, and adding sidewalks can help to improve vehicular safety, as well as that of bicyclists and pedestrians.
- **Increase Commuter Transit Service:** Provide increased and/or more frequent commuter bus and rail service to the Sacramento area, such as more commuter bus routes, increased frequency of the Capitol Corridor, and increased frequency of our existing commuter lines run by Placer County Transit and Roseville Transit.

The three categories that were selected most often were Reduce Local Congestion (707), Reduce Highway Congestion (697), and Repave Roads/Fix Potholes (693). Making Equitable Investments received the least number of responses (141). The lowest average ranking among

all categories was Reducing Highway Congestion with an average rank of 2.34. This indicates that it was selected as the #1 priority the most times. Reducing Highway Congestion was followed by Reduce Local Congestion (2.64 average rank), and Repave Roads/Fix Potholes (2.85 average rank). **Figure 7** below shows each category by number of responses, while **Figure 8** shows the average rank of each category. **Table 3** lists each category in order of number of rankings. Note that a higher number in the average rank category equals a lower ranking (the lower the number, the closer to #1 priority).

Figure 7: Screen 2 Priorities by # of Rankings



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Figure 8: Average Rank of Screen 2 Categories

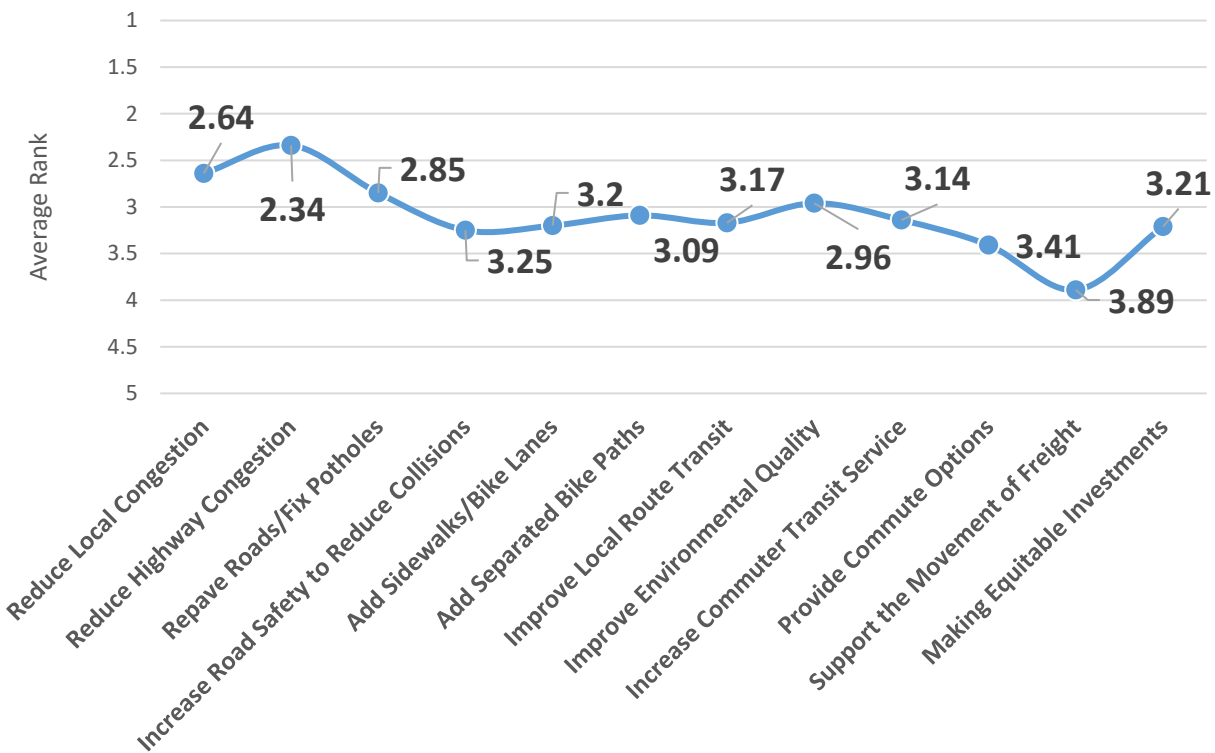


Table 3: Screen 2 Responses by # of Rankings

Category	Average Rank	# of Rankings
Reduce Local Congestion	2.64	707
Reduce Highway Congestion	2.34	697
Repave Roads/Fix Potholes	2.85	693
Increase Road Safety to Reduce Collisions	3.25	560
Add Sidewalks/Bike Lanes	3.2	393
Add Separated Bike Paths	3.09	369
Improve Local Route Transit	3.17	336
Improve Environmental Quality	2.96	318
Increase Commuter Transit Service	3.14	305
Provide Commute Options	3.41	304
Support the Movement of Freight	3.89	180
Making Equitable Investments	3.21	141

The results show that Placer residents are concerned about congestion and fixing potholes. Vehicle/road related categories scored as the top four among the 12, followed by Add Sidewalks/Bike Lanes and Add Separated Bike Path. Improving Local Route Transit was the most ranked transit related category. Making Equitable Investments received the least number of rankings (141), while Support the Movement of Freight received the lowest average rank (3.89).

Allocate the Budget

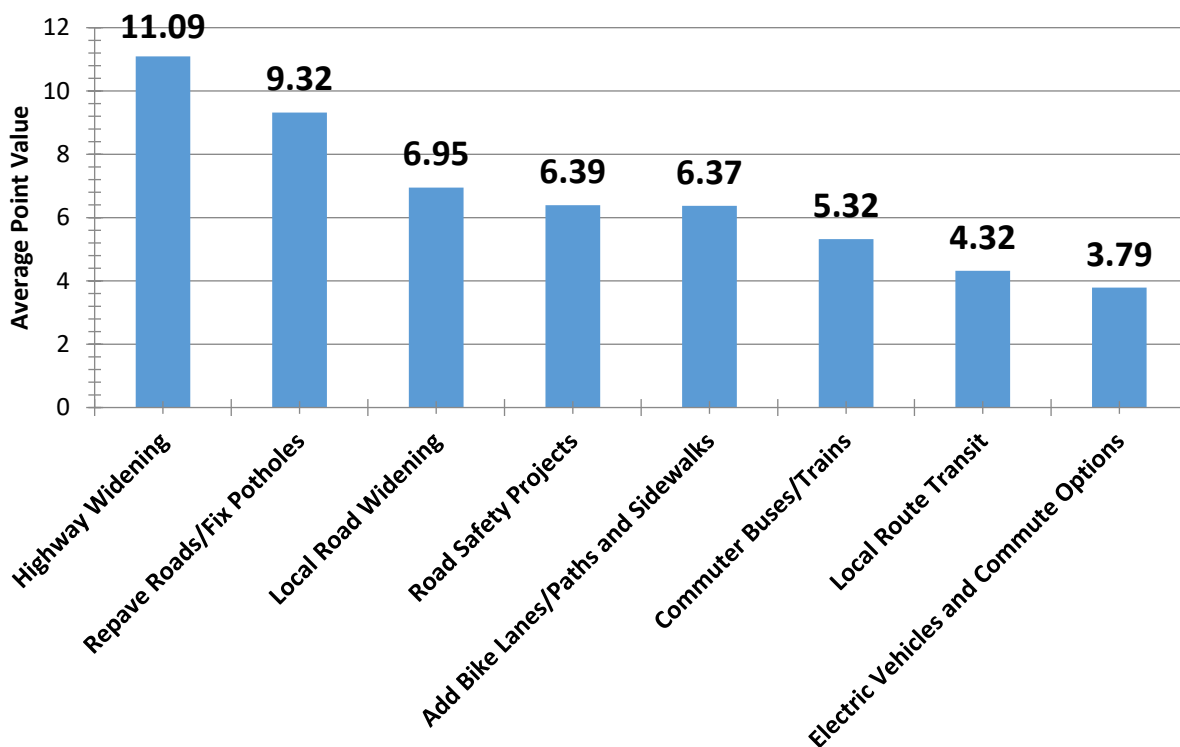
On the third screen of the survey, participants were asked to allocate coins to a set of budget categories representative of the type of projects that are prioritized in the RTP. Each participant

was given a set of five coins worth 10 points and a set of five coins worth 1 point for a total of 55 points. There was no limit to how many coins could be put in any one category. The eight categories participants had to choose from were:

- Repave Roads/Fix Potholes
- Add Bike Lanes/Paths and Sidewalks
- Local Road Widening
- Commuter Buses/Trains
- Local Route Transit
- Highway Widening
- Electric Vehicles and Commute Options
- Road Safety Projects

The category that received the most coins (or investment) is Highway Widening with an average point amount of 11.09. This was followed by Repave Roads/Fix Potholes (9.32), and Local Road Widening (6.95). These results almost identically match the Rank Your Priorities section, where the addressing local and highway congestion and repaving roads were the top three priorities among Placer residents. It further reinforces the desire for congestion mitigation and road maintenance throughout the county and particularly on major freeways like I-80 and SR 65. The average point values assigned by respondents for each category is shown below in **Figure 9**.

Figure 9: Allocate the Budget Average Point Value



Prioritizing Strategies

In this section, respondents were asked to take a deeper dive into their transportation priorities by choosing their two most preferred strategies within five categories: Highways, Local Roads, Public Transit, Biking/Walking, and Environment/Systems Management. The results of each of these are described below.

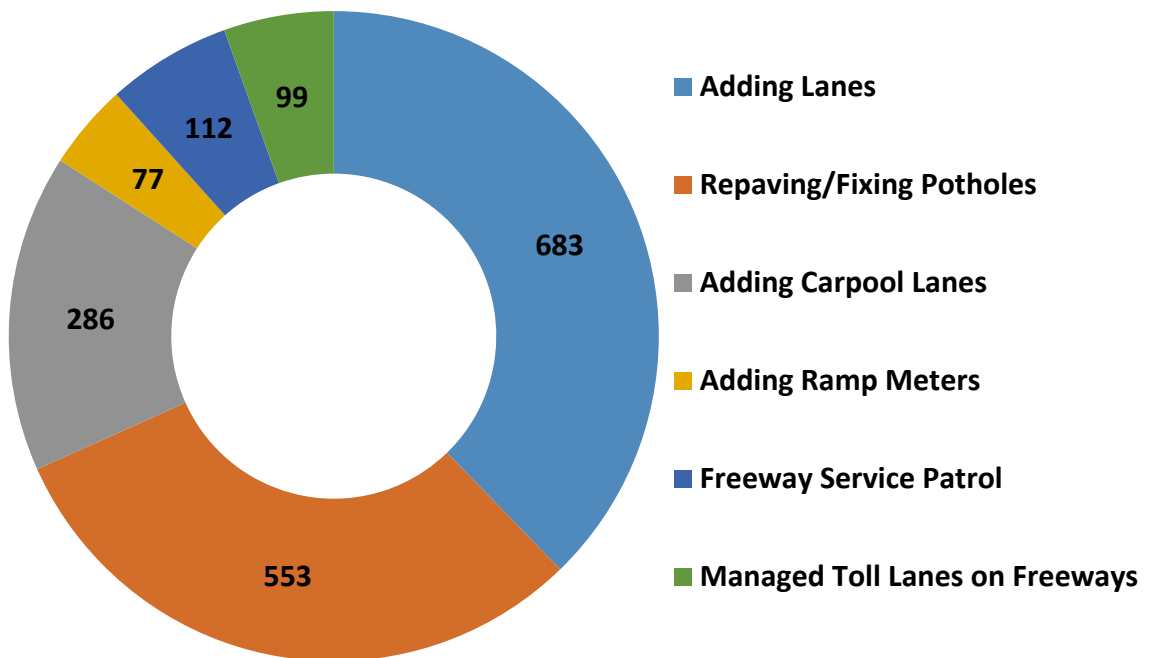
Highways

Six strategies were included in the Highways section:

- Adding Lanes
- Repaving/Fixing Potholes
- Adding Carpool Lanes
- Adding Ramp Meters
- Freeway Service Patrol
- Managed Toll Lanes on Freeways

Of these, the two categories that were overwhelmingly selected were Adding Lanes (683 votes), and Repaving/Fixing Potholes (553 votes). The next closest category was Adding Carpool Lanes with 286 votes. These results are in line with previous survey questions where widening freeways and fixing potholes were consistently rated among the top priorities for Placer County residents. The number of votes by category is shown below in **Figure 10**.

Figure 10: Number of Votes for Highways/Freeways Strategies



Local Roads

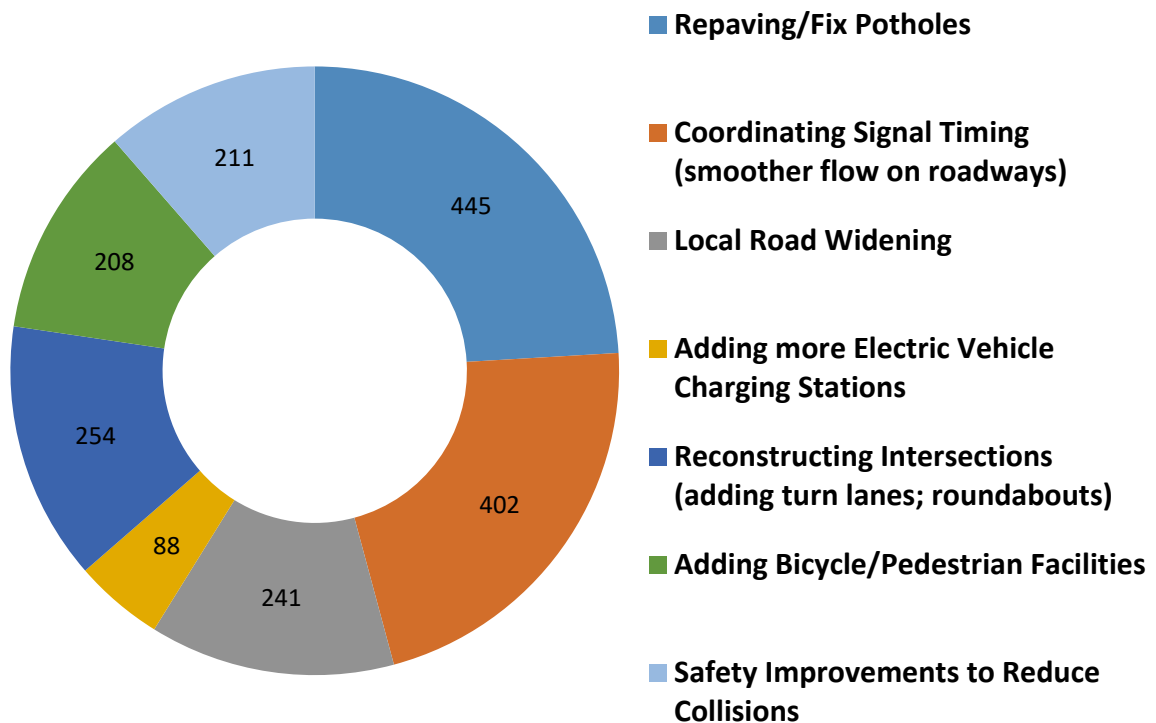
Participants were asked to pick their top two Local Roads priorities from the following options:

- Repaving/Fix Potholes
- Coordinating Signal Timing
- Local Road Widening
- Adding more Electric Vehicle Charging Stations
- Reconstructing Intersections (adding turn lanes or roundabouts)
- Adding Bicycle/Pedestrian Facilities

- Safety Improvements to Reduce Collisions

The results in this category were slightly more mixed than the Highways category. The most selected category was Repaving/Fix Potholes (445 votes), followed by Coordinating Signal Timing (402 votes). This was rated higher than Reconstructing Intersections (254 votes) and Local Road Widening (241 votes), indicating that Placer County residents may be in favor of transportation systems management (TSM) improvements that do not require capacity increases. These results are shown below in **Figure 11**.

Figure 11: Number of Votes for Local Roads Strategies



Public Transit

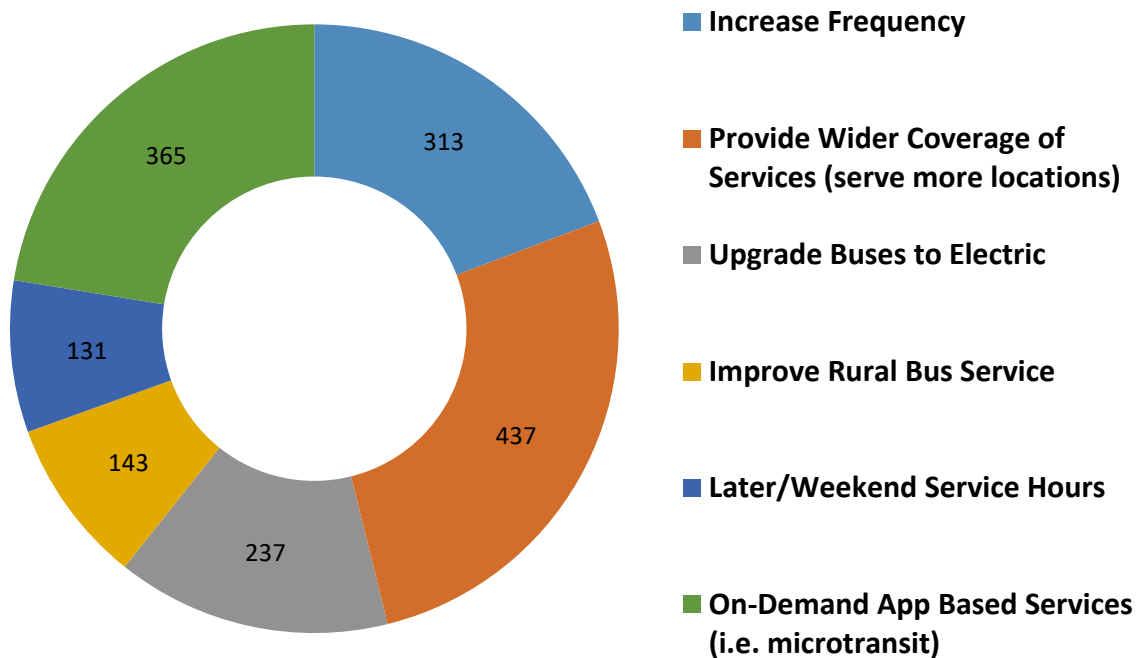
The Public Transit section asked participants to weigh in on their transit priorities, which included local route and commuter (bus and rail) service. One of the purposes of asking these questions was to understand how residents would choose between various tradeoffs, such as increasing frequency vs. wider coverage, or local route vs. commuter service. Participants were asked to pick their top two Public Transit priorities from the following options:

- Increase Frequency
- Provide Wider Coverage of Services
- Upgrade Buses to Electric
- Improve Rural Bus Service
- Later/Weekend Service Hours
- On-Demand App Based Services (i.e. Microtransit)

Residents chose options that prefer wider coverage over frequency, with Provide Wider Coverage of Services (437 votes) and On-Demand App Based Services (365 votes) being the top two selected categories. This was followed by Increase Frequency (313 votes), and Upgrade

Buses to Electric (237). The results showing number of votes for each category are shown in Figure 12.

Figure 12: Number of Votes for Public Transit Strategies



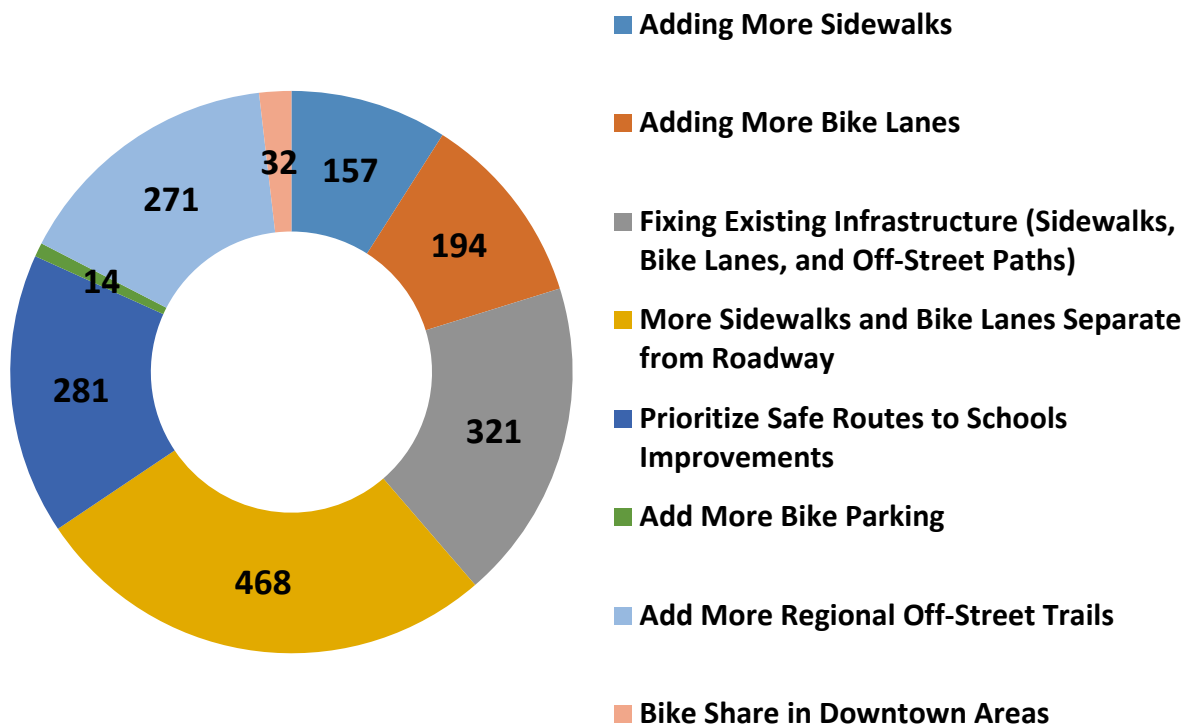
Biking/Walking

In this section, participants weighed in on bike/pedestrian strategies in order to understand what types of facilities/programs are preferred by the community. Participants were asked to pick their top two Biking/Walking priorities from the following options:

- Adding More Sidewalks
- Adding More Bike Lanes
- Fixing Existing Infrastructure (Sidewalks, Bike Lanes, and Off-Street Paths)
- More Sidewalks and Bike Lanes Separate from the Roadway
- Prioritize Safe Routes to Schools Improvements
- Add More Bike Parking
- Add More Regional Off-Street Trails
- Bike Share in Downtown Areas

The results showed that Placer residents want to see more separated bike lanes and sidewalks, with More Sidewalks and Bike Lanes Separate from Roadway receiving 468 votes. This was followed by Fixing Existing Infrastructure (321 votes), and Prioritizing Safe Routes to School Improvements (281 votes). These results are shown below in **Figure 13**.

Figure 13: Number of Votes for Biking/Walking Strategies



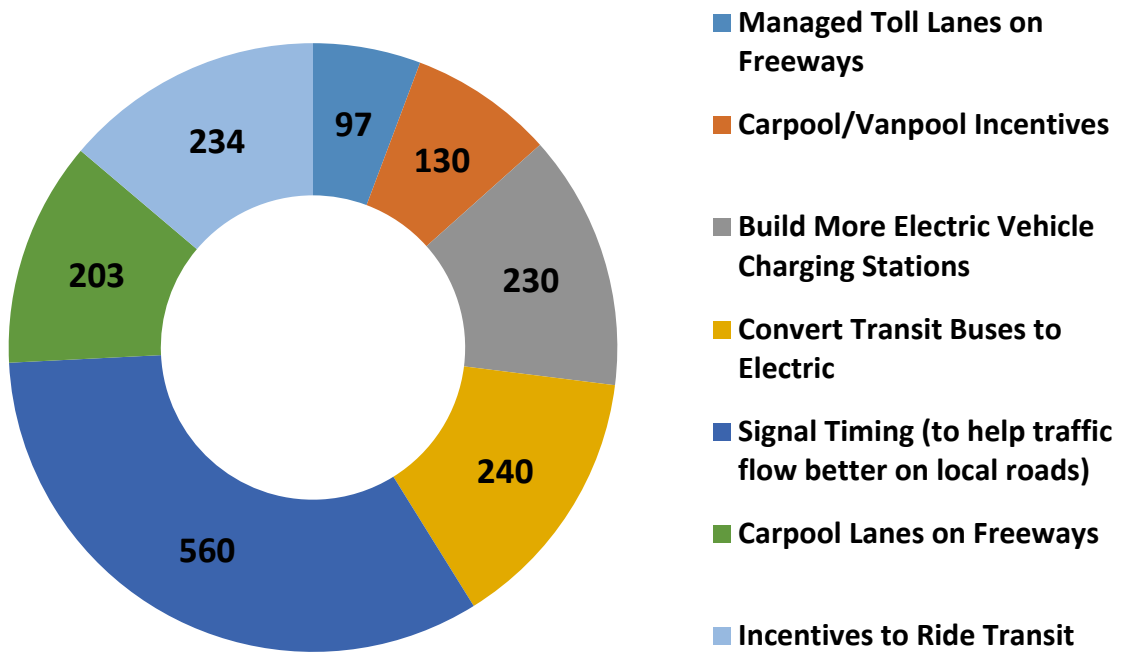
Environment/Systems Management

This section focuses on strategies that can help to promote environmental quality, reduce greenhouse gas emissions, and manage existing systems without increasing capacity. Participants were asked to pick their top two Environment/Systems Management priorities from the following options:

- Managed Toll Lanes on Freeways
- Carpool/Vanpool Incentives
- Build More Electric Vehicle Charging Stations
- Convert Transit Buses to Electric
- Signal Timing
- Carpool Lanes on Freeways
- Incentives to Ride Transit

Signal Timing improvements were by far the most selected category (560 votes), followed by Convert Buses to Electric (240 votes), and Incentives to Ride Transit (234 votes). The results show that Placer residents are interested in seeing solutions that can help ease congestion on local roadways, in line with previous categories. These results are shown below in **Figure 14**.

Figure 14: Number of Votes for Environment/Systems Management Strategies



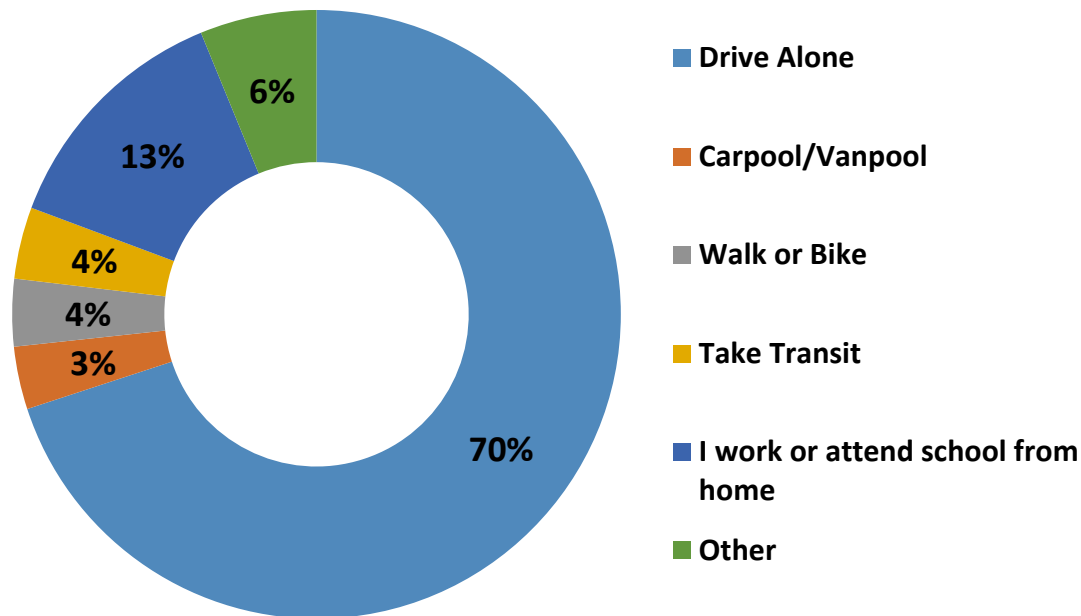
Demographics

The final screen of the survey asked a series of optional demographic questions to understand the audience that took the survey. On this screen was also a link to a separate Constant Contact form where respondents could enter to win the prize drawing for a choice of a \$100 gas card, \$100 Uber/Lyft gift card, or a one month pass to one of Placer County’s transit operators. This was done to protect the privacy of respondents and not associate a particular name with demographic responses. The demographic questions included were:

- What is your home zip code?
- What is your work/school zip code? (if applicable)
- What is your primary mode of travel to work/school, etc?
- What ethnicity do you most identify with?
- What is your gender?
- What is your age?
- What is your income range?

The responses from home and work/school ZIP codes are explored above in the Geographic Reach section. When looking at respondents’ primary mode of travel, the majority get to work/school by driving alone (70%), followed by 13% who work or attend school from home. Transit and walk/bike each received 4% of the total. These results are shown below in **Figure 15**.

Figure 15: Respondents' Preferred Mode of Travel



When looking at demographics related to ethnicity, gender, age, and income level; the results show that most respondents identify as White (73%). The next largest ethnicity group was Asian/Pacific Islander (5%), followed by Hispanic/Latino (5%). Gender was close to evenly split,

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with 48% identifying as male, and 46% identifying as female. The largest age group was 41-60 (38%), followed closely by 20-40 (37%). 19% of respondents identified as being in the 61-80 age group. Almost one third of respondents have an annual income between \$80,000-\$120,000 (30%), followed by \$40,000-\$80,000 (21%) and More than \$160,000 (21%). The results of the demographic analysis are shown below in **Figures 16-19**.

Figure 16: Respondents by Ethnicity

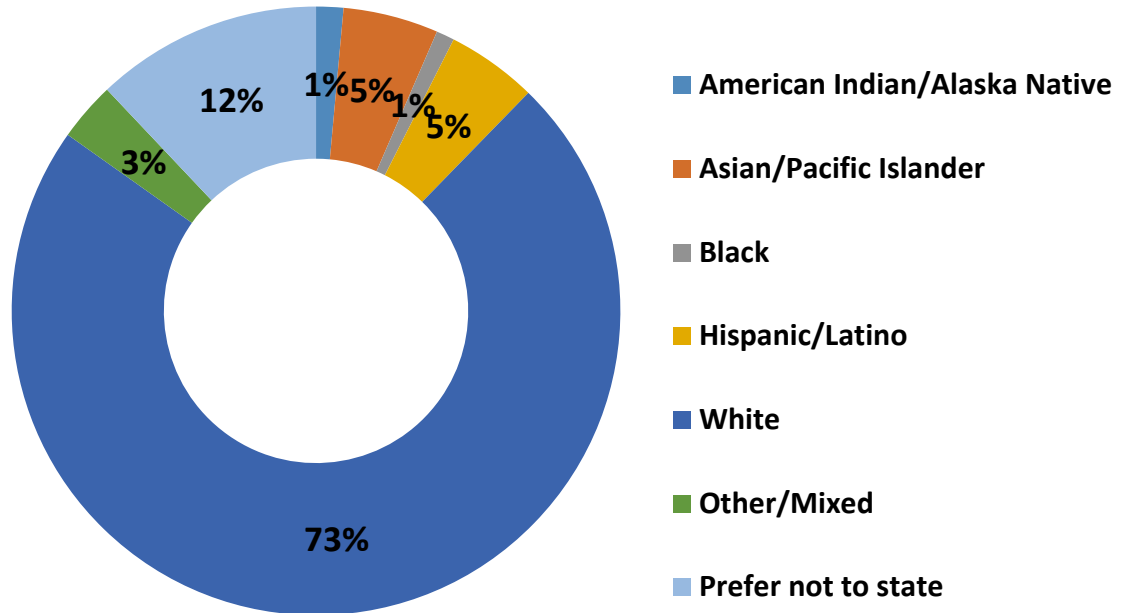


Figure 17: Respondents by Gender

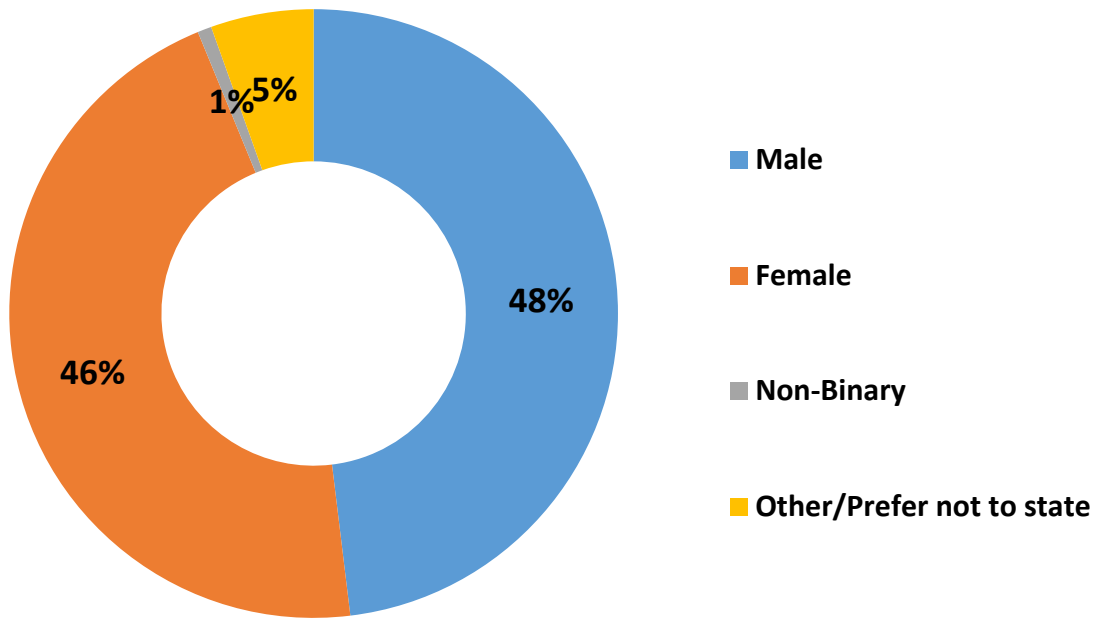


Figure 18: Respondents by Age

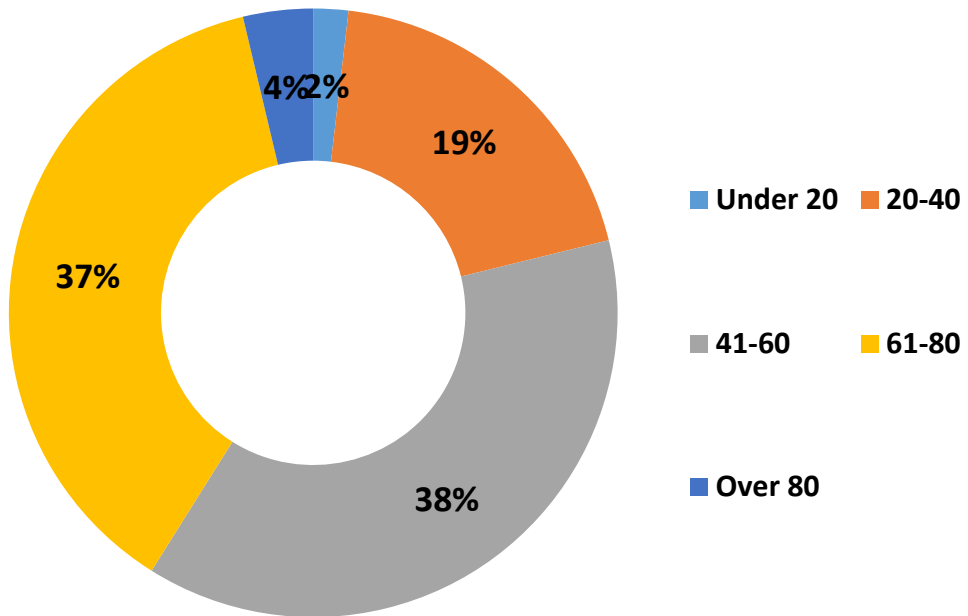
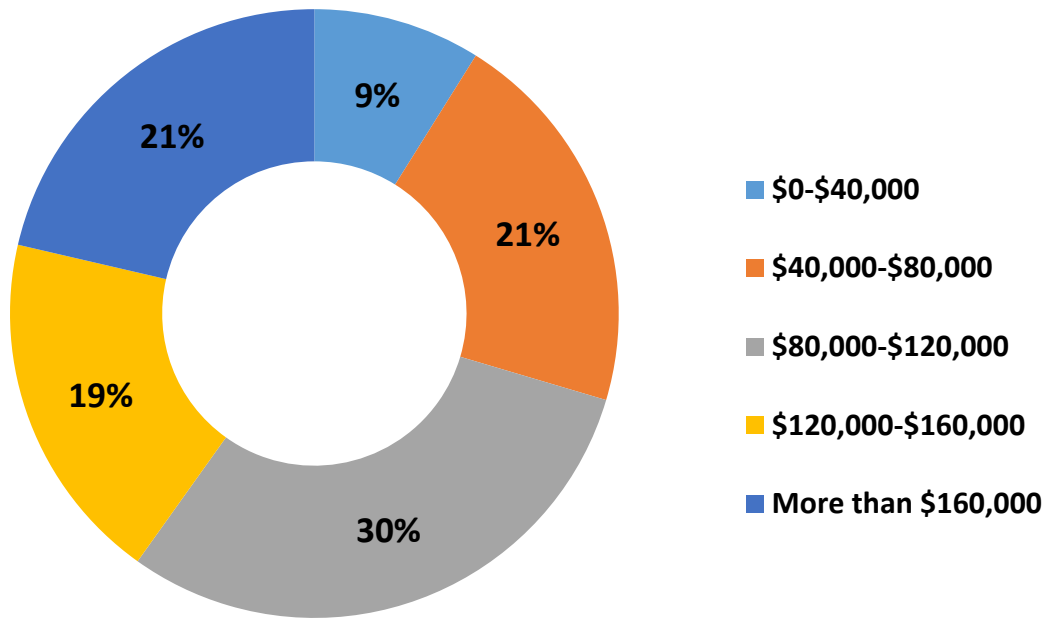


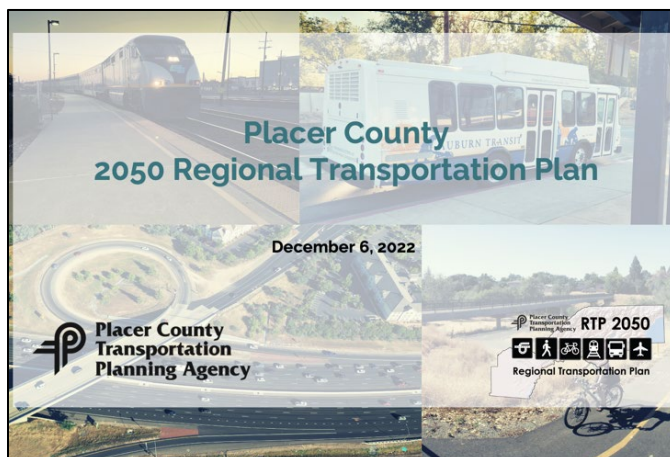
Figure 19: Respondents by Income Level



Virtual and In-Person Workshops

PCTPA hosted a series of two virtual and one in-person community open houses about the Regional Transportation Plan (RTP), wherein participants had a chance to learn about the RTP efforts and provide feedback on the 2050 priorities. These workshops occurred on three back to back days between December 6-8, 2022. The virtual workshops were held on Zoom on December 6th and 8th and were attended by a total of 42 people. The in-person workshop was held on December 7th at PCTPA's offices in Auburn and was attended by 11 people. The workshops were highly publicized on PCTPA's social media and in an informational video and on flyers handed out at in-person events. Each of these workshop types and a summary of the results is shown below.

Figure 20: Virtual Workshop Presentation



The virtual workshops were designed to provide participants with a clear understanding of the RTP and its importance, discover how the participants would prioritize their transportation investments, and provide a forum for community members to ask questions. They were organized into three sections:

- Project background and overview
- Investment priorities live poll participation using Mentimeter
- Question-and-answer session

Each workshop began with a brief presentation by PCTPA staff explaining the overview and purpose of the RTP. Participants were asked to indicate their home and work ZIP code. This was followed by a series of live polling questions where participants were asked to indicate their transportation priorities. The first poll question asked participants to rank 12 priorities that spanned all types of transportation, including (in no particular order);

- Reduce local congestion
- Increase commuter transit service
- Add separated bike lanes
- Improve environmental quality
- Reduce highway congestion
- Add sidewalks/bike lanes
- Provide commute options
- Repave roads/fix potholes
- Making equitable investments
- Increase road safety to reduce collisions
- Support the movement of freight
- Improve local route transit

In the December 6th virtual workshop, participants ranked Reduced Highway Congestion, Reduced Local Congestion, and Improve Local Route Transit as their top three most preferred investment categories. In the December 8th workshop, Improving Local Route Transit, Increase

Commuter Transit Service, and Add Separated Bike Lanes were ranked highest. The results of these polls are shown in **Figure 21** (December 6th), and **Figure 22** (December 8th).

Figure 21: Rank Your Priorities from December 6th Workshop

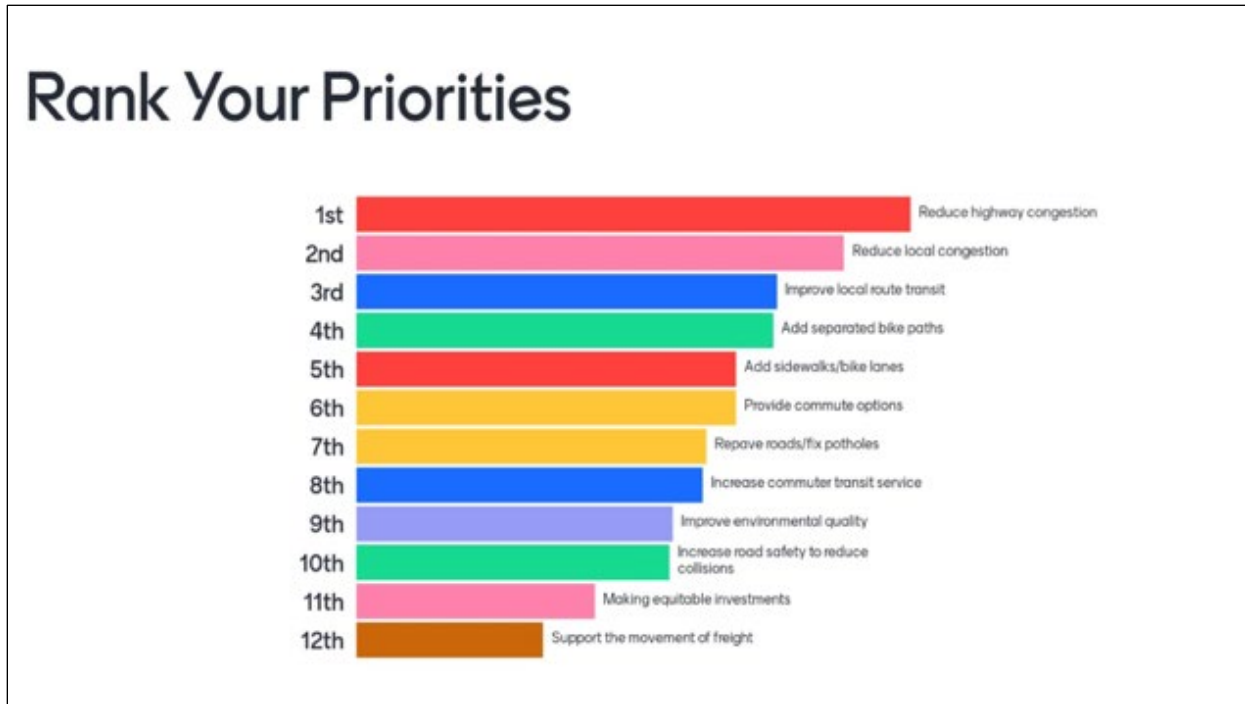
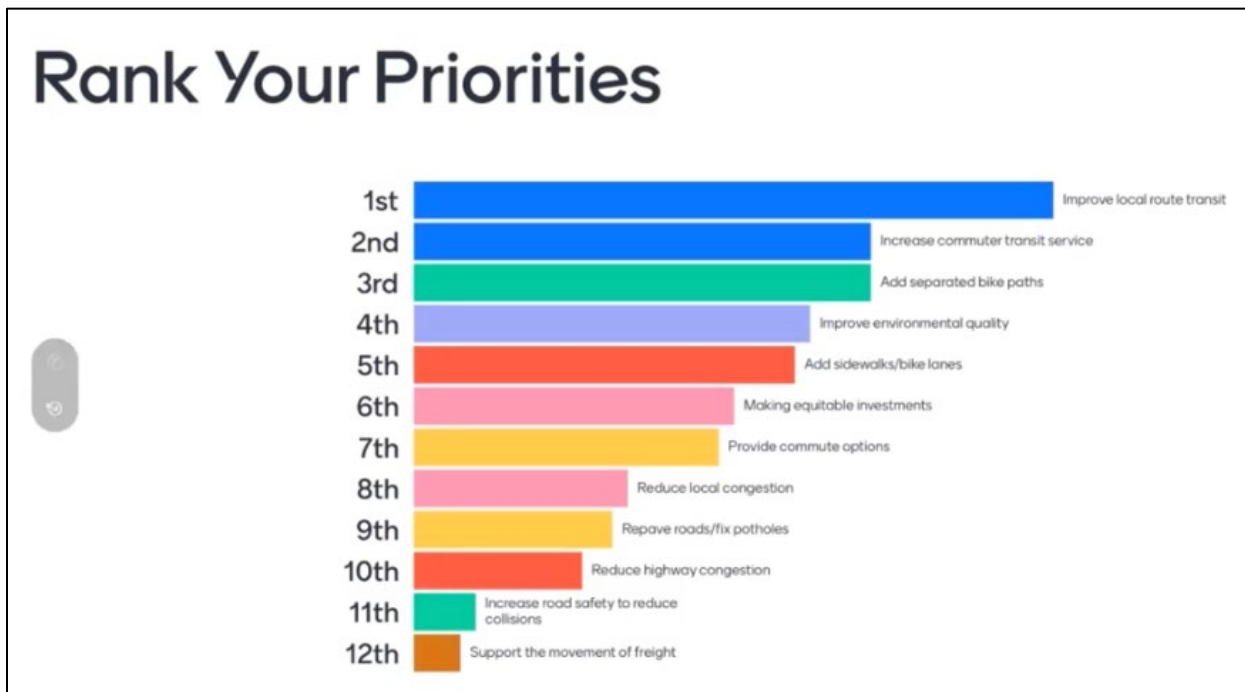


Figure 22: Rank Your Priorities from December 8th Workshop



Following this, participants were asked to rank their top investment priorities within five specific categories: Highways, Local Roads, Public Transit, Biking/Walking, and Environment/Systems Management. The purpose was to better understand the participants

specific priorities and to mirror some of the questions from the online survey. Participants from each workshop ranked the following as their top three priorities in each category:

December 6th Workshop

- **Highways:** Adding lanes, Adding carpool lanes, Repaving/fixing potholes
- **Local Roads:** Adding bicycle/pedestrian facilities, Safety improvements to reduce collisions, Reconstructing intersections
- **Public Transit:** Increase frequency, Provide wider coverage of services, Later/weekend service hours,
- **Biking/Walking:** Add more sidewalks and bike lanes separated from the roadway, Improve safe routes to schools, Add more bike lanes.
- **Environment & Systems Management:** Incentives to ride transit, Signal timing, Carpool lanes on the freeway

December 8th Workshop

- **Highways:** Adding carpool lanes, Adding lanes, Freeway Service Patrol
- **Local Roads:** Adding bicycle/pedestrian facilities, Coordinating signal timing, and Adding more electric vehicle charging stations
- **Public Transit:** Increase frequency, Improve rural bus service, and Provide wider coverage of services
- **Biking/Walking:** Add more sidewalks and bike lanes separate from the roadway, Improve safe routes to schools, Fix existing infrastructure (sidewalks, bike lanes)
- **Environment & Systems Management:** Incentives to ride transit, Build more electric vehicle charging stations, Signal timing

Each workshop ended with a question and answer session, where participants could ask questions of PCTPA staff. Questions focused on topics including (but not limited to): transit service expansion in South Placer and rural areas like Foresthill, roadway improvements in response to new growth, and transportation planning in the Truckee/Tahoe area.

In-Person Workshop

PCTPA held one in-person workshop at their offices in Auburn on December 7, 2022. A total of 11 community members attended the workshop, which was organized as a short presentation followed by a collection of activity boards around the room. As people arrived between 5:30-6:00 p.m., they were greeted at the registration table and asked to sign in. Food and refreshments were provided. Members of the project team were available throughout the room to answer questions and receive comments. Poster boards were spaced throughout the room where participants could place sticker dots on their top investment priorities in each of five categories: Highways, Local Roads, Public Transit, Biking/Walking, and Environment/Systems Management. The following is the top three strategies in terms of number of dots from each category:

- **Highways:** Adding carpool lanes, Repaving/fixing potholes, and Adding lanes
- **Local Roads:** Adding bicycle/pedestrian facilities, Repaving/fixing potholes, and Local road widening
- **Public Transit:** Upgrade buses to electric, Increase frequency, Provide wider coverage of services, and Improve rural bus service
- **Biking/Walking:** Adding more bike lanes, Prioritize safe routes to schools, and More sidewalks and bike lanes separate from roadway
- **Environment & Systems Management:** Signal timing, Incentives to ride transit, Carpool lanes on freeways

Figure 23: In-Person Workshop Presentation



Figure 24: Dot Boards used at In-Person Workshop



Pop-Up Events & Council Presentations

In addition to the online survey and virtual/in-person workshops, PCTPA staff also held pop-ups and informational meetings throughout the county to promote the 2050 RTP survey, encourage participants to sign up for the workshops, and to hear comments about the community's transportation priorities. Given the timing of the outreach during the holiday season, many events were held at tree lightings or other holiday themed events. Flyers and themed swag (hot chocolate tubes and candy canes) were handed out at each event affixed with the RTP website URL. PCTPA staff facilitated or attended the following events:

- Auburn Tree Lighting (November 26, 2022)
- Colfax Winterfest (December 10, 2022)
- Lincoln Cool River Pizza Informational Meeting (November 29, 2022)
- Rocklin Cool River Pizza Informational Meeting (November 28, 2022)
- Rocklin Park Pulse (October 27, 2022)
- Rocklin Sierra College Winter Carnival (December 6, 2022)
- Roseville Sun City Informational Meeting (November 30, 2022)
- Roseville Tree Lighting (December 1, 2022)
- Roseville Old Town Pizza Informational Meeting (December 5, 2022)
- Roseville St. John's Episcopal Church Informational Meeting (December 8, 2022)

Figure 25: PCTPA Staff at the Auburn Tree Lighting



PCTPA staff also visited each City/Town Council (with the exception of Roseville, where staff visited the Transportation Commission) and the Board of Supervisors to give an informational presentation and encourage all to take the 2050 RTP survey. Staff presented at the following meetings:

- Auburn City Council (October 24, 2022)
- Colfax City Council (November 9, 2022)
- Lincoln City Council (November 8, 2022)
- Loomis Town Council (November 8, 2022)
- Rocklin City Council (October 25, 2022)
- Roseville Transportation Commission (November 15, 2022)
- Placer County Board of Supervisors (November 8, 2022)
- Truckee/North Tahoe Transportation Management Association Board Meeting (November 3, 2022)

Figure 26: PCTPA Staff Presenting at Loomis Town Council



Promotion

PCTPA along with its outreach consultant AIM heavily promoted the 2050 RTP outreach efforts through a number of means, including: workshops and pop-up events through

- 2050 RTP Project Website: www.pctpa.net/RTP2050
- PCTPA’s social media pages (Facebook, Twitter, and LinkedIn)
 - This included paid boosted social media posts that reached over 22,000 people
- Member jurisdictions social media pages
- Paper flyers (to be handed out at in-person events)
- Constant Contact email blasts that reached nearly 10,000 email inboxes
- Op-Ed article from Supervisor Holmes and Supervisor Jones in the Gold Country Media, which operates the newspapers in Auburn, Rocklin, Roseville, Loomis, and Lincoln
- Promotional video that overviewed the RTP process and encouraged the community to take the online survey and attend one of the workshops
- Personal emails and phone calls to community based organizations, school districts, non-profits, and more
- Information and flyers posted at PCTPA’s kiosk in the Roseville Galleria mall during the busy holiday shopping season

Figure 28: Boosted Social Media Post

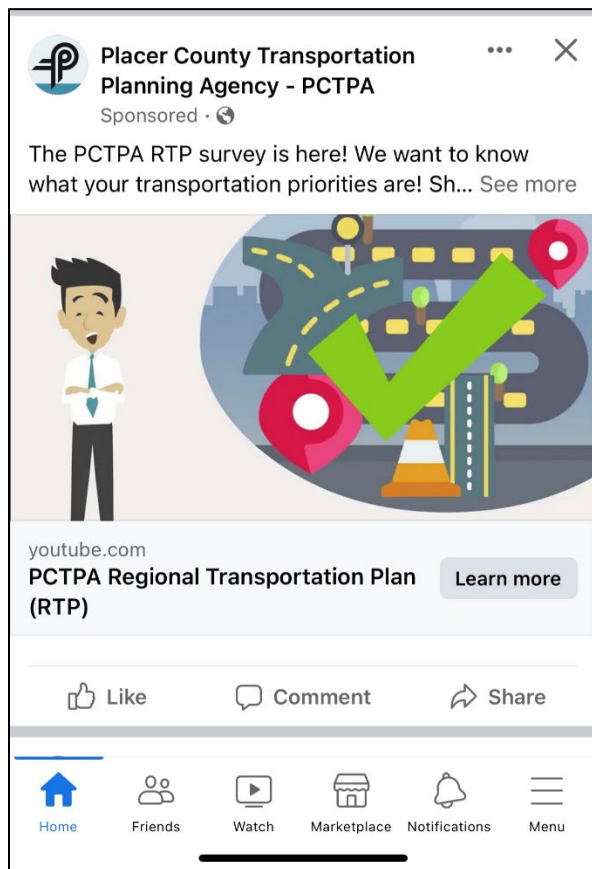


Figure 27: Workshop Promotion Flyer



Summary and Conclusions

The first round of outreach for the 2050 RTP resulted in the following:

- An online survey in both English and Spanish that was responded to by 1,109 people
- Ten pop-up events and informational meetings where PCTPA staff interacted with over 380 people
- Eight City/Town Council, Board of Supervisor, and Commission meetings where PCTPA staff interacted with elected officials and members of the public in each jurisdiction
- Virtual and in-person workshops attended by a total of 53 people
- Boosted social media posts that reached over 22,000 people
- Constant Contact email blasts that reached nearly 10,000 email inboxes three times
- Animated promotional video developed by AIM with PCTPA staff that conveyed the RTP process in a fun and engaging manner
- One press release and one Board of Supervisors' op-ed regarding the RTP and public input opportunities

The general theme from the online survey was that Placer residents are concerned about traffic congestion and road conditions, as widening roadways and fixing potholes consistently ranked high across several survey questions. However, improving signal timing also performed well in a couple of questions, which could be a useful solutions on congested roadways where adding capacity may not be desirable or an option. Signal timing was also ranked very highly in the environment/systems management category, with over twice as many votes as any other strategy in that category.

For biking/walking strategies, adding separated bike lanes/paths and sidewalks was the preferred option for Placer residents (468 votes), as well as fixing existing infrastructure (321 votes). These categories even ranked higher than adding regional off-street paths. Strategies such as adding more bicycle parking and implementing bike share programs in downtown areas were among the least desirable options.

For public transit strategies, residents preferred to see greater coverage areas over frequency and expanded service hours, when given a tradeoff. Providing a wider coverage of services received the most votes (437), followed by app-based services such as microtransit (365 votes). Both of these involve expanding the coverage of routes, but not necessarily expanding frequency if funds aren't available for both.

The virtual and in-person workshops also asked participants to weigh in on their transportation priorities. In the December 6th virtual workshop, participants ranked Reduced Highway Congestion, Reduced Local Congestion, and Improve Local Route Transit as their top three most preferred investment categories. In the December 8th workshop, Improving Local Route Transit, Increase Commuter Transit Service, and Add Separated Bike Lanes were ranked highest.

The results of this survey will directly influence the development of the 2050 RTP policies, goals, and objectives as it represents the needs and desires of Placer County residents. Information from this survey will continue to shape the 2050 RTP as it develops over the next three years, and help to inform any future surveys.

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APPENDIX B-2: 2050 RTP Round 2 Outreach Summary

TECHNICAL MEMORANDUM

DATE: March 27, 2024

SUBJECT: PCTPA REGIONAL TRANSPORTATION PLAN 2050 – ROUND 2 COMMUNITY OUTREACH SUMMARY

PCTPA's Regional Transportation Plan represents the collective vision for how Placer's stakeholders want to shape the county's transportation system of tomorrow. As Placer County residents are an important stakeholder in the process, PCTPA typically embarks on robust community outreach efforts to incorporate their needs and desires into the RTP. The first round of community outreach occurred in November-December 2022 and included an online survey, pop-up events, City/Town Council and Board of Supervisors presentations, online and in-person workshops, informational meetings, boosted social media posts, and Constant Contact email blasts. It's estimated that over 33,000 people were reached using these various efforts. The feedback was focused on high-level priorities regarding transportation infrastructure and policies.

In the second round of outreach, PCTPA desired to gain more specific feedback from Placer County residents on major transportation projects and programs (e.g. I-80/SR 65 Interchange, SR 65 Widening). Similar outreach tactics were used in round 2 as in round 1, with PCTPA staff attending pop-up events, City/Town Council and Board of Supervisors presentations, holding workshops, and promoting efforts through social media and email blasts. All outreach events were published on the 2050 RTP's website: www.pctpa.net/RTP2050. The purpose of this memorandum is to outline the purpose and contents of the survey and workshops and to summarize the results. It consists of the following sections:

- Purpose and Contents of Online Survey
- Virtual and In-Person Workshops
- Pop-Up Events
- Promotion
- Summary and Conclusions

Purpose and Content of Online Survey

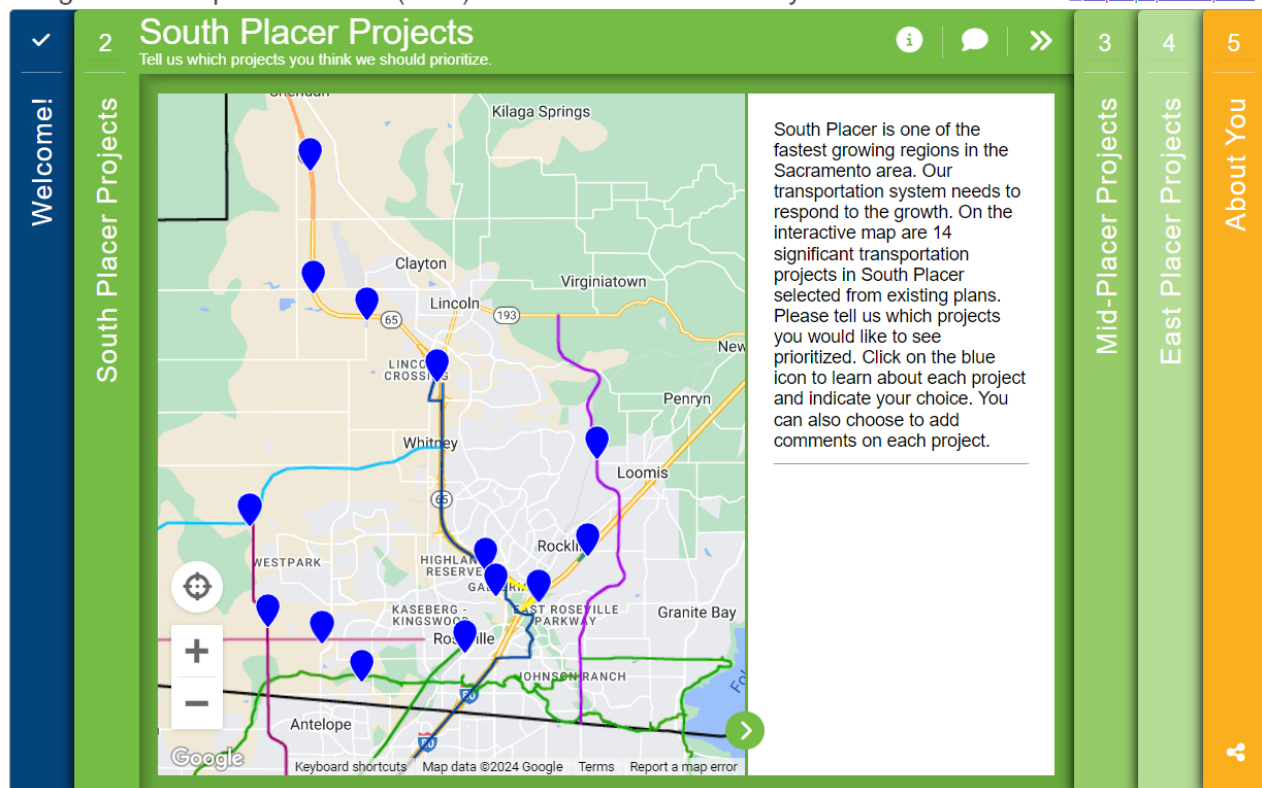
PCTPA developed an online survey where residents were asked to give their opinion on a set of regionally significant projects broken up into three primary regions of the county: South Placer (Roseville, Rocklin, Lincoln, and surrounding area), Mid-Placer (Loomis, Auburn, Colfax, and surrounding area), and East Placer (Resort Triangle area of unincorporated Placer). As the RTP progresses through its initial development, it is critical for the project team to understand these priorities when the preferred project list is developed for the RTP in coordination with the Sacramento Area Council of Governments (SACOG). The survey was broken up to four sections:

- **South Placer Projects:** On this screen, participants were asked to give their opinion on a set of 14 projects in the South Placer region as to whether each particular project should be a priority. This screen is shown below in **Figure 1**.

Figure 1: 2050 RTP Round 2 Survey – South Placer Projects Screen

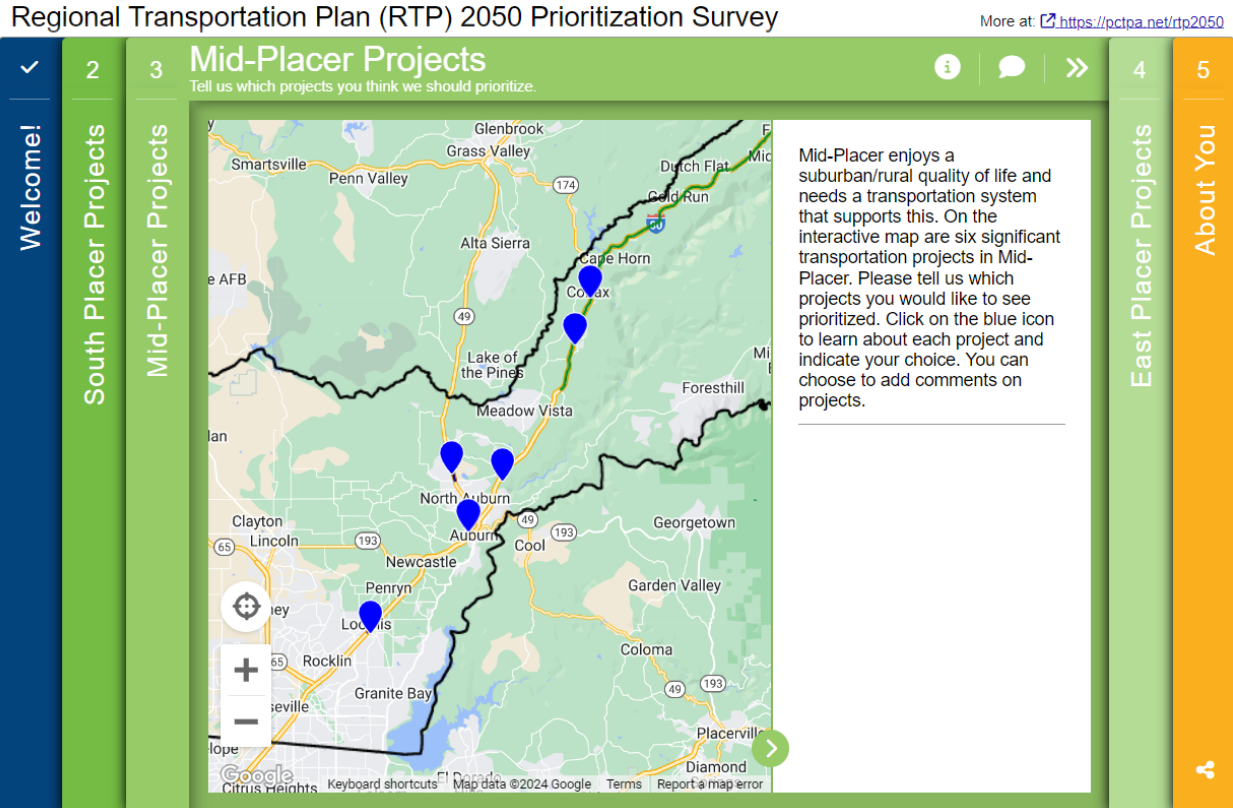
Regional Transportation Plan (RTP) 2050 Prioritization Survey

More at <https://pctpa.net/rtp2050>



- **Mid-Placer Projects:** Similar to the South Placer projects, participants were asked to indicate their preferred priority for six Mid-Placer projects ranging from the Horseshoe Bar Rd/I-80 interchange to truck climbing lanes on I-80 near Colfax. This screen is shown below in **Figure 2**.

Figure 2: 2050 RTP Round 2 Survey – Mid-Placer Projects Screen



- **East Placer Projects:** Seven East Placer Projects ranging from bus-only lanes on SR 89 and SR 267 to expansion of app-based on-demand transit were shown for prioritization by participants. This is shown below in **Figure 3**.

Figure 3: 2050 RTP Round 2 Survey – East Placer Projects

Regional Transportation Plan (RTP) 2050 Prioritization Survey

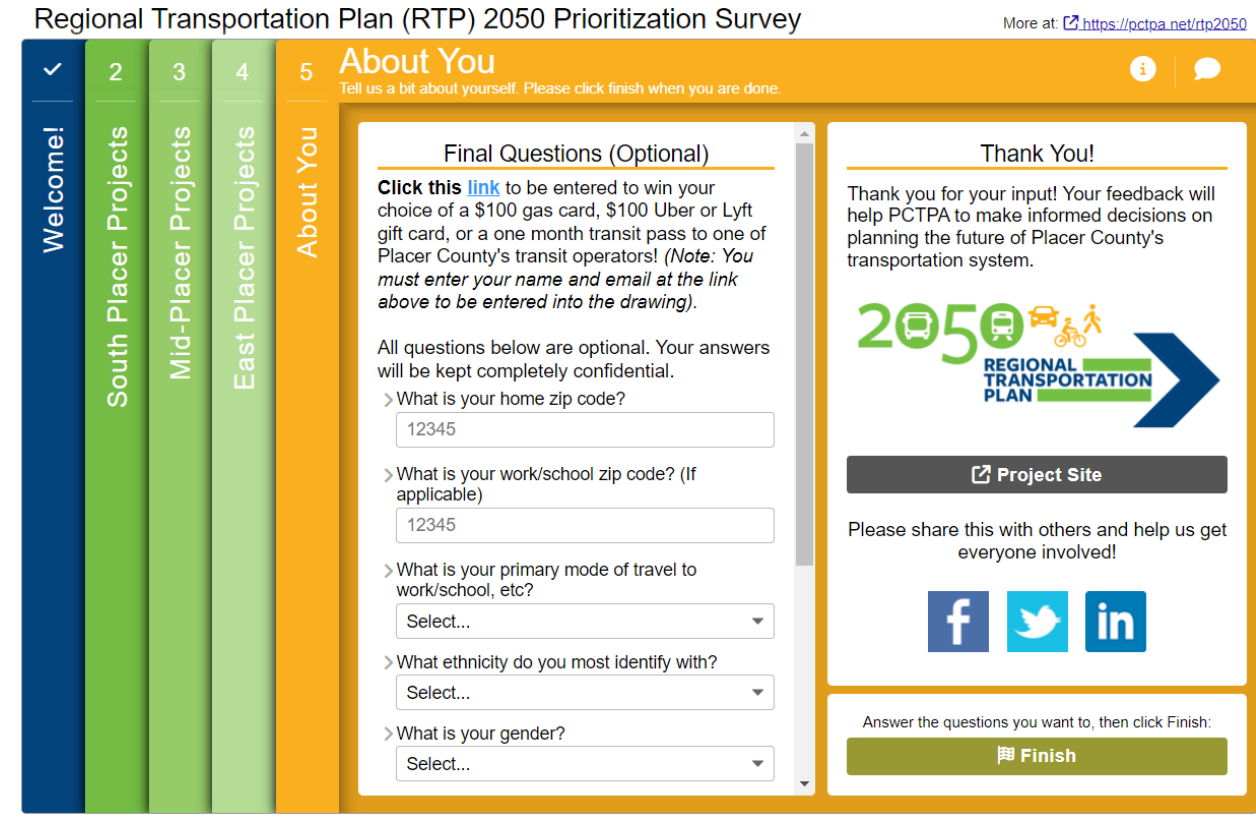
More at <https://pctrpa.net/rtp2050>

East Placer Projects
Tell us which projects you think we should prioritize.

East Placer includes beautiful scenery and world-class destinations. The transportation system needs to serve both local residents and tourism. On the interactive map are seven significant transportation projects in East Placer selected from existing plans. Please tell us which projects you would like to see prioritized. Click on the blue icon to learn about each project and indicate your choice. You can also choose to add comments on each project.

- **About You (Demographics):** Participants were asked a series of demographic questions, such as home and work or school ZIP codes, race, gender, age, and income level. On this screen, participants were also able to click a link to enter into a prize drawing for a choice of a \$100 gas card, \$100 Uber/Lyft gift card, or a one month pass to a Placer County transit operator. This is shown below in **Figure 4**.

Figure 4: 2050 RTP Round 2 Survey - About You (Demographics) Screen



Overall Results & Geographic Reach

In order to make the survey more interactive, PCTPA staff created the survey on the Metroquest platform, which offers a number of different survey types intended to engage the user beyond a traditional survey. The survey launched on September 1, 2023 and closed approximately two and a half months later on November 17, 2023. A total of 796 responses were received. Pursuant to PCTPA’s Title IV Limited English Proficient Public Participation Plan, a Spanish translation of the survey was launched at the same time, while Tagalog translation was offered upon request. Promotion of the survey was done through a project website, boosted social media posts, in-person pop-up events, virtual and in-person workshops, City/Town Council and Board of Supervisors presentations, and email blasts. Further outreach was primarily grassroots social media sharing. Participants were invited to sign up for a prize drawing for a choice of a \$100 gas card, \$100 Uber/Lyft gift card, or a one month pass to a Placer County transit operator.

Respondents were asked to indicate their home ZIP code and their work/school ZIP code. Using the primary home ZIP code, the project team was able to analyze the responses to the survey geographically. Out of the 796 responses, 560 indicated a home ZIP code. Of these, 512 (91%) were in Placer County. When looking at specific ZIP codes, Lincoln had the most responses of any one ZIP code, with 95 responses. The top 10 ZIP codes by number of responses are listed below in **Table 1**.

Table 1: Top 10 Home ZIP Codes by Responses

Zip Code	City	County	# of Responses
95648	Lincoln	Placer	95
95747	Roseville	Placer	79
95603	Auburn	Placer	53
95765	Rocklin	Placer	48
95661	Roseville	Placer	37
95678	Roseville	Placer	37
95677	Rocklin	Placer	34
95746	Granite Bay	Placer	23
95650	Loomis	Placer	22
95658	Newcastle	Placer	15

When looking at work/school ZIP codes, similar trends were noticed where nine out of the top 10 ZIP codes are located in Placer County. Auburn showed up as the #1 work or school ZIP code where Placer County’s offices are located, followed by Lincoln. The only ZIP code outside Placer County in this list is 95814, which covers downtown Sacramento where many State of California offices are located. The top 10 work/school ZIP codes by number of responses are listed below in **Table 2**.

Table 2: Top 10 Work/School ZIP Codes by Responses

Zip Code	City	County	# of Responses
95603	Auburn	Placer	45
95648	Lincoln	Placer	43
95661	Roseville	Placer	36
95678	Roseville	Placer	35
95747	Roseville	Placer	31
95765	Rocklin	Placer	30
95814	Sacramento	Sacramento	25
95677	Rocklin	Placer	24
95650	Loomis	Placer	12
95746	Granite Bay	Placer	8

South Placer Projects

The first exercise respondents were asked to participate in was to view 14 regionally significant transportation projects in the south Placer area and indicate if each was a priority to them. Participants were able to click on each project to see a description and vote “Yes” or “No” if the project was or was not a priority to them. The purpose was to better understand which projects should be given higher priority in the RTP’s project list. The projects that were included (in no particular order) are shown below along with the given description of the project in the survey:

- **Placer Parkway:** Construct a new four to six-lane expressway between SR 65 and SR 99 in Sutter County. Phase 1 will complete the Whitney Ranch/SR 65 interchange and extend Placer Parkway to Foothills Blvd.
- **Watt Ave/Santucci Blvd Bus Rapid Transit:** This project would add an express bus route along the future Santucci Blvd and Watt Avenue, connecting western Placer County to the Watt Avenue Light Rail Station.
- **Widen Baseline Road:** Widens Baseline Road in phases between Fiddymont Road and the Sutter County Line.
- **Dry Creek Greenway Trail:** This multi-purpose trail would add segments within Roseville and unincorporated Placer County to eventually form a 70-mile loop within Placer and Sacramento Counties, connecting to the American River Parkway.
- **Capitol Corridor Third Track Phase 2:** This next phase would expand Capitol Corridor rail service in Placer County to 10 daily round trips between Roseville and Sacramento, connecting to the Bay Area.
- **I-80/SR 65 Interchange:** This project will widen and realign the I-80/SR 65 interchange for improved traffic flow.
- **Expand On-Demand App Based Transit Services:** On-demand app-based transit services are currently available in Roseville, Rocklin, Lincoln, and Loomis. This would potentially expand the service area, hours of operation, and decrease wait times for these on-demand transit services.
- **SR 65 Widening:** Widens SR 65 in multiple phases between Lincoln Blvd and I-80. The first phase will add a third lane on SR 65 SB between Blue Oaks Blvd and Galleria Blvd.
- **I-80/Rocklin Road Interchange:** Reconstruct the interchange at I-80/Rocklin Road including bicycle/pedestrian facilities and an auxiliary lane on I-80 West between Rocklin Road and SR 65.
- **Sierra College Blvd Widening & Improvements:** This project would widen Sierra College Blvd in phased sections between SR 193 and the Sacramento County Line.
- **South Placer Express Bus Service:** Provide express bus service from Lincoln to Kaiser and Sutter hospitals in Roseville, and the Watt/I-80 light rail station.
- **SR 65/Nelson Lane Interchange:** This project would add an interchange at SR 65 and Nelson Lane.
- **SR 65/Nicolaus Road Interchange:** This project would construct an interchange at SR 65 and Nicolaus Rd.
- **Lincoln Bypass Phase 2B:** Widen SR 65 to a four-lane expressway from Coon Creek to Sheridan

The three projects that received the most “Yes” votes were I-80/SR 65 Interchange (495), SR 65 Widening (462), and I-80/Rocklin Rd Interchange (340). SR 65/Nicolaus Rd Interchange received the least number of “Yes” votes (122), as well as the most number of “No” votes (220). In the “No” votes category, it was followed by SR 65/Nelson Ln Interchange (218), and Watt Ave Bus

2050 RTP ROUND 2 COMMUNITY OUTREACH SUMMARY

March 27, 2024

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Rapid Transit (213). **Figure 5** below shows the 14 projects ranked by number of “Yes” votes, while **Figure 6** shows the projects ranked by number of “No” votes. **Table 3** lists each project along with the number of “Yes” and “No” votes received.

Figure 5: South Placer Projects by Number of “Yes” Votes

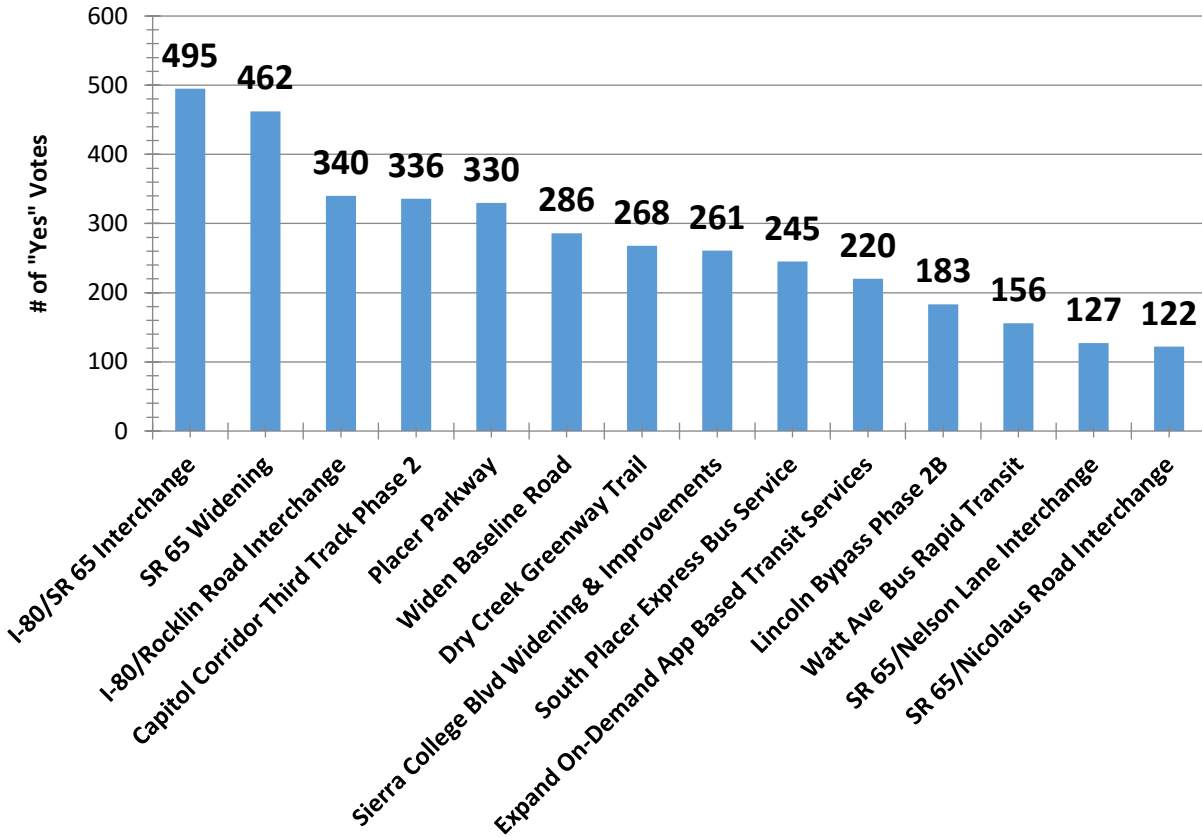


Figure 6: South Placer Projects by Number of “No” Votes

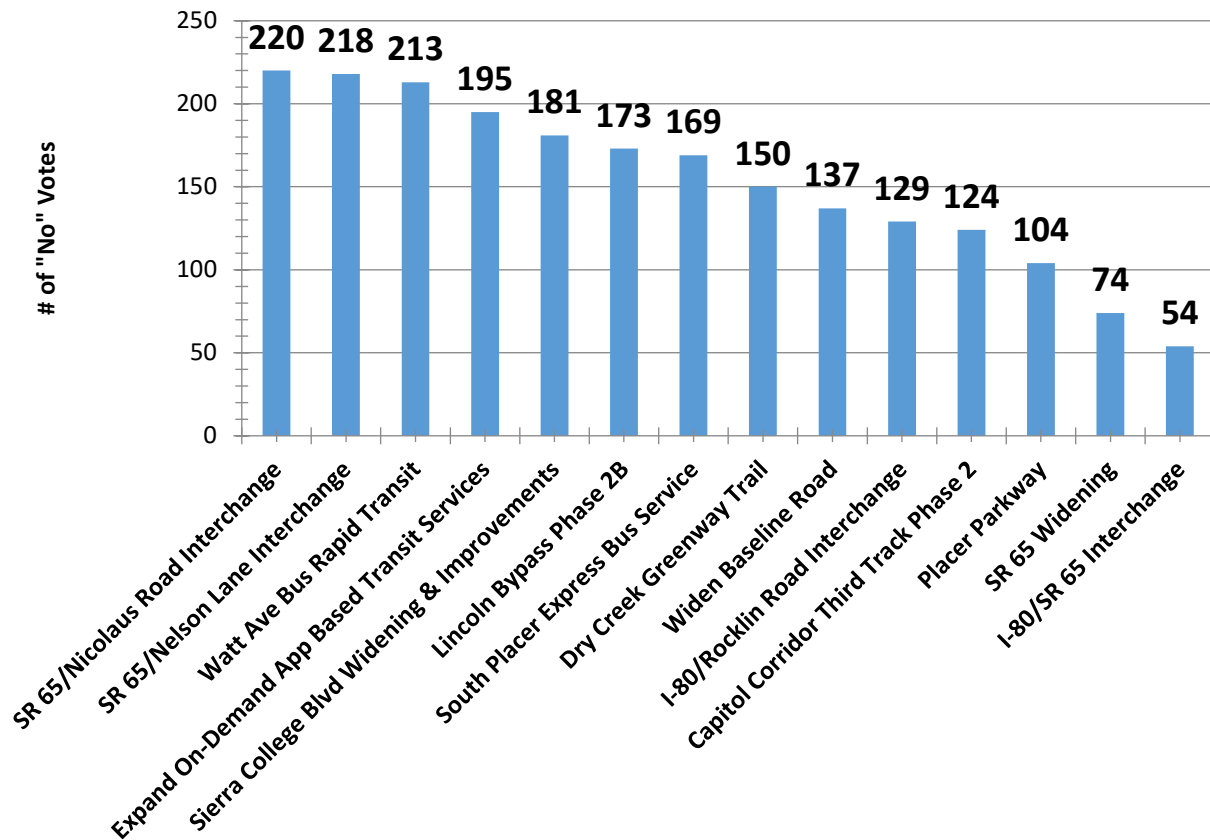


Table 3: South Placer Projects and Number of “Yes” and “No” Votes

Project	# of “Yes” Votes	# of “No” Votes
I-80/SR 65 Interchange	495	54
SR 65 Widening	462	74
I-80/Rocklin Road Interchange	340	129
Capitol Corridor Third Track Phase 2	336	124
Placer Parkway	330	104
Widen Baseline Road	286	137
Dry Creek Greenway Trail	268	150
Sierra College Blvd Widening & Improvements	261	181
South Placer Express Bus Service	245	169
Expand On-Demand App Based Transit Services	220	195
Lincoln Bypass Phase 2B	183	173
Watt Ave Bus Rapid Transit	156	213
SR 65/Nelson Lane Interchange	127	218
SR 65/Nicolaus Road Interchange	122	220

The results show that south Placer residents are highly concerned about freeway congestion, evidenced by the fact that the top four ranked projects (in terms of “Yes” votes) will help address major congestion on I-80 and SR 65. Low ranked projects were topped by two interchanges on SR 65 north of Lincoln that will be needed as development comes online in the area. Capitol Corridor Third Track Phase 2 also ranked highly, as well as Placer Parkway.

Mid-Placer Projects

Participants were next asked to review six Mid-Placer area projects (Loomis, Auburn, Colfax, and surrounding areas) and indicate if each was a priority to them. Participants were able to click on each project to see a description and vote “Yes” or “No” if the project was or was not a priority to them. The purpose was to better understand which projects should be given higher priority in the RTP’s project list. The projects that were included (in no particular order) are shown below along with the given description of the project in the survey:

- **I-80/Horseshoe Bar Rd Interchange:** This project would widen the Horseshoe Bar Rd/I-80 overcrossing from two lanes to four lanes, and improve the ramps.
- **Expand On-Demand App Based Transit Services:** On-demand app-based transit services are currently available in Loomis, Auburn and parts of unincorporated Placer County. This would potentially expand the service area, hours of operation, and decrease wait times for these on-demand transit services.
- **Highway 49 Widening:** Widens SR 49 from four lanes to six lanes between Bell Road and Dry Creek Road.
- **I-80/Bell Road Roundabouts:** This project replaces the existing traffic signals and all-way stop controls with two roundabouts and relocates the park-and-ride facility.
- **I-80 Truck Climbing Lanes: Applegate to Nyack:** Construct truck climbing lanes in various locations on I-80 between Applegate and Nyack.
- **Colfax Operational Improvements:** This project would improve circulation in central Colfax by installing new traffic signals, adding turn lanes, and providing enhanced pedestrian and bicycle improvements on S. Auburn Street and Central Avenue/Highway 174.

The three projects that received the most “Yes” votes were I-80 Truck Climbing Lanes (Applegate to Nyack) (359), SR 49 Widening (271), and I-80/Horseshoe Bar Rd Interchange (245). Colfax Operational Improvements received the least number of “Yes” votes (180). I-80/Bell Rd Roundabouts received the most number of “No” votes (201), followed by I-80/Horseshoe Bar Rd Interchange (176) and Colfax Operational Improvements (170). **Figure 7** below shows the six projects ranked by number of “Yes” votes, while **Figure 8** shows the projects ranked by number of “No” votes. **Table 4** lists each project along with the number of “Yes” and “No” votes received.

Figure 7: Mid-Placer Projects by Number of "Yes" Votes

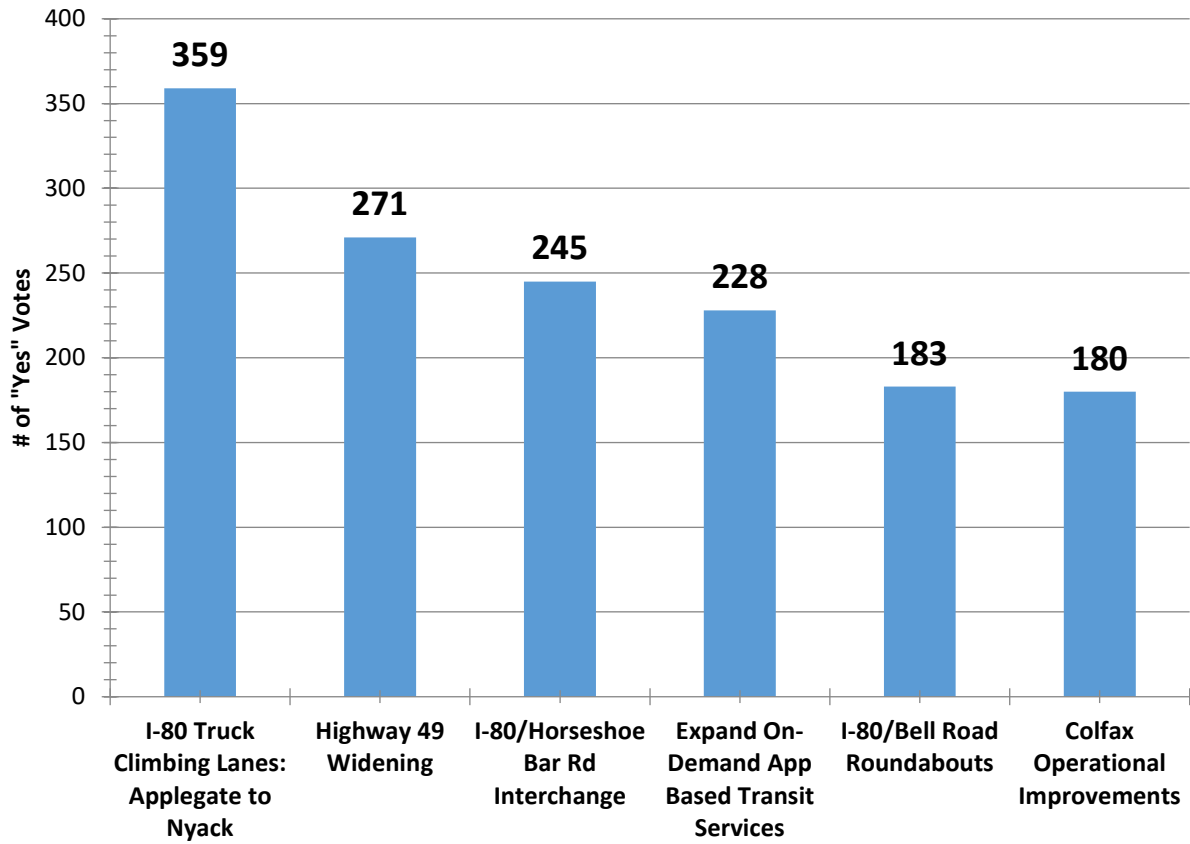


Figure 8: Mid-Placer Projects by Number of “No” Votes

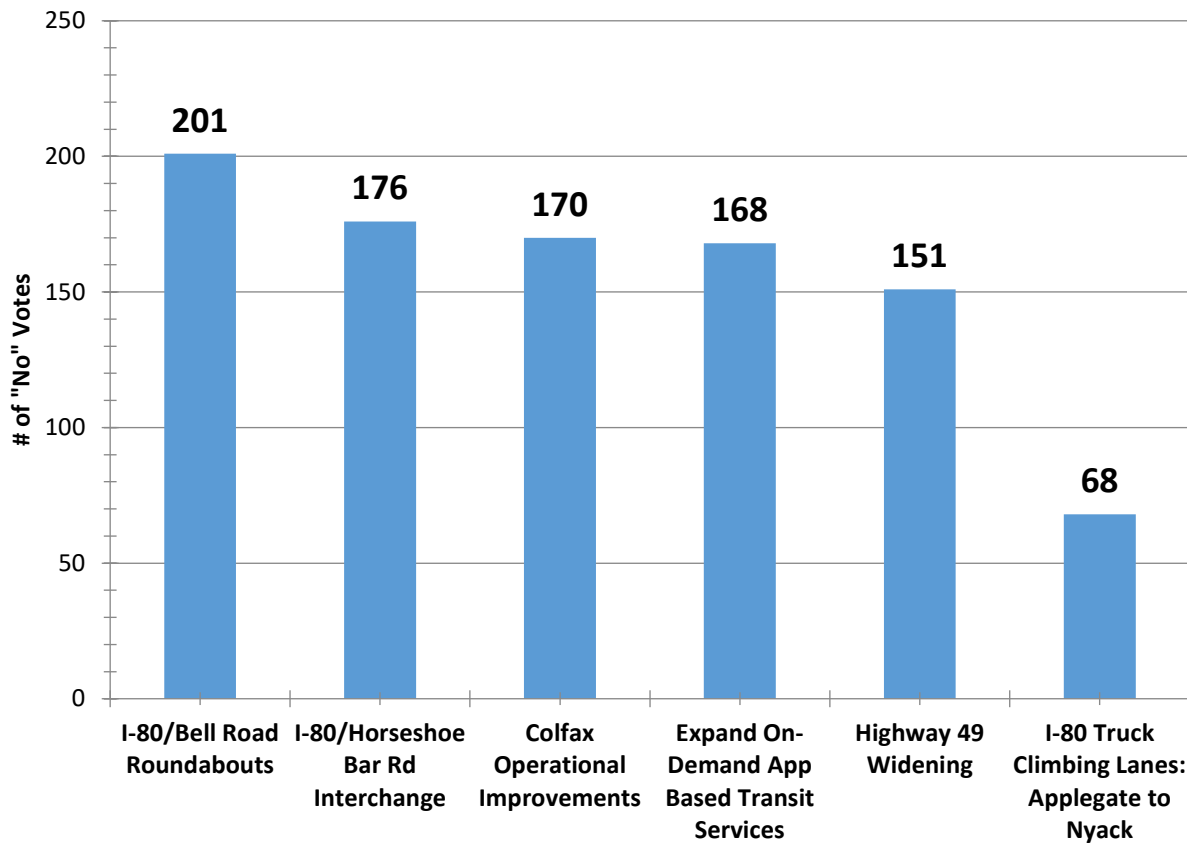


Table 4: Mid-Placer Projects and Number of “Yes” and “No” Votes

Project	# of “Yes” Votes	# of “No” Votes
I-80 Truck Climbing Lanes: Applegate to Nyack	359	68
Highway 49 Widening	271	151
I-80/Horseshoe Bar Rd Interchange	245	176
Expand On-Demand App Based Transit Services	228	168
I-80/Bell Road Roundabouts	183	201
Colfax Operational Improvements	180	170

Based on these results, respondents in Mid-Placer favored solutions that involved highway or freeway widening/reconfiguration, as opposed to roundabouts or other operational improvements. Widening projects and an interchange project were the top three voted projects, while the project with the most “No” votes was a roundabout project.

East Placer Projects

Similar to the previous two screens, participants were asked to view a set of seven transportation projects in East Placer (Resort Triangle area of unincorporated Placer County) and indicate if each was a priority to them. Participants were able to click on each project to see a description and vote “Yes” or “No” if the project was or was not a priority to them. The purpose was to better understand which projects should be given higher priority in the RTP’s project list. The projects that were included (in no particular order) are shown below along with the given description of the project in the survey:

- **I-80 Truck Climbing Lanes:** This project would install truck climbing lanes in two locations on I-80 between Cisco Grove and Soda Springs.
- **SR 89 Transit Improvements:** Upgrade intersections on SR 89 between Truckee and Alpine Meadows Rd to include transit signal priority and lanes that allow buses to bypass traffic at intersections. Future phases would include widening SR 89 for a bus-only lane.
- **Truckee River Trail:** This project would construct a 1.4-mile bike path along the Highway 89 corridor from Olympic Valley Road to the USFS Silver Creek Campground along the Truckee River.
- **Expand On-Demand App Based Transit Services:** On-demand app-based transit services are currently available in Olympic Valley, Northstar, Truckee, and the Tahoe Basin. This would potentially expand the service area, hours of operation, and decrease wait times for these on-demand transit services.
- **SR 267 Transit Improvements:** Upgrade intersections on SR 267 between Truckee and Highland View Drive to include transit signal priority and queue jump lanes. Future phases would include widening SR 267 for a bus-only lane.
- **Martis Valley Trail:** This project would construct a four-mile bike path parallel to Highway 267 between the Village at Northstar and the Tahoe Basin. This project is partially outside PCTPA's boundary, meaning part of the project is within Tahoe Regional Planning Agency (TRPA's) planning area.
- **SR 267 Truck Climbing Lanes:** Install truck climbing lanes on southbound SR 267 between Northstar Drive and Brockway Summit.

The three projects that received the most “Yes” votes were I-80 Truck Climbing Lanes (307), Truckee River Trail (264), and SR 267 Truck Climbing Lanes (230). SR 267 Transit Improvements received the least number of “Yes” votes with 148, and the most number of “No” votes (184). In the “No” votes category, it was followed by Expand On-Demand App Based Transit (165) and SR 89 Transit Improvements (152). **Figure 9** below shows the seven projects ranked by number of “Yes” votes, while **Figure 10** shows the projects ranked by number of “No” votes. **Table 5** lists each category in order of number of rankings. Note that a higher number in the average rank category equals a lower ranking (the lower the number, the closer to #1 priority).

Figure 9: East Placer Projects by Number of "Yes" Votes

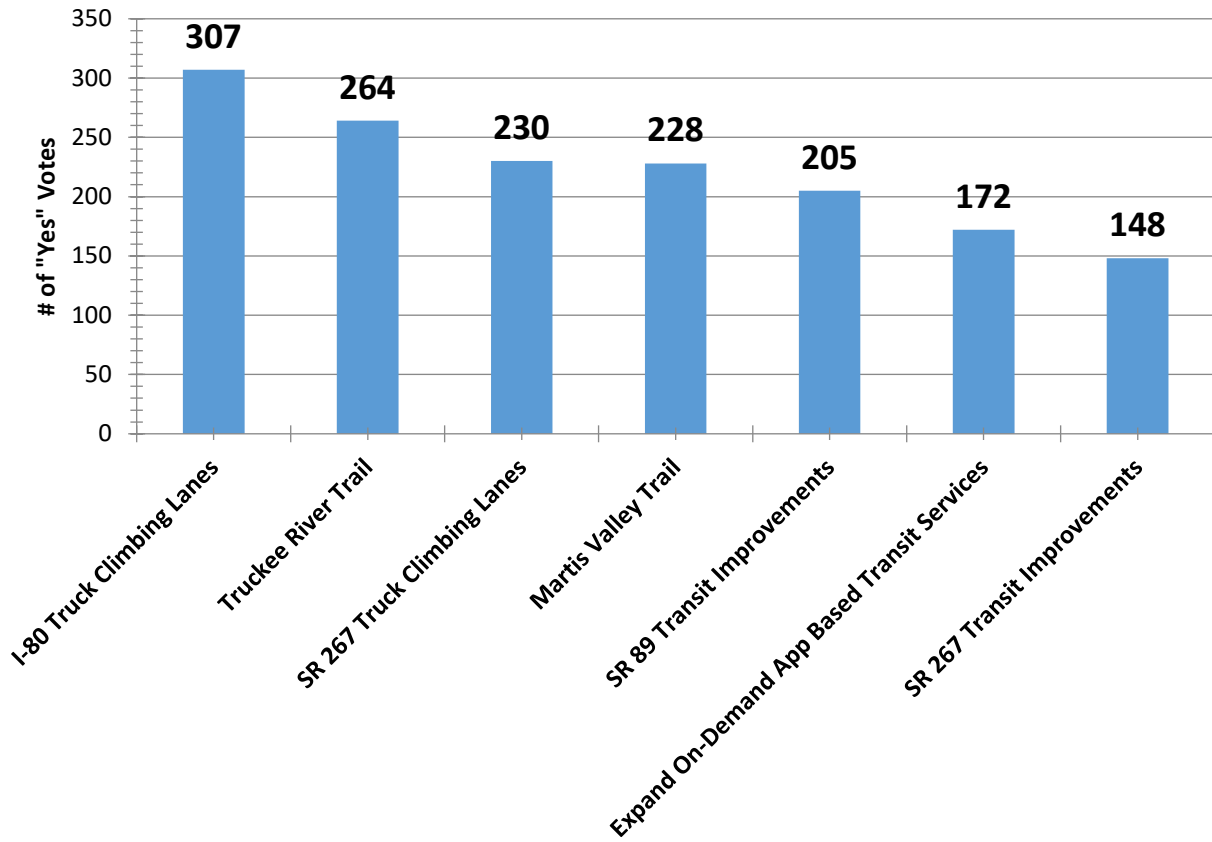


Figure 10: East Placer Projects by Number of “No” Votes

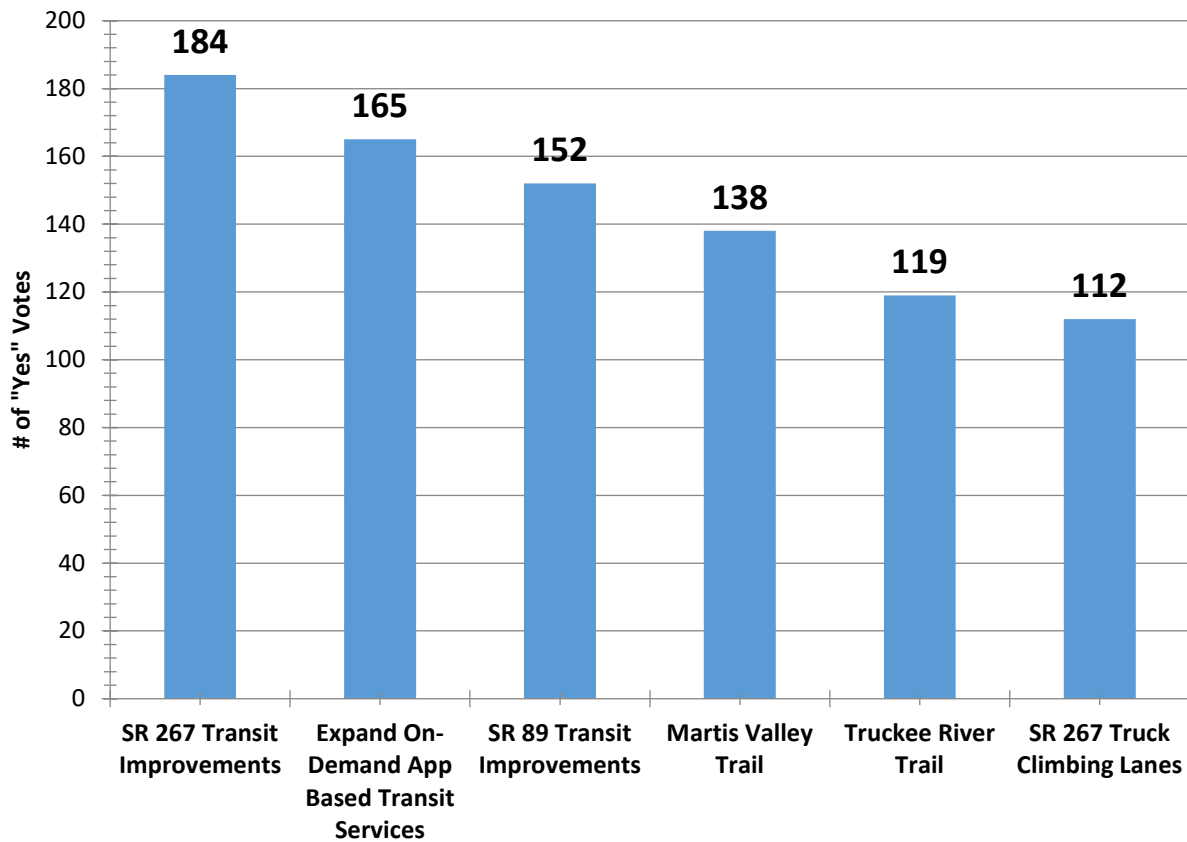


Table 5: East Placer Projects and Number of “Yes” and “No” Votes

Project	# of “Yes” Votes	# of “No” Votes
I-80 Truck Climbing Lanes	307	57
Truckee River Trail	264	119
SR 267 Truck Climbing Lanes	230	112
Martis Valley Trail	228	138
SR 89 Transit Improvements	205	152
Expand On-Demand App Based Transit Services	172	165
SR 267 Transit Improvements	148	184

The results show that East Placer respondents most prioritize truck climbing lanes and the Truckee River Trail. Low ranked projects included all three transit related projects listed, indicating these are not as much of a priority to respondents.

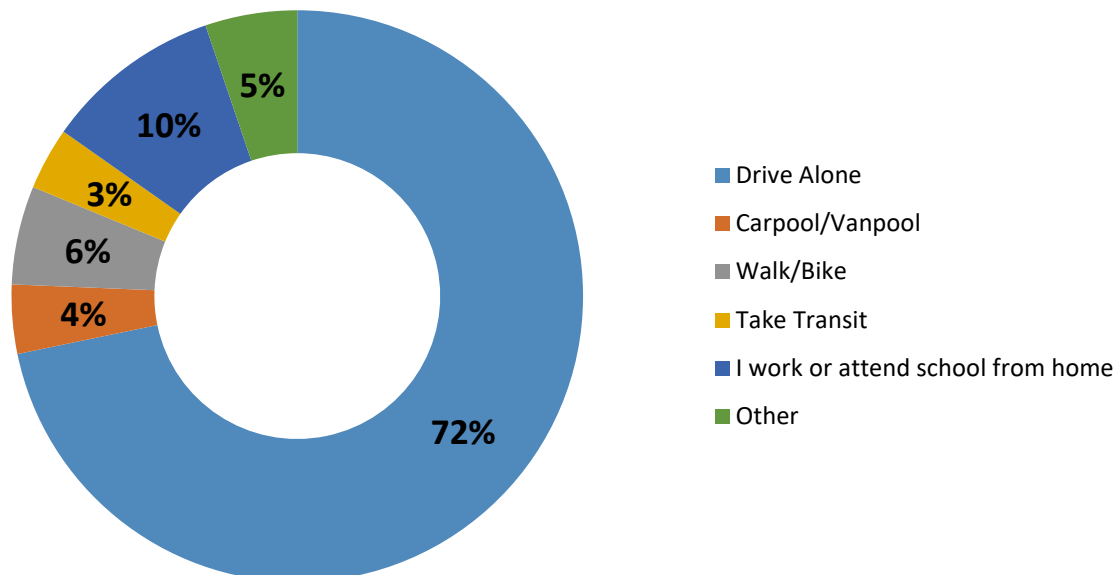
Demographics

The final screen of the survey asked a series of optional demographic questions to understand the audience that took the survey. On this screen was also a link to a separate Constant Contact form where respondents could enter to win the prize drawing for a choice of a \$100 gas card, \$100 Uber/Lyft gift card, or a one month pass to one of Placer County's transit operators. This was done to protect the privacy of respondents and not associate a particular name with demographic responses. The demographic questions included were:

- What is your home zip code?
- What is your work/school zip code? (if applicable)
- What is your primary mode of travel to work/school, etc?
- What ethnicity do you most identify with?
- What is your gender?
- What is your age?
- What is your income range?

The responses from home and work/school ZIP codes are explored above in the Geographic Reach section. When looking at respondents' primary mode of travel, the majority get to work/school by driving alone (72%), followed by 10% who work or attend school from home and 6% who walk/bike to work. These results are shown below in **Figure 11**.

Figure 11: Respondents' Preferred Mode of Travel



When looking at demographics related to ethnicity, gender, age, and income level; the results show that most respondents identify as White (72%). The next largest ethnicity group was Hispanic/Latino (6%), followed by Asian/Pacific Islander (5%). Gender was close to evenly split, with 49% identifying as male, and 45% identifying as female. The largest age group was 61-80 (42%), followed closely by 41-60 (39%). 14% of respondents identified as being in the 21-40 age

group. Annual income was relatively evenly split between several groups including \$80,000-\$120,000 (22%), followed by \$120,000-\$160,000 (20%) and More than \$160,000 (20%). The results of the demographic analysis are shown below in **Figures 12-15**.

Figure 12: Respondents by Ethnicity

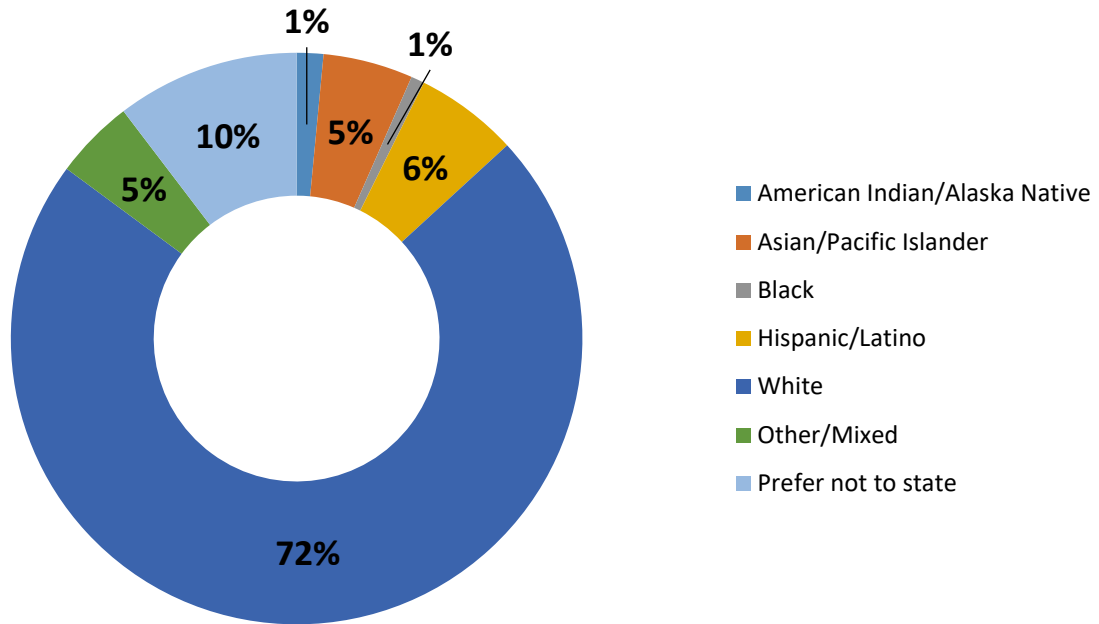


Figure 13: Respondents by Gender

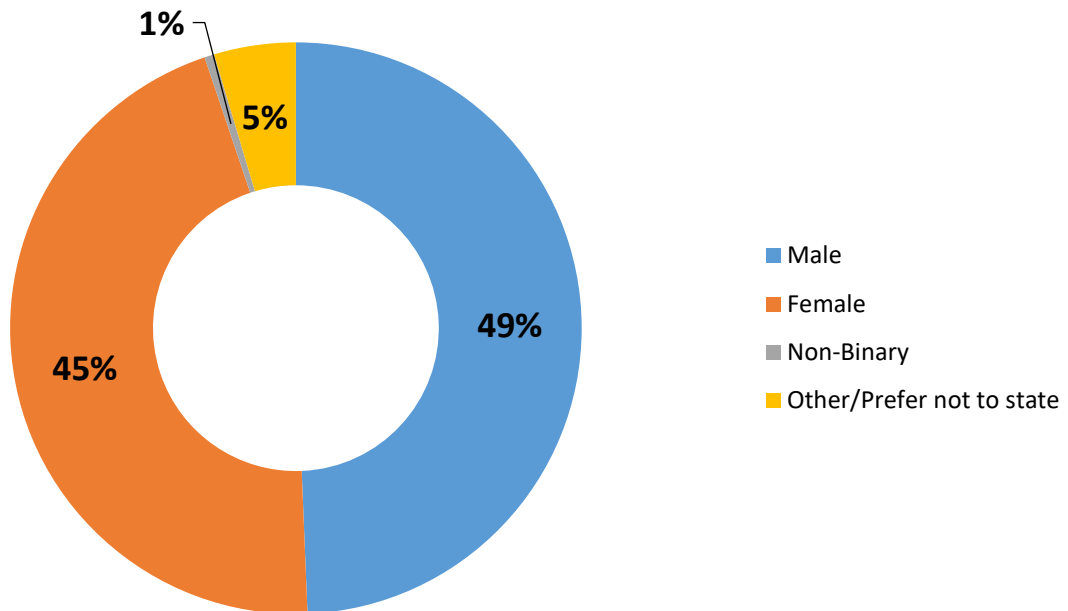


Figure 14: Respondents by Age

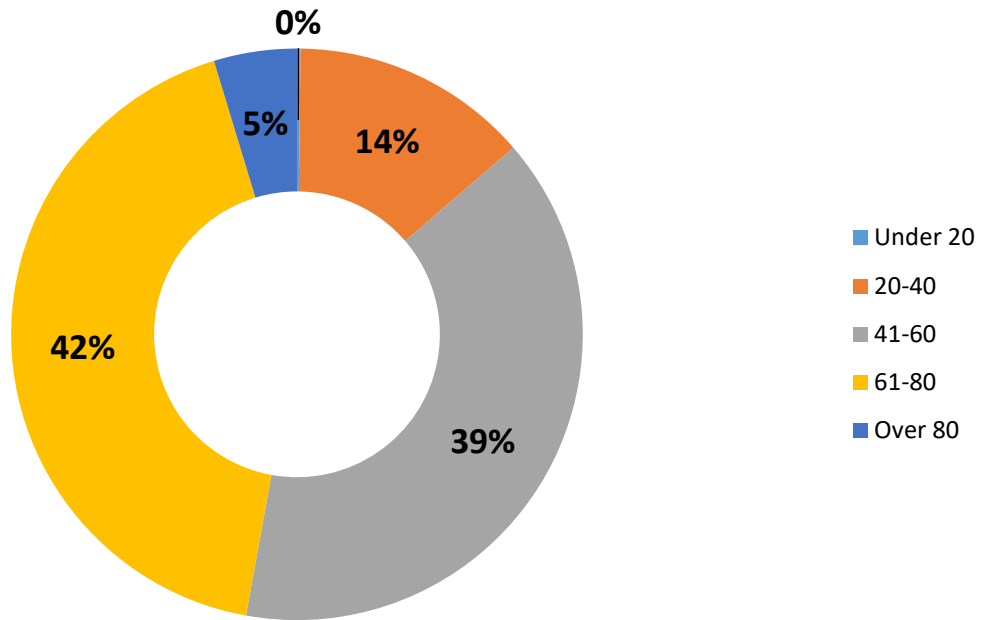
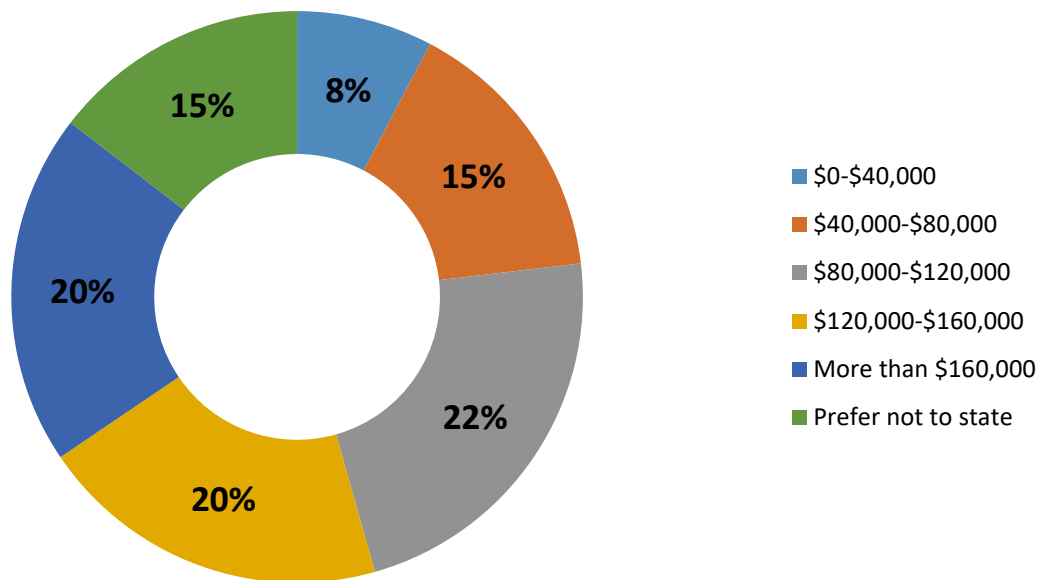


Figure 15: Respondents by Income Level



Virtual and In-Person Workshops

PCTPA hosted a series of two virtual and one in-person community open houses about the Regional Transportation Plan (RTP), wherein participants had a chance to learn about the RTP efforts and provide feedback which projects should be prioritized in the RTP. These workshops occurred on three back to back days between October 17-19, 2023. The virtual workshops were held on Zoom on October 18th and 19th. The in-person workshop was held on October 17th at PCTPA's offices in Auburn. The workshops were highly publicized on PCTPA's social media and in an informational video and on flyers handed out at in-person events. Each of these workshop types and a summary of the results is shown below.

Figure 16: Virtual Workshop Presentation



The virtual workshops were designed to provide participants with a clear understanding of the RTP and its importance, discover how the participants would prioritize their transportation investments, and provide a forum for community members to ask questions. They were organized into three sections:

- Project background and overview
- Project priorities live poll participation using Mentimeter
- Question-and-answer session

As is the case in the online survey, projects were presented for feedback based on the three regions of Placer County: South Placer, Mid-Placer, and East Placer. In South Placer, the two projects ranked highest were Placer Parkway and SR 65 Widening between Lincoln Blvd and I-80. In Mid-Placer, it was I-80/Bell Rd Roundabouts, while in East Placer it was I-80 Truck Climbing Lanes (between Cisco Grove and Soda Springs).

Each workshop ended with a question and answer session, where participants could ask questions of PCTPA staff. Questions focused on topics including (but not limited to): I-80/SR 65 Interchange, I-80/Rocklin Rd interchange, Sacramento-Roseville 3rd Track, transportation planning guidelines and practices, and community engagement.

In-Person Workshop

PCTPA held one in-person workshop at their offices in Auburn on October 17, 2023. As people arrived between 5:30-6:00 p.m., they were greeted at the registration table and asked to sign in. Food and refreshments were provided. Members of the project team were available throughout the room to answer questions and receive comments. Virtual polling on Mentimeter was done to gauge the attendees top project priorities in the three regions of the county, mirroring the online survey. This was followed by a Q&A session. Below is a summary of the key issues and outcomes that were expressed by participants:

- The public would like a better understanding of how the financial forecasts are developed, including what income streams and funding sources are available and how that fits into the RTP process.
- There isn't a clear understanding by the public on the funding structure in general: income sources, how the money is allocated to different regions and why, and how the public fits in, such as with voting on Measures. More education is needed on the entire process of funding and how it affects local transportation needs.
- Why can't the county/state emulate the infrastructure, systems & policies, and funding structures of places where transportation needs have been met effectively? Example: Europe + Mass transit.
- There is a general sense that the public agencies are not as efficient and accountable as the private sector. The general perception is that money is being wasted, that plans get updated but little is happening with them, that people do not know or it isn't clear what has been done but that infrastructure remains outdated or needs improvement, and that everything comes down to funding.
- Most people aren't knowledgeable about traffic/transportation. They are expected to prioritize and make choices about projects without really knowing what it is or what the intent of the project is. It would be good to include examples on the survey or website to inform the public.
- There are concerns that the RTP and other plans focus on recovery rather than future planning and that there isn't any coordination with business development clients within the county and state to plan projects.
- More education is needed about all aspects of transportation, from who is responsible for planning, to how funding is acquired, how funds are allocated and spent, and how the public fits into the process, and how they can get more involved.
- People are not generally aware about equity in the region, including the parameters that are used to measure it.

Pop-Up Events & Council Presentations

In addition to the online survey and virtual/in-person workshops, PCTPA staff also held pop-ups and informational meetings throughout the county to promote the 2050 RTP survey, encourage participants to sign up for the workshops, and to hear comments about the community's transportation priority projects. PCTPA staff facilitated

or attended the following events:

- Auburn Farmer's Market (October 14, 2023)
- Colfax Railroad Days (September 17, 2023)
- Taste of Lincoln Showcase (September 23, 2023)
- Loomis Eggplant Festival (October 7, 2023)
- Sheridan Pop-Up Market (October 14, 2023)
- Rocklin Hot Chili, Cool Cars (September 16, 2023)
- Roseville Family Fest (September 30, 2023)

Figure 17: PCTPA Staff at the Lincoln Showcase



PCTPA staff also visited each City/Town Council (with the exception of Roseville, where staff visited the Transportation Commission) and the Board of Supervisors to give an informational presentation and encourage all to take the 2050 RTP survey. Staff presented at the following meetings:

- Auburn City Council (September 25, 2023)
- Colfax City Council (September 13, 2023)
- Lincoln City Council (August 22, 2023)
- Loomis Town Council (September 12, 2023)
- Rocklin City Council (September 12, 2023)
- Roseville Transportation Commission (September 19, 2023)
- Placer County Board of Supervisors (September 26, 2023)
- Truckee/North Tahoe Transportation Management Association Board Meeting (October 5, 2023)

Promotion

PCTPA along with its outreach consultant DKS Associates heavily promoted the 2050 RTP outreach efforts through a number of means, including: workshops and pop-up events through

- 2050 RTP Project Website: www.pctpa.net/RTP2050
- PCTPA's social media pages (Facebook, X (Twitter), Instagram, and LinkedIn), includes boosted posts on Facebook and Instagram
- Member jurisdictions social media pages
- Paper flyers (to be handed out at in-person events)
- Constant Contact email blasts that reached nearly 10,000 email inboxes
- Personal emails and phone calls to community based organizations, school districts, non-profits, and more

Figure 18: Info Card for the RTP Survey

Help us prioritize future transportation projects in Placer County!

Placer County Transportation Planning Agency 2050 REGIONAL TRANSPORTATION PLAN

VISIT: WWW.PCTPA.NET/RTP2050

The flyer features a blue header bar, a main title in green and blue, icons of a pedestrian and a cyclist, the agency logo, a '2050' graphic with transportation icons, and a 'REGIONAL TRANSPORTATION PLAN' logo with a blue arrow. A yellow bar at the bottom contains the website URL.

Figure 19: Workshop Promotion Flyer

Placer County Transportation Planning Agency 2050 REGIONAL TRANSPORTATION PLAN

Join us for a public meeting!

- IN-PERSON:**
Oct. 17 • 6–7:00pm
LOCATION: PCTPA
299 Nevada St • Auburn
REGISTER AT:
tinyurl.com/RTP2050-OCT17
- VIRTUAL:**
Oct. 18 • 5:30–6:30pm
REGISTER AT:
tinyurl.com/RTP2050-OCT18
- VIRTUAL:**
Oct. 19 • 5:30–6:30pm
REGISTER AT:
tinyurl.com/RTP2050-OCT19

Can't make a public meeting? You can still take our RTP survey available at: www.pctpa.net/rtp2050

The flyer features the agency logo, '2050' graphic, and 'REGIONAL TRANSPORTATION PLAN' logo. The main title is in green and blue. Three numbered boxes provide meeting details. A footer line offers an alternative survey link.

Summary and Conclusions

The second round of outreach for the 2050 RTP resulted in the following:

- An online survey in both English and Spanish that was responded to by 796 people
- Seven pop-up events covering each incorporated city/town and the unincorporated county.
- Eight City/Town Council, Board of Supervisor, and Commission meetings where PCTPA staff interacted with elected officials and members of the public in each jurisdiction
- Two Virtual and one in-person workshops
- Boosted social media posts
- Constant Contact email blasts that reached nearly 10,000 email inboxes three times

The results of the online survey showed that in general, Placer residents favored congestion relieving solutions for roadways; typically highway/freeway widenings, interchange reconfigurations, truck climbing lanes, etc. Some bicycle/pedestrian and transit projects, such as the Truckee River Trail and Capitol Corridor Third Track Phase 2 also scored well in their respective East Placer and South Placer regions. The results are not inconsistent with past RTP outreach efforts, where widening roadways and fixing potholes consistently ranked high across several survey questions.

The virtual and in-person workshops also asked participants to weigh in on which major transportation projects should be priorities in the RTP, as well as give opportunities to ask questions. Placer Parkway and SR 65 Widening ranked highly at the virtual workshops, while bicycle projects in general ranked highly at the in-person workshop. At the pop-up events throughout Placer, staff generally heard that fixing SR 65 is a high priority to residents, as well as improved transit options.

The results of this survey will directly influence the development of the 2050 RTP preferred project list as it develops in coordination with SACOG. Information from this survey will continue to shape the 2050 RTP as it develops over the next two years, and help to inform any future surveys.

Appendix C

2020 MTP Land Use Allocation for Placer County Jurisdictions



The following tables summarizes the Regional Draft Preferred Scenario Land Use Allocation assumptions developed by SACOG for the 2020 MTP/SCS for 2040 (date: March 25, 2019).

Draft as of March 25, 2019

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2020 MTP/SCS Preferred Scenario TOTAL		2020 MTP/SCS Preferred Scenario TOTAL		2016 MTP/SCS (this is for reference only)		Build Out Estimate		2020 MTP/SCS Preferred Scenario GROWTH		2020 MTP/SCS Preferred Scenario GROWTH	
	Total in Year 2016		Total in Year 2035		Total in Year 2040		Total in Year 2036		Total at Build Out		Growth from 2016 to 2035		Growth from 2016 to 2040	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Review of 2035 and 2040 Draft Preferred Scenario														
Auburn														
Center and Corridor Communities (Amtrak station and Hwy 49)	2,980	480	3,280	630	3,350	690	2,940	750	3,810	860	300	150	370	200
Established Communities	6,600	5,660	7,250	5,960	7,380	6,020	6,890	5,910	9,110	7,290	660	300	780	360
Projects Not Identified for Growth in the 2020 MTP/SCS by 2040 (listed below)														
Baltimore Ravine	0	10	0	10	0	10	230	730	230	730	0	0	0	0
Jurisdiction Total	9,580	6,150	10,540	6,600	10,740	6,720	10,060	7,390	13,150	8,870	960	450	1,150	560
Colfax														
Center and Corridor Communities (I-80 Corridor area)	600	200	1,000	220	1,100	260	1,130	260	2,380	260	400	20	500	60
Established Communities	130	710	170	830	180	860	370	760	900	1,130	40	120	50	150
Jurisdiction Total	720	920	1,170	1,060	1,280	1,120	1,500	1,020	3,280	1,390	440	140	550	200
Lincoln														
Center and Corridor Communities	4,000	310	5,600	1,050	5,900	1,050	6,250	1,040	8,850	1,120	1,600	740	1,900	750
Established Communities	5,630	18,290	8,640	21,650	8,640	21,650	6,470	20,570	17,680	21,650	3,000	3,360	3,000	3,360
Developing Communities (listed below)														
Hwy 65 area	1,940	0	3,540	0	3,740	0	5,460	0	11,010	0	1,600	0	1,800	0
Village 1	50	30	100	1,530	340	2,030	510	2,040	680	4,800	50	1,500	280	2,000
Village 7	0	10	110	810	150	1,410	300	3,290	400	3,290	110	800	150	1,400
Village 5/SUD B	60	120	1,070	1,110	1,560	1,620	360	2,150	11,400	8,320	1,000	1,000	1,500	1,500
Projects Not Identified for Growth in the 2020 MTP/SCS by 2040 (listed below)														
Village 2	10	40	10	40	10	40	0	0	350	3,870	0	0	0	0
Village 3	0	10	0	10	0	10	0	0	unknown	4,840	0	0	0	0
Village 4	20	10	20	10	20	10	0	0	unknown	5,420	0	0	0	0
Village 6	0	10	0	10	0	10	0	0	unknown	5,080	0	0	0	0
SUD A	0	20	0	20	0	20	0	0	unknown	2,970	0	0	0	0
SUD C	110	10	110	10	110	10	0	0	unknown	0	0	0	0	0
Jurisdiction Total	11,840	18,830	19,200	26,240	20,470	27,840	19,350	29,090	50,360	61,360	7,370	7,410	8,630	9,010
Loomis														
Center and Corridor Communities (Town Center area)	470	150	730	550	790	550	800	550	1,290	700	250	400	320	400
Established Communities	2,730	1,470	3,130	1,520	3,230	1,540	3,250	1,750	4,040	1,950	400	50	500	70
Rural Residential Communities	410	850	490	910	510	940	860	940	780	1,320	80	60	100	90
Jurisdiction Total	3,620	2,480	4,350	2,990	4,540	3,030	4,910	3,250	6,110	3,970	730	510	920	560

Draft as of March 25, 2019

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2020 MTP/SCS Preferred Scenario TOTAL		2020 MTP/SCS Preferred Scenario TOTAL		2016 MTP/SCS (this is for reference only)		Build Out Estimate		2020 MTP/SCS Preferred Scenario GROWTH		2020 MTP/SCS Preferred Scenario GROWTH	
	Total in Year 2016		Total in Year 2035		Total in Year 2040		Total in Year 2036		Total at Build Out		Growth from 2016 to 2035		Growth from 2016 to 2040	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Review of 2035 and 2040 Draft Preferred Scenario														
Rocklin														
Center and Corridor Communities (Rocklin Downtown Plan area and Amtrak station area)														
	1,310	1,000	1,710	1,310	1,810	1,500	1,320	1,320	1,900	1,900	400	310	500	500
Established Communities	17,250	20,050	19,850	24,230	20,150	24,230	19,320	22,880	24,000	24,240	2,600	4,180	2,900	4,180
<i>I-80 Commercial</i>	1,400	0	2,500	200	2,500	200	2,560	200	2,500	300	1,100	200	1,100	200
Developing Communities (listed below)														
<i>Highway 65 Corridor</i>	190	30	2,990	840	3,690	1,040	4,000	370	5,000	1,230	2,800	800	3,500	1,000
<i>Sunset Ranchos</i>	430	1,750	630	4,250	630	4,250	1,240	4,360	1,200	4,250	200	2,510	200	2,510
<i>Clover Valley</i>	0	0	0	200	0	200	0	140	0	560	0	200	0	200
Jurisdiction Total	20,580	22,840	27,680	31,030	28,780	31,420	28,440	29,270	34,600	32,480	7,100	8,190	8,200	8,580
Roseville														
Center and Corridor Communities (Amtrak station area and Douglas/Sunrise)														
<i>Downtown Master Plan and remaining Amtrak station</i>	2,550	1,550	3,490	2,150	3,750	2,350	3,790	2,310	10,790	2,270	950	590	1,200	800
<i>Douglas West</i>	1,600	300	1,850	360	1,900	410	1,890	420	1,920	420	250	60	300	110
<i>Sunrise</i>	2,200	340	2,680	430	2,800	490	3,420	490	3,500	490	480	100	600	150
Established Communities	75,350	44,910	77,820	51,030	77,860	51,030	82,120	47,170	111,800	49,730	2,470	6,120	2,500	6,120
<i>West Roseville</i>	670	4,380	15,670	8,180	18,660	9,200	2,980	9,430	3,250	10,500	15,000	3,800	18,000	4,810
Developing Communities (listed below)														
<i>Creekview</i>	0	0	30	1,500	200	2,010	420	1,210	420	2,010	30	1,500	200	2,010
<i>Sierra Vista</i>	0	10	1,500	4,800	2,000	6,090	3,500	6,120	7,500	8,660	1,500	4,800	2,000	6,090
<i>Amoruso Ranch</i>	0	0	0	500	0	1,750	140	1,000	1,460	2,830	0	500	0	1,750
Jurisdiction Total	82,370	51,490	103,040	68,950	107,180	73,330	98,270	68,140	140,640	76,900	20,670	17,460	24,810	21,840

The shaded rows highlight communities that are moving from the "Developing Communities" category to the "Established Communities". These communities will be included in the Established Community total and not called out individually in the future.

Draft as of March 25, 2019

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2020 MTP/SCS Preferred Scenario TOTAL		2020 MTP/SCS Preferred Scenario TOTAL		2016 MTP/SCS (this is for reference only)		Build Out Estimate		2020 MTP/SCS Preferred Scenario GROWTH		2020 MTP/SCS Preferred Scenario GROWTH	
	Total in Year 2016		Total in Year 2035		Total in Year 2040		Total in Year 2036		Total at Build Out		Growth from 2016 to 2035		Growth from 2016 to 2040	
	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Review of 2035 and 2040 Draft Preferred Scenario	Total in Year 2016		Total in Year 2035		Total in Year 2040		Total in Year 2036		Total at Build Out		Growth from 2016 to 2035		Growth from 2016 to 2040	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Placer County Unincorporated														
Established Communities	25,990	21,440	38,070	24,200	41,070	24,600	34,960	22,100	72,310	30,650	12,090	2,760	15,080	3,160
Rural Residential Communities (includes agricultural areas)	7,800	22,360	8,100	23,410	8,200	23,660	8,330	25,420	27,200	46,530	300	1,050	400	1,290
Developing Communities (listed below)														
<i>Bickford Ranch</i>	0	10	50	1,500	50	1,890	200	1,430	50	1,890	50	1,500	50	1,880
<i>Placer Vineyards</i>	40	170	640	2,870	840	3,880	1,500	4,740	6,000	14,130	600	2,700	800	3,700
<i>Regional University</i>	0	0	240	1,200	350	1,450	380	1,450	1,400	3,230	240	1,200	350	1,450
<i>Riolo Vineyards</i>	30	10	80	940	80	940	150	940	170	930	50	930	50	930
<i>Placer Ranch</i>	0	0	300	600	500	1,000	2,000	2,900	20,160	5,830	300	600	500	1,000
Projects Not Identified for Growth in the 2020 MTP/SCS by 2040 (listed below)														
Curry Creek	0	0	0	0	0	0	0	0	unknown	unknown	0	0	0	0
Jurisdiction Total	33,860	43,990	47,490	54,720	51,100	57,400	47,520	58,980	127,280	103,190	13,630	10,730	17,240	13,410
PLACER COUNTY TOTAL	162,570	146,700	213,470	191,590	224,080	200,870	210,040	197,130	375,420	288,170	50,900	44,890	61,510	54,170

An aerial photograph of a multi-lane highway. The highway has several lanes in each direction, with a grassy median and a road shoulder. There are several vehicles on the road, including cars, trucks, and a motorcycle. A blue structure is visible on the shoulder. The background shows a mix of green trees and dry grass.

Appendix D

2044 Regional Transportation Plan Programmed and Planned Master Projects List (Financially Constrained)

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Caltrans Projects								
CAL20571	Caltrans D3	Active Transportation	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	\$ 10,506,250	By 2025	Planned
CAL20619	Caltrans D3	Active Transportation	SHOPP - Mobility	SHOPP - Mobility	\$ 21,100,000	\$ 34,574,807	By 2044	Planned
CAL21010*	Caltrans D3	Road & Highway Capacity	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane. (Total Cost= \$33,423,000, Placer County share shown)	\$ 11,029,590	\$ 14,118,808	By 2030	Planned
CAL21240*	Caltrans D3	Road & Highway Capacity	I-80 Atlantic On-ramp Widening	Widen existing on-ramp and structure over Miners Ravine to provide a standard 2+1 on-ramp. Work involves earthwork, structures work, roadway work, electrical work.	\$ 2,180	\$ 2,290	By 2025	Planned
CAL20947	Caltrans D3	Maintenance & Rehabilitation	I-80 Guardrail upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.	\$ 3,750,000	\$ 4,038,340	By 2025	Planned
CAL20963	Caltrans D3	Maintenance & Rehabilitation	I-80 Kingvale Pavement Rehabilitation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab. (Total Cost= \$93,134,000, Placer County share shown)	\$ 30,734,220	\$ 34,772,949	By 2025	Planned
CAL20973	Caltrans D3	Maintenance & Rehabilitation	I-80 Pavement Rehabilitation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	\$ 5,386,000	\$ 5,800,133	By 2025	Planned
CAL21068	Caltrans D3	Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC A	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC (Total cost = \$7,000,000, Placer County share shown)	\$ 2,660,000	\$ 2,660,000	By 2025	Planned
CAL21070	Caltrans D3	Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19- 0188 L/R). Permanent Restoration.	\$ 1,200,000	\$ 1,260,750	By 2025	Planned
CAL21079	Caltrans D3	Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19- 0188 L/R). Permanent Restoration.	\$ 1,200,000	\$ 1,260,750	By 2025	Planned
CAL21215	Caltrans D3	Maintenance & Rehabilitation	Whitmore Sand house	Repair sand house	\$ 1,600,000	\$ 1,600,000	By 2025	Planned
CAL21054	Caltrans D3	Maintenance & Rehabilitation	I-80 Drainage Improvements	In Placer County from Sacramento County Line to 0.3 mile west of Gilardi Rd OC.	\$ 12,500,000	\$ 14,858,572	By 2030	Planned
CAL21055	Caltrans D3	Maintenance & Rehabilitation	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC to 0.1 mile West of Yuba Pass OH 20/80 Separation.	\$ 10,800,000	\$ 13,158,751	By 2030	Planned
CAL20869	Caltrans D3	Maintenance & Rehabilitation	I-80 Drainage Improvements B	In Placer County, approx 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Rd OC.	\$ 15,000,000	\$ 18,732,945	By 2030	Planned
CAL21094	Caltrans D3	Maintenance & Rehabilitation	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	\$ 380,000	\$ 440,683	By 2030	Planned
CAL21093	Caltrans D3	Maintenance & Rehabilitation	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	\$ 900,000	\$ 1,043,724	By 2030	Planned
CAL20844*	Caltrans D3	Maintenance & Rehabilitation	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/29.3); also near Magra from PM 39.5 to 41.4; also near Emigrant Gap from PM 53.0 to 55.1: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	\$ 118,972,000	\$ -	By 2044	Programmed
CAL20845	Caltrans D3	Maintenance & Rehabilitation	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	\$ 146,195,000	\$ -	By 2044	Programmed
CAL20846	Caltrans D3	Maintenance & Rehabilitation	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale. Truck climbing lane.	\$ 13,976,000	\$ 22,901,303	By 2044	Planned
CAL21039	Caltrans D3	Maintenance & Rehabilitation	I-80 Pavement Rehabilitation F	In Placer County on Route 80 from Drum Forebay OC to approx 0.8 mile west of Yuba Gap.	\$ 22,000,000	\$ 36,049,562	By 2044	Planned

* = Regionally Significant Project

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Caltrans Projects								
CAL21299	Caltrans D3	Maintenance & Rehabilitation	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	\$ 1,250,001	\$ 2,048,271	By 2044	Planned
CAL21230	Caltrans D3	Maintenance & Rehabilitation	Roseville Mtce Station	Rebuild crew rooms, offices and EQ barn	\$ 999,000	\$ 1,636,978	By 2044	Planned
CAL20584	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	\$ 4,000,000	\$ 6,554,466	By 2044	Planned
CAL20618	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	\$ 1,900,000	\$ 3,113,371	By 2044	Planned
CAL20922	Caltrans D3	Maintenance & Rehabilitation	I-80 Cold Plane & RHMA Overlay	I-80 Cold Plane & RHMA Overlay - In Placer County near Sierra College Blvd. to Penryn Rock Springs UC	\$ 750,000	\$ 750,000	By 2025	Planned
CAL20881	Caltrans D3	Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC B	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete gutter. EA4H110	\$ 4,142,000	\$ 4,351,689	By 2025	Planned
CAL20768	Caltrans D3	Maintenance & Rehabilitation	Habitat Mitigation	In Placer, Butte, El Dorado, Glenn, Nevada, Sacramento, Yolo, and Yuba Counties, at various locations. Purchase advance mitigation credits for future SHOPP projects expected to impact wetland, riparian and to other waters.	\$ 2,639,000	\$ -	By 2025	Programmed
CAL20971	Caltrans D3	Maintenance & Rehabilitation	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	\$ 45,210,000	\$ 57,872,622	By 2030	Planned
CAL21072	Caltrans D3	Maintenance & Rehabilitation	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	\$ 2,000,000	\$ 2,560,169	By 2030	Planned
CAL21036	Caltrans D3	Maintenance & Rehabilitation	I-80 Auburn Pavement Rehabilitation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071).	\$ 5,300,000	\$ 6,457,535	By 2030	Planned
CAL20974	Caltrans D3	Maintenance & Rehabilitation	I-80 Drainage Rehabilitation	From East of Gold Run OC to Beg Chain on Area. Drainage Rehab.	\$ 4,167,000	\$ 4,832,442	By 2030	Planned
CAL21007	Caltrans D3	Maintenance & Rehabilitation	I-80 Pavement Rehabilitation E	Near Loomis from King Road OC to Route 193 Interchange.	\$ 18,200,000	\$ 23,297,539	By 2030	Planned
CAL20849	Caltrans D3	Maintenance & Rehabilitation	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	\$ 2,600,000	\$ 3,328,220	By 2030	Planned
CAL20838*	Caltrans D3	Maintenance & Rehabilitation	Colfax Narrows Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3-35.1)	\$ 54,175,000	\$ 72,859,352	By 2035	Planned
CAL20620	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	\$ 3,000,000	\$ 4,915,849	By 2044	Planned
CAL20621	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	\$ 114,000,000	\$ 186,802,274	By 2044	Planned
CAL21013	Caltrans D3	Maintenance & Rehabilitation	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	\$ 20,292,000	\$ 33,250,805	By 2044	Planned
CAL21229	Caltrans D3	Maintenance & Rehabilitation	In Placer County at Gold Run at the Gold Run Safety Roadside Rest Area	Install back up generators	\$ 395,000	\$ 414,997	By 2025	Planned
CAL20879	Caltrans D3	Maintenance & Rehabilitation	Var Location Safety surface treatment A	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	\$ 2,390,000	\$ 2,449,750	By 2025	Planned
CAL21078	Caltrans D3	Maintenance & Rehabilitation	Var Location Safety surface treatment B	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	\$ 2,390,000	\$ 2,449,750	By 2025	Planned
CAL21429	Caltrans D3	Maintenance & Rehabilitation	Emigrant Gap Vista Point Upgrade	In Placer County, on Route 80 near Blue Canyon at the Emigrant Gap Vista Point. Upgrade vista point.	\$ 465,000		By 2025	Programmed
CAL20969	Caltrans D3	Maintenance & Rehabilitation	I-80 Applegate Pavement Rehabilitation	In Placer County from 0.8 miles west of Auburn Ravine Road OC to Route 174/80 Separation	\$ 53,000,000	\$ 63,000,345	By 2030	Planned

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Caltrans Projects								
CAL20937	Caltrans D3	Maintenance & Rehabilitation	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 between 3.5 miles east of Lincoln and 0.1 miles east of Clark Tunnel Road. Widen shoulders and overlay.	\$ 7,708,000	\$ 8,938,917	By 2030	Planned
CAL21045	Caltrans D3	Maintenance & Rehabilitation	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Jct St 28. (Total Cost= \$8,905,000, Placer County share shown)	\$ 3,918,200	\$ 4,773,946	By 2030	Planned
CAL20612	Caltrans D3	Maintenance & Rehabilitation	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	\$ 2,680,000	\$ 3,185,678	By 2030	Planned
CAL21402	Caltrans D3	Maintenance & Rehabilitation	SR 89 Pavement & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.	\$ 13,940,000		By 2030	Programmed
CAL21394	Caltrans D3	Maintenance & Rehabilitation	Drum Forebay to Troy Drainage System Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/R58.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R): Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements.	\$ 18,009,000		By 2030	Programmed
CAL21393	Caltrans D3	Maintenance & Rehabilitation	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33.3/44.9): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	\$ 37,900,000		By 2030	Programmed
CAL21227	Caltrans D3	Maintenance & Rehabilitation	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts.	\$ 35,870,000		By 2030	Programmed
CAL20928	Caltrans D3	Maintenance & Rehabilitation	Auburn Mtce Station	Install wash facility	\$ 975,000	\$ 1,597,651	By 2044	Planned
CAL21011*	Caltrans D3	Maintenance & Rehabilitation	EB Colfax 174 Grade	On Placer 80 from E. of Illinois town OC to E. of SR 174. Truck climbing lane.	\$ 13,762,000	\$ 22,550,639	By 2044	Planned
CAL20615	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	\$ 172,000,000	\$ 281,842,028	By 2044	Planned
CAL20622	Caltrans D3	Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	\$ 40,000,000	\$ 65,544,658	By 2044	Planned
CAL21231	Caltrans D3	Maintenance & Rehabilitation	Tahoe City Mtce Station	Install wash facility	\$ 975,000	\$ 1,597,651	By 2044	Planned
CAL21407	Caltrans HQ	Programs & Planning	FTA 5310 - Nevada-Sierra Connecting Point Public Authority - Mobility Management	Nevada-Sierra Connecting Point Public Authority will use FTA 5310 funds awarded by Caltrans to provide mobility management services in Placer County including trip planning assistance to seniors and people with disabilities, and assistance with signing up for discounted fares and/or paratransit services. The project received \$556,010 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	\$ 556,010		By 2025	Programmed
CAL21357	Caltrans HQ	Transit Capital & Operations/Maintenance	FTA 5310 Pride Industries vehicle replacement	Replace two medium, 12 ambulatory passenger, two wheelchair position buses and 13 large 16 ambulatory passenger two wheelchair position buses. All buses will be gasoline powered buses. These vehicles will be used to transport Pride clients who are seniors and those 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.	\$ 1,209,000		By 2025	Programmed
CAL20639*	Caltrans Division of Rail	Transit Capital & Operations/Maintenance	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	\$ 51,600,000	\$ 84,552,608	By 2044	Planned
CAL21294	Caltrans D3	System Management, Operations, and ITS	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	\$ 800,000	\$ 800,000	By 2025	Planned
CAL20821	Caltrans D3	System Management, Operations, and ITS	PLA 80 Colfax WB Acceleration Lane Improvement	Improve acceleration lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	\$ 2,146,000	\$ 2,199,650	By 2025	Planned
CAL20728	Caltrans D3	System Management, Operations, and ITS	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	\$ 8,919,000	\$ -	By 2025	Programmed

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Caltrans Projects								
CAL21280	Caltrans D3	System Management, Operations, and ITS	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	\$ 3,960,000	\$ 5,069,135	By 2030	Planned
CAL20992*	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	\$ 4,700,000	\$ 6,016,397	By 2030	Planned
CAL20991*	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	\$ 4,700,000	\$ 6,016,397	By 2030	Planned
CAL20989*	Caltrans D3	System Management, Operations, and ITS	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	\$ 1,500,000	\$ 1,920,127	By 2030	Planned
CAL20990*	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	\$ 1,500,000	\$ 1,920,127	By 2030	Planned
CAL20987*	Caltrans D3	System Management, Operations, and ITS	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	\$ 5,700,000	\$ 7,296,482	By 2030	Planned
CAL21111	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at SR 49. Install ramp meters.	Westbound I-80 at SR 49. Install ramp meters.	\$ 380,000	\$ 486,432	By 2030	Planned
CAL21099	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at SR 65. Install connector meter	Westbound I-80 at SR 65. Install connector meter	\$ 1,940,000	\$ 2,741,169	By 2035	Planned
CAL21106	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Newcastle Road. Install ramp meters.	Eastbound I-80 at Newcastle Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21103	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Penryn Road. Install ramp meters.	Eastbound I-80 at Penryn Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21108	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at SR 193. Install ramp meters.	Eastbound I-80 at SR 193. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21118	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21102	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21097	Caltrans D3	System Management, Operations, and ITS	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	\$ 900,000	\$ 1,474,755	By 2044	Planned
CAL20609	Caltrans D3	System Management, Operations, and ITS	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Rd., SB and NB Sierra College Blvd.	\$ 4,800,000	\$ 7,865,359	By 2044	Planned
CAL20616	Caltrans D3	System Management, Operations, and ITS	SHOPP - Collision Reduction	SHOPP - Collision Reduction	\$ 101,000,000	\$ 165,500,260	By 2044	Planned
CAL20617	Caltrans D3	System Management, Operations, and ITS	SHOPP - Emergency Response	SHOPP - Emergency Response	\$ 2,000,000	\$ 3,277,233	By 2044	Planned
CAL20638	Caltrans D3	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)	\$ 19,500,000	\$ 28,947,860	By 2044	Planned
CAL20823	Caltrans D3	System Management, Operations, and ITS	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	\$ 45,000,000	\$ 66,802,753	By 2044	Planned
CAL21112	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Elm Avenue. Install ramp meters.	Westbound I-80 at Elm Avenue. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21101	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21110	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Nevada St. Install ramp meters.	Westbound I-80 at Nevada St. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21105	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Newcastle Road. Install ramp meters.	Westbound I-80 at Newcastle Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned

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Caltrans Projects								
CAL20988*	Caltrans D3	System Management, Operations, and ITS	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	\$ 5,200,000	\$ 6,656,440	By 2030	Planned
CAL21284	Caltrans D3	System Management, Operations, and ITS	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	\$ 2,555,000	\$ 2,963,017	By 2030	Planned
CAL21100	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	\$ 380,000	\$ 536,930	By 2035	Planned
CAL21115	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21116	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Elm Avenue. Install ramp meters.	Eastbound I-80 at Elm Avenue. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21109	Caltrans D3	System Management, Operations, and ITS	Eastbound I-80 at Ophir Road. Install ramp meters.	Eastbound I-80 at Ophir Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21012	Caltrans D3	System Management, Operations, and ITS	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampshire Rocks. Truck climbing lane.(PM 64.2/66.3)	\$ 20,600,000	\$ 33,755,499	By 2044	Planned
CAL20652	Caltrans D3	System Management, Operations, and ITS	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	\$ 9,414,900	\$ 15,427,410	By 2044	Planned
CAL21098	Caltrans D3	System Management, Operations, and ITS	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	\$ 900,000	\$ 1,474,755	By 2044	Planned
CAL21095	Caltrans D3	System Management, Operations, and ITS	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	\$ 900,000	\$ 1,474,755	By 2044	Planned
CAL20637*	Caltrans D3	System Management, Operations, and ITS	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	\$ 4,000,000	\$ 5,938,022	By 2044	Planned
CAL21114	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21119	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Bell Road. Install ramp meters.	Westbound I-80 at Bell Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21104	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Penryn Road. Install ramp meters.	Westbound I-80 at Penryn Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21113	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at Russel Road. Install ramp meters.	Westbound I-80 at Russel Road. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21107	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at SR 193. Install ramp meters.	Westbound I-80 at SR 193. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned
CAL21117	Caltrans D3	System Management, Operations, and ITS	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	\$ 380,000	\$ 622,674	By 2044	Planned

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City of Auburn Projects								
PLA25821	City of Auburn	Maintenance & Rehabilitation	Street & Road Maintenance, Auburn	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)	\$ 10,000,000	\$ 16,386,164	By 2044	Planned
PLA25832	City of Auburn	Maintenance & Rehabilitation	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay.	\$ 479,305		By 2030	Programmed
PLA25704	City of Auburn	Transit Capital & Operations/Maintenance	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	\$ 4,105,706		By 2025	Programmed

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City of Colfax Projects								
PLA25237	City of Colfax	Active Transportation	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	\$ 50,000	\$ 52,531	By 2025	Planned
PLA20420	City of Colfax	Maintenance & Rehabilitation	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	\$ 600,000	\$ 695,816	By 2030	Planned
PLA25235	City of Colfax	Maintenance & Rehabilitation	S. Auburn/Central/Hwy.17 4 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	\$ 700,000	\$ 811,785	By 2030	Planned
PLA25822	City of Colfax	Maintenance & Rehabilitation	Street & Road Maintenance, Colfax	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)	\$ 2,700,000	\$ 4,424,264	By 2044	Planned
PLA25490	City of Colfax	System Management, Operations, and ITS	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include new signal and intersection widening with sidewalks and curb ramps	\$ 550,000	\$ 577,844	By 2025	Planned
PLA25466	City of Colfax	System Management, Operations, and ITS	Main and Grass Valley Signal Improvements	Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG .02 kg/day; NOx .01 kg/day)	\$ 450,000	\$ 534,909	By 2030	Planned
PLA25146	City of Colfax	System Management, Operations, and ITS	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main)	\$ 14,700,000	\$ 24,087,662	By 2044	Planned
PLA25591	City of Colfax	System Management, Operations, and ITS	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	\$ 25,000,000	\$ 40,965,411	By 2044	Planned

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City of Lincoln Projects								
PLA25645	City of Lincoln	Active Transportation	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes.. Toll Credits for ENG, CON	\$ 3,079,980	\$ -	By 2025	Programmed
PLA25169*	City of Lincoln	Road & Highway Capacity	Ferrari Ranch Road	Widen Ferrari Ranch Road from 2 to 4 lanes from 0.2 miles west of Ingram Pkwy to 0.1 miles north of SR-193	\$ 5,412,211	\$ 5,686,204	By 2025	Planned
PLA25467*	City of Lincoln	Road & Highway Capacity	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from Caledon Circle West to Moore Road (Village 7 boundary).	\$ 3,255,522	\$ 3,420,333	By 2025	Planned
PLA25733*	City of Lincoln	Road & Highway Capacity	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 miles east of Dowd Rd to existing Nelson Ln	\$ 7,954,197	\$ 8,779,945	By 2025	Planned
PLA25705*	City of Lincoln	Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	\$ 9,249,021	\$ 9,717,253	By 2025	Planned
PLA25305*	City of Lincoln	Road & Highway Capacity	Oak Tree Extension	Construct New Road: Oak Tree Lane, 4 lanes between McBean Park Dr. and Ferrari Ranch Road.	\$ 8,471,567	\$ 8,900,440	By 2025	Planned
PLA25775*	City of Lincoln	Road & Highway Capacity	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	\$ 9,880,000	\$ 12,037,821	By 2030	Planned
PLA25714*	City of Lincoln	Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	\$ 5,729,091	\$ 6,980,341	By 2030	Planned
PLA25689	City of Lincoln	Road & Highway Capacity	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	\$ 10,568,251		By 2030	Programmed
PLA15970*	City of Lincoln	Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. 1 lane from Airport Rd. to Aviation Blvd.	\$ 3,999,142	\$ 5,791,950	By 2035	Planned
PLA18710*	City of Lincoln	Road & Highway Capacity	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.	\$ 4,233,719	\$ 6,284,980	By 2044	Planned
PLA25737*	City of Lincoln	Road & Highway Capacity	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddymnt Road to 0.5 miles east of existing Nelson Lane	\$ 4,493,949	\$ 7,363,859	By 2044	Planned
PLA25747*	City of Lincoln	Road & Highway Capacity	Ferrari Ranch Rd	Widen Ferrari Ranch Road from Caledon Circle East to SR-65 Interchange, lane reconfiguration for one additional lane	\$ 1,961,358	\$ 2,164,972	By 2025	Planned
PLA25739*	City of Lincoln	Road & Highway Capacity	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	\$ 3,625,000	\$ 4,001,322	By 2025	Planned
PLA25773*	City of Lincoln	Road & Highway Capacity	Oak Tree Lane Southern Widening	Widen 1 lane on Oak Tree Ln. from McBean Park Dr. to 0.35 miles south of McBean Park Dr	\$ 754,835	\$ 754,835	By 2025	Planned
PLA25771*	City of Lincoln	Road & Highway Capacity	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Dr. to Bella Breeze.	\$ 2,519,661	\$ 2,922,034	By 2030	Planned
PLA25734*	City of Lincoln	Road & Highway Capacity	Nelson Lane Interchange	Interchange at Nelson Lane and SR-65	\$ 40,600,000	\$ 51,971,432	By 2030	Planned
PLA19020*	City of Lincoln	Road & Highway Capacity	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr. from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	\$ 1,981,120	\$ 2,354,929	By 2030	Planned
PLA25732*	City of Lincoln	Road & Highway Capacity	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Rd to 1.0 miles east of Dowd Rd	\$ 2,809,772	\$ 4,069,388	By 2035	Planned
PLA25735*	City of Lincoln	Road & Highway Capacity	Nelson Lane Widening	Widen Nelson Lane to 6 lanes from Nicolaus Road to Rockwell Lane	\$ 6,772,102	\$ 9,808,023	By 2035	Planned
PLA25164*	City of Lincoln	Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Moore Rd.	\$ 7,001,921	\$ 11,473,463	By 2044	Planned
PLA18760*	City of Lincoln	Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Lincoln Blvd / UPRR overcrossing.	\$ 10,000,000	\$ 11,038,129	By 2025	Planned
PLA18810*	City of Lincoln	Road & Highway Capacity	East Joiner Parkway Widening A	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	\$ 7,800,000	\$ 8,194,875	By 2025	Planned
PLA25595*	City of Lincoln	Road & Highway Capacity	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	\$ 12,114,449	\$ 13,372,085	By 2025	Planned
PLA18790*	City of Lincoln	Road & Highway Capacity	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Blvd. South; 2 to 6 lanes from Del Webb Blvd. South to Twelve Bridges	\$ 8,992,396	\$ 10,689,133	By 2030	Planned
PLA25736*	City of Lincoln	Road & Highway Capacity	Fiddymnt Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddymnt Road across Orchard Creek	\$ 4,350,000	\$ 5,044,666	By 2030	Planned
PLA25768*	City of Lincoln	Road & Highway Capacity	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	\$ 8,700,000	\$ 10,089,333	By 2030	Planned
PLA25742*	City of Lincoln	Road & Highway Capacity	Oak Tree Lane Auburn Ravine Bridge	Construct 4 lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	\$ 7,975,000	\$ 9,716,763	By 2030	Planned
PLA25769*	City of Lincoln	Road & Highway Capacity	Fiddymnt Road Expansion	Widen Fiddymnt Road to 6 lanes from Moore Road to Athens Ave	\$ 24,990,495	\$ 36,193,688	By 2035	Planned
PLA25745*	City of Lincoln	Road & Highway Capacity	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	\$ 2,296,256	\$ 3,325,663	By 2035	Planned
PLA25743*	City of Lincoln	Road & Highway Capacity	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 4 lanes between Virginiatown Rd. and Fox Ln	\$ 1,332,543	\$ -	By 2044	Planned

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City of Lincoln Projects								
PLA25823	City of Lincoln	Maintenance & Rehabilitation	Street & Road Maintenance, Lincoln	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)	\$ 28,000,000	\$ 45,881,260	By 2044	Planned
PLA25668	City of Lincoln	Maintenance & Rehabilitation	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to a point between 1st and 3rd Street on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping for both north and south bound lanes.	\$ 2,220,464	\$ -	By 2025	Programmed
PLA20760	City of Lincoln	Maintenance & Rehabilitation	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	\$ 1,430,909	\$ 1,579,456	By 2025	Planned
PLA25677*	City of Lincoln	Maintenance & Rehabilitation	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	\$ 1,566,000	\$ -	By 2030	Programmed
PLA25540	City of Lincoln	Maintenance & Rehabilitation	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	\$ 12,313,800	\$ -	By 2030	Programmed
PLA25838	City of Lincoln	Maintenance & Rehabilitation	1st Street Resurfacing Ph2	On 1st Street from mid-block between K and L Street to H Street: rehabilitation of the existing roadway surface, ADA, drainage, and utility replacement improvements.	\$ 1,482,283		By 2025	Programmed
PLA25867	City of Lincoln	Maintenance & Rehabilitation	Joiner Parkway Pavement Rehabilitation Phase 3	In Lincoln, CA on Joiner Parkway, from a point halfway between 1st and 3rd Street to Venture Drive; roadway rehabilitation including crack seal, areas of base repair, segments of slurry seal, and segments of overlay. Various ADA improvements will be constructed throughout the project limits.	\$ 2,028,754		By 2030	Programmed
PLA25868	City of Lincoln	Maintenance & Rehabilitation	Industrial Avenue Rehabilitation Project	In Lincoln, CA on Industrial Avenue between Highway 65 and the southern City limit; rehabilitate roadway. This project would consist of removing and repaving 4-inches of asphalt across the entire width of the roadway for the limits described above. The improvements will provide a safe and serviceable roadway a full rehabilitation of the current roadway is necessary.	\$ 1,420,948		By 2030	Programmed
PLA25746	City of Lincoln	System Management, Operations, and ITS	Ferrari Ranch Rd Phase II Interchange	Ferrari Ranch Road interchange improvements	\$ 4,241,250	\$ 5,167,551	By 2030	Planned

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Town of Loomis Projects								
PLA25263	Town of Loomis	Active Transportation	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	\$ 71,321	By 2030	Planned
PLA25264	Town of Loomis	Active Transportation	Antelope Creek Bikeway	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	\$ 74,225	By 2044	Planned
PLA15290*	Town of Loomis	Road & Highway Capacity	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	\$ 200,000	\$ 205,000	By 2025	Planned
PLA20960*	Town of Loomis	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	\$ 3,600,000	By 2025	Planned
PLA20890*	Town of Loomis	Road & Highway Capacity	Sierra College Blvd. Widening C	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	\$ 9,666,493	By 2044	Planned
PLA25274	Town of Loomis	Maintenance & Rehabilitation	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	\$ 40,000	\$ 47,547	By 2030	Planned
PLA25280	Town of Loomis	Maintenance & Rehabilitation	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	\$ 40,000	\$ 47,547	By 2030	Planned
PLA25277	Town of Loomis	Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	\$ 50,000	\$ 74,225	By 2044	Planned
PLA25828	Town of Loomis	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)	\$ 12,680,000	\$ 20,777,656	By 2044	Planned
PLA25278	Town of Loomis	Maintenance & Rehabilitation	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	\$ 60,000	\$ 63,038	By 2025	Planned
PLA25279	Town of Loomis	Maintenance & Rehabilitation	King Rd. Ops Improvements	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	\$ 10,000	\$ 14,845	By 2044	Planned
PLA25269	Town of Loomis	Maintenance & Rehabilitation	Taylor Rd. Operational Improvements A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, \$800,000.	\$ 230,000	\$ 241,644	By 2025	Planned
PLA25864	Town of Loomis	Maintenance & Rehabilitation	STBG Paving Project	In the Town of Loomis: Roadway spot reconstruction and overlay on Brace Road between Sierra College Boulevard and Stone Road, and spot reconstruction and overlay on King Road within the limits of Taylor Road and Boyington Road.	\$ 400,000		By 2030	Programmed
PLA25261	Town of Loomis	Maintenance & Rehabilitation	I-80/Brace Road Overcrossing Improvements	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	\$ 1,000,000	\$ 1,484,506	By 2044	Planned
PLA25840	Town of Loomis	Transit Capital & Operations/Maintenance	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	\$ 938,120		By 2025	Programmed
PLA25262	Town of Loomis	System Management, Operations, and ITS	King Rd. Interchange Modification and Aux Lane	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.	\$ 500,000	\$ 742,253	By 2044	Planned

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City of Rocklin Projects								
PLA25722*	City of Rocklin	Road & Highway Capacity	Monument Springs	2-lane extension and 2-lane bridge	\$ 2,147,226	\$ 2,255,929	By 2025	Planned
PLA25751*	City of Rocklin	Road & Highway Capacity	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to University Avenue.	\$ 3,083,809	\$ 3,489,047	By 2025	Planned
PLA19290*	City of Rocklin	Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from Old Ranch House Rd. to Whitney Oaks Dr.	\$ 12,428,000	\$ 14,772,987	By 2030	Planned
PLA20460*	City of Rocklin	Road & Highway Capacity	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	\$ 2,750,000	\$ 3,982,820	By 2035	Planned
PLA25721*	City of Rocklin	Road & Highway Capacity	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	\$ 3,565,550	\$ 5,163,980	By 2035	Planned
PLA25156*	City of Rocklin	Road & Highway Capacity	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	\$ 1,100,000	\$ 1,593,128	By 2035	Planned
PLA25718*	City of Rocklin	Road & Highway Capacity	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	\$ 5,251,927	\$ 8,605,894	By 2044	Planned
PLA15620*	City of Rocklin	Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street, including Bridge of UPRR.	\$ 4,177,406	\$ 6,845,166	By 2044	Planned
PLA25345*	City of Rocklin	Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus.	\$ 26,150,000	\$ 29,586,325	By 2025	Planned
PLA25151*	City of Rocklin	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	\$ 3,677,188	By 2025	Planned
PLA25272*	City of Rocklin	Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	\$ 240,000	\$ 347,592	By 2035	Planned
PLA15400*	City of Rocklin	Road & Highway Capacity	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguilar Tributary.	\$ 3,800,000	\$ 5,503,533	By 2035	Planned
PLA19260*	City of Rocklin	Road & Highway Capacity	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	\$ 11,000,000	\$ 16,329,562	By 2044	Planned
PLA25273*	City of Rocklin	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	\$ 421,185	By 2025	Planned
PLA19401*	City of Rocklin	Road & Highway Capacity	Rocklin Road Widening A	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	\$ 2,221,689	By 2035	Planned
PLA25678	City of Rocklin	Maintenance & Rehabilitation	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road; Rehabilitate roads. (NEPA covered by PLA25551, STPL-5095-025). Toll Credits for ENG, CON	\$ 1,900,463		By 2025	Programmed
PLA25844	City of Rocklin	Maintenance & Rehabilitation	Five Star Blvd & Destiny Drive Road Rehabilitation	Road rehabilitation (remove and replace failed asphalt) in Rocklin: Five Star Blvd. from South Whitney heading south to City Limit; Destiny Drive, from Five Star Blvd to end of drive.	\$ 1,216,854		By 2025	Programmed
PLA25847	City of Rocklin	Maintenance & Rehabilitation	I-80/Rocklin Rd. Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class I bike and pedestrian facility. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope.. Toll Credits for CON	\$ 40,010,000		By 2030	Programmed
PLA25872	City of Rocklin	Maintenance & Rehabilitation	Whitney Ranch/University Roundabout	In the City of Rocklin, at the intersection of Whitney Ranch and University: Conversion of existing stop controlled intersection with a roundabout.. Toll Credits for CON	\$ 1,719,854		By 2030	Programmed
PLA25871	City of Rocklin	Maintenance & Rehabilitation	Crest/Stanford Ranch Roundabout	In the City of Rocklin, at the intersection of Crest and Stanford Ranch: Conversion of existing stop controlled intersection with a roundabout.	\$ 1,000		By 2030	Programmed
PLA25870	City of Rocklin	Maintenance & Rehabilitation	Citywide Roadway Resurfacing	In the City of Rocklin: Micropave full roadway segments of Sunset Blvd., Park Dr., Blue Oaks Dr., Pacific St., Rocklin Rd., and Sierra College Blvd. Asphalt digouts and ADA improvements have been completed in preparation for the resurfacing of these arterial roadways. New striping will incorporate aspects of the City's approved Local Roadway Safety Plan such as green bike lanes near identified paths of travel to schools, parks, and commercial centers.. Toll Credits for CON	\$ 2,335,000		By 2030	Programmed
PLA25824	City of Rocklin	Maintenance & Rehabilitation	Street & Road Maintenance, Rocklin	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)	\$ 108,000,000	\$ 176,970,576	By 2044	Planned
PLA25859	City of Rocklin	Transit Capital & Operations/Maintenance	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet) (PE only, Total Cost = \$10,000,000). Toll Credits for ENG	\$ 1,400,000		By 2030	Programmed
PLA17820	City of Rocklin	System Management, Operations, and ITS	Sunset Blvd. & Sierra College Blvd.	On Sunset Blvd. & Sierra College Blvd. construct ITS Master Plan improvements.	\$ 4,000,000	\$ 4,000,000	By 2025	Planned
PLA25712	City of Rocklin	System Management, Operations, and ITS	Rocklin Rd. & Pacific Ave.	On Rocklin Rd. & Pacific Avenue construct ITS Master Plan downtown improvements.	\$ 4,000,000	\$ 4,202,500	By 2025	Planned

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City of Roseville Projects								
PLA25716	City of Roseville	Active Transportation	Mahany Park Trail	Construct approximately 1.1 miles of Class I trail through Open Space behind Mahany Park to Fiddymment Road.	\$ 2,000,000	\$ 2,153,781	By 2025	Planned
PLA25702	City of Roseville	Active Transportation	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	\$ 5,982,000		By 2025	Programmed
PLA19910	City of Roseville	Active Transportation	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-infrastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	\$ 34,919,343	\$ -	By 2030	Programmed
PLA25833	City of Roseville	Active Transportation	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	\$ 8,386,427		By 2030	Programmed
PLA25863	City of Roseville	Active Transportation	Stoneridge - Orvietto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvietto Drive: Design and construct a multi-use bike/pedestrian trail.	\$ 630,000		By 2030	Programmed
PLA25849	City of Roseville	Active Transportation	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddymment Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	\$ 1,409,000		By 2030	Programmed
PLA25758	City of Roseville	Active Transportation	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	\$ 45,000,000	\$ 73,737,740	By 2044	Planned
PLA15100*	City of Roseville	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 4 lanes.	\$ 12,852,055	\$ -	By 2025	Programmed
PLA25752*	City of Roseville	Road & Highway Capacity	Blue Oaks over UPRR Bridge Widening	Construct 4 lane bridge over UPRR tracks and Industrial Ave. on westbound Blue Oaks Blvd. between Foothills Blvd. and Washington Blvd to widen existing 4 lane roadway to 8 lanes	\$ 23,000,000	\$ 25,387,696	By 2025	Planned
PLA25711*	City of Roseville	Road & Highway Capacity	Roseville Parkway Extension	North of Pleasant Grove Blvd. and South of Blue Oaks Blvd., construct roadway segment between Foothills Blvd. and Washington Blvd. extending Roseville Parkway from it's current termination point at Washington Boulevard, through to Foothills Blvd. The segment will include a bridge over Industrial Blvd. and the UPRR tracks.	\$ 22,500,000	\$ 25,456,685	By 2025	Planned
PLA25538*	City of Roseville	Road & Highway Capacity	Vista Grande Arterial	In Roseville, from Fiddymment Rd west to Westbrook Blvd, construct new 4-lane arterial.	\$ 6,500,000	\$ -	By 2025	Programmed
PLA25820*	City of Roseville	Road & Highway Capacity	Vista Grande Arterial B	In Roseville, from Westbrook Blvd, west to Sierra Vista Specific Plan western boundary, construct new 4-lane arterial including a bridge over Curry Creek.	\$ 5,500,000	\$ 6,222,745	By 2025	Planned
PLA25483*	City of Roseville	Road & Highway Capacity	Westbrook Blvd. A	Construct 4 New lanes of the ultimate 6-lane Road: west of Fiddymment Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	\$ 7,500,000	\$ 8,485,562	By 2025	Planned
PLA25682	City of Roseville	Road & Highway Capacity	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	\$ 22,500,000		By 2025	Programmed
PLA25378	City of Roseville	Road & Highway Capacity	Santucci Blvd. Extension Ph 1	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Pleasant Grove Blvd.	\$ 6,500,000		By 2025	Programmed
PLA25707*	City of Roseville	Road & Highway Capacity	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	\$ 5,700,000	\$ 7,296,482	By 2030	Planned
PLA25753*	City of Roseville	Road & Highway Capacity	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	\$ 1,600,000	\$ 2,048,135	By 2030	Planned
PLA25318*	City of Roseville	Road & Highway Capacity	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	\$ 4,000,000	\$ 4,873,612	By 2030	Planned
PLA25681	City of Roseville	Road & Highway Capacity	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	\$ 23,000,000		By 2030	Programmed
PLA25873	City of Roseville	Road & Highway Capacity	Blue Oaks west Widening, Woodcreek Oaks to Foothills	Blueprint PLA25710: In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Blvd to Foothills Blvd.	\$ 500,000		By 2030	Programmed
PLA25680	City of Roseville	Road & Highway Capacity	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	\$ 11,200,000		By 2030	Programmed
PLA25481*	City of Roseville	Road & Highway Capacity	Westbrook Blvd. B	Construct New Road: west of Fiddymment and north of Blue Oaks in proposed new Creekview Specific Plan.	\$ 6,000,000	\$ 8,907,034	By 2044	Planned
PLA15660*	City of Roseville	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	\$ -	By 2030	Programmed
PLA15911*	City of Roseville	Road & Highway Capacity	Taylor Rd. Operational Improvements B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	\$ 17,200,000	\$ 25,533,497	By 2044	Planned
PLA25763*	City of Roseville	Road & Highway Capacity	Atlantic/Vernon Roundabout	construct roundabout at intersection of Atlantic Street and Vernon Street	\$ 4,000,000	\$ 4,307,563	By 2025	Planned
PLA25539*	City of Roseville	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	\$ -	By 2025	Programmed

* = Regionally Significant Project

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
City of Roseville Projects								
PLA15760*	City of Roseville	Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	\$ 7,000,000	\$ -	By 2025	Programmed
PLA25762*	City of Roseville	Road & Highway Capacity	Roseville Parkway Widening @ Galleria	Construct additional eastbound and westbound through lanes on Galleria Blvd. between Creekside Ridge Dr. and Gibson Drive and add an additional left turn lane from SW bound Pleasant Grove Blvd. onto SE bound Roseville Parkway	\$ 8,000,000	\$ 8,615,125	By 2025	Planned
PLA25501*	City of Roseville	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.	\$ 29,300,000	\$ -	By 2025	Programmed
PLA25755*	City of Roseville	Road & Highway Capacity	Westbrook Blvd. between Blue Oaks and Pleasant Grove.	Construct 4 lane of ultimate 6-lane roadway between Blue Oaks Blvd. and Pleasant Grove Blvd.	\$ 4,500,000	\$ 4,500,000	By 2025	Planned
PLA25754*	City of Roseville	Road & Highway Capacity	Blue Oaks west widening, Westpark to Fiddymnt	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddymnt Rd.	\$ 3,000,000	\$ 3,840,254	By 2030	Planned
PLA25710*	City of Roseville	Road & Highway Capacity	Blue Oaks west widening, Woodcreek Oaks to Foothills	North of Pleasant Grove Blvd., construct 1 additional westbound lane to widen Blue Oaks to a construct 8 Lane Roadway from Woodcreek Oaks Blvd to Foothills Blvd	\$ 500,000	\$ 640,042	By 2030	Planned
PLA15850*	City of Roseville	Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	\$ 2,500,000	\$ -	By 2030	Programmed
PLA25666	City of Roseville	Maintenance & Rehabilitation	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	\$ 4,232,576	\$ -	By 2025	Programmed
PLA25673	City of Roseville	Maintenance & Rehabilitation	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	\$ 6,339,276	\$ -	By 2025	Programmed
PLA25715	City of Roseville	Maintenance & Rehabilitation	Purchase 8 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 8 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	\$ 1,200,000	\$ 1,230,000	By 2025	Planned
PLA25825	City of Roseville	Maintenance & Rehabilitation	Street & Road Maintenance, Roseville	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)	\$ 288,000,000	\$ 471,921,535	By 2044	Planned
PLA25843	City of Roseville	Maintenance & Rehabilitation	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct median improvements, striping and signage to slow traffic and improve safety.	\$ 1,498,000		By 2025	Programmed
PLA25572	City of Roseville	Maintenance & Rehabilitation	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.	\$ 1,947,189		By 2025	Programmed
PLA25852	City of Roseville	Transit Capital & Operations/Maintenance	Electric Microtransit Vans	Purchase four (4) zero emission or electric vans to serve Roseville's Microtransit Pilot Program.	\$ 700,000		By 2025	Programmed
PLA25861	City of Roseville	Transit Capital & Operations/Maintenance	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	\$ 700,000		By 2025	Programmed
PLA25850	City of Roseville	Transit Capital & Operations/Maintenance	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of seven (7) commuter electric buses to replace existing diesel commuter buses, eight (8) electric vans to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	\$ 13,598,496		By 2030	Programmed
PLA25713	City of Roseville	Transit Capital & Operations/Maintenance	Purchase 3 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	\$ 450,000	\$ 450,000	By 2025	Planned
PLA25756	City of Roseville	Transit Capital & Operations/Maintenance	Purchase 3 Local Fixed Route Buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 buses to replace existing buses used on our local fixed route transit system.	\$ 2,000,000	\$ 2,000,000	By 2025	Planned
PLA25834	City of Roseville	Transit Capital & Operations/Maintenance	Operating Assistance South Placer County Transit Project	Operating assistance for South Placer Express (Rapid Link) between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	\$ 11,400,000		By 2030	Programmed

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Placer County Projects								
PLA25584	Placer County	Active Transportation	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)	\$ 8,000,000	\$ 9,051,266	By 2025	Planned
PLA25865	Placer County	Active Transportation	Pedestrian and Bicycle Gap Closure - Folsom Lake Recreation Area	In Placer County, on the north side of Douglas Boulevard, between Metwood Lane and Oak Knoll Drive: construct pedestrian and bicycle facilities to complete the multi-modal connection from Auburn Folsom Road to the Folsom Lake State Recreation Area (SRA). (Toll credits for PE, ROW, & CON).. Toll Credits for ENG, ROW, CON	\$ 900,000		By 2030	Programmed
PLA15105*	Placer County	Road & Highway Capacity	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	\$ 19,200,000	\$ -	By 2025	Programmed
PLA25853	Placer County	Road & Highway Capacity	Fiddymont Road Widening (Phase 1)	Fiddymont Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	\$ 2,960,000		By 2025	Programmed
PLA25858	Placer County	Road & Highway Capacity	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway: widen from 2 to 4 lanes	\$ 2,600,000		By 2025	Programmed
PLA25463*	Placer County	Road & Highway Capacity	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	\$ 29,000,000	\$ -	By 2030	Programmed
PLA15300*	Placer County	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.	\$ 12,244,300	\$ 15,673,739	By 2030	Planned
PLA25299*	Placer County	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	\$ -	By 2030	Programmed
PLA25337*	Placer County	Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddymont Road. Includes signalized intersections at Fiddymont Rd.	\$ 14,500,000	\$ 17,235,943	By 2030	Planned
PLA15270*	Placer County	Road & Highway Capacity	Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	\$ 1,892,300	\$ 2,792,694	By 2035	Planned
PLA20350*	Placer County	Road & Highway Capacity	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	\$ 6,902,600	\$ 11,310,714	By 2044	Planned
PLA25130*	Placer County	Road & Highway Capacity	Fiddymont Road Widening	Widen Fiddymont Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	\$ 11,550,000	\$ 14,784,976	By 2030	Planned
PLA15220*	Placer County	Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd. ROW, CON). Toll Credits for ENG, ROW, CON	\$ 8,452,200	\$ 10,819,531	By 2030	Planned
PLA25479*	Placer County	Road & Highway Capacity	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	\$ 7,890,000	\$ -	By 2030	Programmed
PLA25598*	Placer County	Road & Highway Capacity	SR 49 Widening A	Widen from 4 lanes to 6 lanes Bell Road to Locksley Lane	\$ 8,350,650	\$ 9,447,994	By 2030	Planned
PLA25044*	Placer County	Road & Highway Capacity	Sunset Boulevard Widening (Phase 1)	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	\$ 51,250,000	\$ -	By 2030	Programmed
PLA25628*	Placer County	Road & Highway Capacity	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	\$ 9,595,600	\$ 13,897,290	By 2035	Planned
PLA18390*	Placer County	Road & Highway Capacity	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	\$ 1,400,000	\$ 11,343,159	By 2025	Programmed
PLA18490*	Placer County	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	\$ -	By 2025	Programmed
PLA25170*	Placer County	Road & Highway Capacity	Sunset Boulevard Extension (Phase 1)	Sunset Blvd, from Foothills Boulevard to Fiddymont Rd: Construct a 4-lane road	\$ 12,238,000	\$ -	By 2025	Programmed
PLA25535*	Placer County	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.. Toll Credits for CON	\$ 30,512,258	\$ -	By 2025	Programmed
PLA25725*	Placer County	Road & Highway Capacity	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	\$ 750,000	\$ 4,234,116	By 2030	Programmed
PLA25726*	Placer County	Road & Highway Capacity	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	\$ 6,733,000	\$ 7,063,608	By 2030	Programmed
PLA15390*	Placer County	Road & Highway Capacity	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	\$ 2,280,000	\$ 17,423,686	By 2030	Programmed
PLA20700*	Placer County	Road & Highway Capacity	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	\$ 2,600,000	\$ -	By 2030	Planned
PLA25505	Placer County	Maintenance & Rehabilitation	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	\$ 44,651,000	\$ -	By 2030	Programmed
PLA25827	Placer County	Maintenance & Rehabilitation	Street & Road Maintenance, Placer	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)	\$ 380,000,000	\$ 622,674,247	By 2044	Planned
PLA25661	Placer County	Maintenance & Rehabilitation	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	\$ 6,200,000	\$ -	By 2025	Planned

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Placer County Projects								
PLA25848	Placer County	Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine Mitigation	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: mitigation for the project to replace existing 2 lane structurally deficient bridge with a new 2 lane bridge (PLA25474).. Toll Credits for CON	\$ 50,000		By 2025	Programmed
PLA25855	Placer County	Maintenance & Rehabilitation	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2023: \$602,012 / FY 2024: \$614,052	\$ 4,369,682		By 2025	Programmed
PLA25876	Placer County	Maintenance & Rehabilitation	Edgeline Installation	Various Locations in Lincoln and Auburn: Install edgelines along both sides of Nelson Lane (Moore Road to SR65), along the south side of a portion of Baxter Grade Road and along a portion of Wise Road (Garden Bar Road to the bridge over Doty Creek). (H11-03-014)	\$ 244,900		By 2025	Programmed
PLA25778	Placer County	Maintenance & Rehabilitation	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013). Toll Credits for CON	\$ 3,146,239		By 2025	Programmed
PLA25877	Placer County	Maintenance & Rehabilitation	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road. (H11-03-015)	\$ 276,900		By 2025	Programmed
PLA25475	Placer County	Maintenance & Rehabilitation	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	\$ 6,200,000		By 2030	Programmed
PLA25875	Placer County	Maintenance & Rehabilitation	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Auburn-Foresthill Rd Over N FK American River, East of I-80: Standalone Bridge Preventative Maintenance	\$ 4,130,250		By 2030	Programmed
PLA25831	Placer County	Transit Capital & Operations/Maintenance	Transit Vehicle Purchase	Purchase of one (1) diesel bus to replace an older vehicle currently in use by Placer County Transit.. Toll Credits for CON	\$ 727,300		By 2025	Programmed
PLA25860	Placer County	Transit Capital & Operations/Maintenance	Preventative Maintenance and Operation Assistance, 2022	Operating assistance and preventative maintenance for urban transit services within Placer CountyFFY 2022 - Operating Assistance = \$1,878,580FFY 2022 - Preventative Maintenance = \$465,654	\$ 2,344,234		By 2025	Programmed
PCT10512	Placer County Transit	Transit Capital & Operations/Maintenance	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2021: \$463,087	\$ 1,550,000		By 2025	Programmed
PLA25699	Placer County	Transit Capital & Operations/Maintenance	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	\$ 1,849,000		By 2030	Programmed
PLA25697	Placer County	Transit Capital & Operations/Maintenance	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	\$ 2,245,000		By 2030	Programmed
PLA25866	Placer County	Transit Capital & Operations/Maintenance	Tahoe Truckee Area Regional Transit (TART) Battery Electric Bus	Replace one existing 40' CNG bus with a new battery electric bus (BEB). This will begin the effort of converting the TART fleet to zero emissions as of 2030.	\$ 1,000,000		By 2030	Programmed
PLA25759	Placer County	Transit Capital & Operations/Maintenance	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	\$ 6,000,000	\$ 6,788,449	By 2025	Planned
PLA25761	Placer County	Transit Capital & Operations/Maintenance	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	\$ 2,500,000	\$ 2,828,521	By 2025	Planned
PLA25760	Placer County	Transit Capital & Operations/Maintenance	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	\$ 4,000,000	\$ 4,525,633	By 2025	Planned
PLA25671	Placer County	System Management, Operations, and ITS	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts and relocate the existing park-and-ride lot from the south of Bell Road to the north of Bell Road.. Toll Credits for ENG, ROW, CON	\$ 7,901,177	\$ -	By 2030	Programmed
PLA25630	Placer County	System Management, Operations, and ITS	SR49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	\$ 5,705,100	\$ 8,469,253	By 2044	Planned

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PCTPA, SPRTA, and WPCTSA Projects								
PLA25670	Placer County Transportation Planning Agency (PCTPA)	Active Transportation	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, Along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	\$ 20,092,989	\$ -	By 2025	Programmed
PLA25588	Placer County Transportation Planning Agency (PCTPA)	Active Transportation	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	\$ 40,000,000	\$ 65,544,658	By 2044	Planned
PLA25587	Placer County Transportation Planning Agency (PCTPA)	Active Transportation	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	\$ 85,208,055	By 2044	Planned
PLA25529*	Placer County Transportation Planning Agency (PCTPA)	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 Blue Oaks Blvd. to Galleria Blvd., construct third lane and HOV/transit priority lane on southbound SR 65, and an auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes.. Toll Credits for ENG	\$ 31,060,000	\$ -	By 2030	Programmed
PLA25638*	Placer County Transportation Planning Agency (PCTPA)	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	\$ 15,361,015	By 2030	Planned
PLA25649*	Placer County Transportation Planning Agency (PCTPA)	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, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	\$ 591,500,000	\$ -	By 2035	Programmed
PLA25637*	Placer County Transportation Planning Agency (PCTPA)	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 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	\$ 35,250,000	\$ 39,882,140	By 2025	Planned
PLA25602*	Placer County Transportation Planning Agency (PCTPA)	Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.	\$ 100,000,000	\$ 144,829,817	By 2035	Planned
PLA25592*	South Placer Regional Transportation Authority	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	\$ 126,182,978	By 2044	Planned
PLA25603*	Placer County Transportation Planning Agency (PCTPA)	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	\$ 155,668,562	By 2044	Planned
PLA25543	Placer County Transportation Planning Agency (PCTPA)	Maintenance & Rehabilitation	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).	\$ 3,372,258	\$ -	By 2025	Programmed
PLA25826	Placer County Transportation Planning Agency (PCTPA)	Maintenance & Rehabilitation	Street & Road Maintenance, PCTPA	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)	\$ 500,000,000	\$ 1,704,161,098	By 2044	Planned
PLA25842	Placer County Transportation Planning Agency (PCTPA)	Maintenance & Rehabilitation	Placer County Freeway Service Patrol FY 2023+	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65.. Toll Credits for CON	\$ 2,247,202		By 2030	Programmed

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PCTPA, SPRTA, and WPCTSA Projects								
PLA25679	Placer County Transportation Planning Agency (PCTPA)	Programs & Planning	Planning, Programming, Monitoring 2019-2027	PCTPA plan, program, monitor (PPM) for RTPA related activities.	\$ 1,318,000		By 2030	Programmed
PLA25839	Placer County Transportation Planning Agency (PCTPA)	Programs & Planning	Placer County Congestion Management Program FY 2023-2027	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. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	\$ 269,371		By 2030	Programmed
PLA25634	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	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	\$ 135,228,460	By 2044	Planned
PLA25594	Western Placer Consolidated Transportation Services Agency (WPCTSA)	Transit Capital & Operations/Maintenance	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	\$ 90,927,346	By 2044	Planned
PLA25632	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	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	\$ 103,483,544	By 2044	Planned
PLA25585	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	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 2023-2040 for a TBD transit operator.	\$ 142,600,001	\$ 233,666,706	By 2044	Planned
PLA Regional Service Expansion Lump Sum 1	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	\$ 475,000,000	\$ 778,342,809	By 2044	Planned
PLA25631	Placer County Transportation Planning Agency (PCTPA)	Transit Capital & Operations/Maintenance	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	\$ 224,910,000	\$ 368,541,224	By 2044	Planned
PLA25593	Western Placer Consolidated Transportation Services Agency (WPCTSA)	Transit Capital & Operations/Maintenance	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	\$ 46,264,544	By 2044	Planned
PLA25576*	Placer County Transportation Planning Agency (PCTPA)	System Management, Operations, and ITS	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (PCTPA is applying for \$26.13 m SB1 discretionary funding.). Toll Credits for ENG, ROW	\$ 49,589,635	\$ -	By 2025	Programmed
PLA25626	Placer County Transportation Planning Agency (PCTPA)	System Management, Operations, and ITS	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County	\$ 250,000,000	\$ 819,308,220	By 2044	Planned
PLA25586	Placer County Transportation Planning Agency (PCTPA)	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	\$ 32,772,329	By 2044	Planned

* = Regionally Significant Project

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Capitol Corridor Joint Powers Authority Projects								
CAL18320*	Capitol Corridor Joint Powers Authority (CCJPA)	Transit Capital & Operations/Maintenance	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	\$ 169,430,000	\$ -	By 2030	Programmed
VAR56199*	Capitol Corridor Joint Powers Authority (CCJPA)	Transit Capital & Operations/Maintenance	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	\$ 224,000,000	\$ -	By 2035	Delayed
VAR56134	Capitol Corridor Joint Powers Authority (CCJPA)	Transit Capital & Operations/Maintenance	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	\$ 95,337,588	By 2044	Planned

* = Regionally Significant Project

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
Federal Agency Projects (U.S. Forest Service, and FHWA)								
PLA25862	USFS Tahoe National Forest	Active Transportation	Robinson Flat to China Wall Connector Trail Project	In the Tahoe National Forest, as part of 24 miles of multi-use single-track motorized trail, east of Foresthill, California, in Placer County: Construct two 65' trail bridges along the China Wall to Robinson Flat, 24-mile trail connector and blasting projects in the Beacraft, 23 Corners, Rock Lobster and multiple unidentified/subsurface areas along the China Wall to Robinson Flat route.	\$ 921,153		By 2025	Programmed
VAR56279	FHWA	Maintenance & Rehabilitation	Mountain Quarry Bridge Improvements	In the Auburn State Recreation Area, on the Mountain Quarry bridge (FTBR): Remove the existing railing system and install a new system that meets current code and design practice for pedestrian and equestrian use; regrade gravel bridge deck & install new drainage system.	\$ 906,371		By 2025	Programmed
VAR56280	FHWA	Maintenance & Rehabilitation	Ponderosa Way Bridge Replacement	In El Dorado National Forest, Remove and replace 190 lf single span Ponderosa Way Bridge. Regravel approaches. Minor roadway rehabilitation of 2.4 miles of Ponderosa Way.	\$ 4,663,138		By 2025	Programmed

* = Regionally Significant Project

An aerial photograph of a multi-lane highway interchange. A concrete bridge spans across the highway, with several vehicles visible on its surface. The surrounding area is a mix of dry grass and paved roads, including a curved road on the right side of the frame.

Appendix E

**2044 Regional Transportation
Plan Project Development Only
Master Project List
(Financially Unconstrained)**

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PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
CAL21227	Caltrans D3	System Management, Operations, and ITS	49 Corridor - Roundabouts/Median Barrier	Construct median barrier between Lorenson Rd and Lonestar Rd and roundabouts at Lorenson Rd and Lone Star Rd intersections. (EA 4H600)	\$21,800,000	-	Post-2044	Project Development Only
CAL20831	Caltrans D3	System Management, Operations, and ITS	SR 49 Safety Corridor Improvements	Route 49 Safety Corridor Improvements (Grass Valley to Auburn). '4E170	-	-	Post-2044	Project Development Only
CAL20830	Caltrans D3	System Management, Operations, and ITS	I-80 Managed Lanes from Yolo/Sac County line to the I-80/SR65 IC	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	-	-	Post-2044	Project Development Only
CAL20630	Caltrans D3	System Management, Operations, and ITS	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR65 east to SR49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)(PM R4.160-17.374)	\$2,000,000	-	Post-2044	Project Development Only
CAL21000	Caltrans D3	System Management, Operations, and ITS	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct capacity & operational improvements to interchange.	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct operational improvements to interchange. SHOPP ID 18145	\$4,850,000	-	Post-2044	Project Development Only
CAL20837	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	\$2,160,000	-	Post-2044	Project Development Only
CAL20986	Caltrans D3	System Management, Operations, and ITS	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	\$7,000,000	-	Post-2044	Project Development Only
CAL20981	Caltrans D3	System Management, Operations, and ITS	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	\$5,000,000	-	Post-2044	Project Development Only
CAL20633	Caltrans D3	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	-	Post-2044	Project Development Only
PLA25136	Caltrans D3	Road & Highway Capacity	SR 267 Widening	In eastern Placer County, widen SR 267 from 2 lanes to 4 lanes from Nevada County line to Northstar Drive (PM 0.0/3.76).	\$10,000,000	-	Post-2044	Post-2044
CAL20640	Caltrans Division of Rail	Transit Capital & Operations/Maintenance	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	\$30,000,000	-	Post-2044	Project Development Only
VAR56135	Capitol Corridor Joint Powers Authority	Transit Capital & Operations/Maintenance	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: \$120,720,000)	\$9,647,942	-	Post-2044	Project Development Only
PLA25234	City of Auburn	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	-	Post-2044	Post-2044

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA20740	City of Lincoln	Road & Highway Capacity	Airport Rd.	Construct New Road: 4 lanes from Northwest Rd. to Wise Rd. and from Nicolaus Rd to Southern extension. Widen Airport Rd from 2 to 4 lanes from Northwest Rd to Nicolaus Rd.	\$12,781,053	-	Post-2044	Post-2044
PLA25738	City of Lincoln	Road & Highway Capacity	Athens Avenue Expansion	Construct New / Widen: Athens Avenue to 4 lanes from 0.5 miles west of Dowd Road to Fiddymment Road	\$11,380,870	-	Post-2044	Post-2044
PLA18650	City of Lincoln	Road & Highway Capacity	Aviation Blvd. Extension north of Venture	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	\$3,150,192	-	Post-2044	Project Development Only
PLA25304	City of Lincoln	Road & Highway Capacity	Aviation Blvd. Extension to Wise Rd	Road Extension: 4 lanes from Venture Dr. to Wise Rd.	\$6,618,670	-	Post-2044	Post-2044
PLA25770	City of Lincoln	Road & Highway Capacity	Catlett Road Expansion	Widen Catlett Road to 4 lanes from 0.5 miles west of Dowd Road to Fiddymment Road	\$16,742,329	-	Post-2044	Post-2044
PLA25731	City of Lincoln	Road & Highway Capacity	Dowd Road Auburn Ravine Bridge	Construct 4 lane bridge on Dowd Road across Auburn Ravine	\$7,250,000	-	Post-2044	Post-2044
PLA25766	City of Lincoln	Road & Highway Capacity	Dowd Road Markham Ravine Bridge	Construct 4 lane bridge on Dowd Road across Markham Ravine	\$5,800,000	-	Post-2044	Post-2044
PLA25730	City of Lincoln	Road & Highway Capacity	Dowd Road Stream Bridge	Construct 4 lane bridge on Dowd Road across stream	\$4,350,000	-	Post-2044	Post-2044
PLA25767	City of Lincoln	Road & Highway Capacity	Dowd Road Widening	Widen Dowd Road from 2 lanes to 6 lanes from Athens Ave to "widening" (approx. 0.25 miles north of Catlett Rd)	\$10,581,952	-	Post-2044	Post-2044
PLA25729	City of Lincoln	Road & Highway Capacity	Dowd Road, Road Realignment, Widening, and extension	Road Realignment, Widening, and extension: 4 lanes from old intersection of Wise Rd and Dowd Rd to "widening" (approx. 0.25 miles north of Catlett Rd.	\$34,263,346	-	Post-2044	Post-2044
PLA20780	City of Lincoln	Road & Highway Capacity	Gladding Parkway A	Construct new 2 lane road from E. 10th Street to Gladding Road	\$8,532,980	-	Post-2044	Post-2044
PLA25772	City of Lincoln	Road & Highway Capacity	Gladding Parkway B	Construct new 2 lane road from Gladding Road to Nicolaus Road / 9th Street	\$2,776,952	-	Post-2044	Post-2044
PLA25741	City of Lincoln	Road & Highway Capacity	Gladding Parkway Overcrossing	Construct new 2 lane overpass on Gladding Parkway over UPRR and Lincoln Blvd	\$8,855,935	-	Post-2044	Post-2044
PLA25776	City of Lincoln	Road & Highway Capacity	Gladding Road	Widen Gladding Road from 2 to 4 lanes from Oak Tree Ln to Wise Road	\$988,108	-	Post-2044	Post-2044
PLA18720	City of Lincoln	Road & Highway Capacity	Lincoln Blvd. Widening B	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from 12 Bridges Dr. to Athens Blvd.	\$6,596,957	-	Post-2044	Post-2044
PLA25728	City of Lincoln	Road & Highway Capacity	Nicolaus Road A	Widen Nicolaus Road from 2 lanes to 6 lanes from Dowd Road to 0.15 miles west of Airport Road	\$6,841,216	-	Post-2044	Post-2044
PLA25727	City of Lincoln	Road & Highway Capacity	Nicolaus Road B	Widen Nicolaus Road from 2 lanes to 4 lanes from Airport Road to 0.15 miles west of Airport Road, and from Dowd Road to	\$5,140,253	-	Post-2044	Post-2044

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25765	City of Lincoln	Road & Highway Capacity	Nicolaus Road Interchange	Interchange at Nicolaus Road and SR- 65	\$23,200,000	-	Post-2044	Post-2044
PLA25774	City of Lincoln	Road & Highway Capacity	Northwest Road	Construct New Road: 4 lanes, Northwest Road from Dowd Road to Airport Road	\$1,286,012	-	Post-2044	Post-2044
PLA25764	City of Lincoln	Road & Highway Capacity	Northwest Road Overcrossing	Overcrossing at Northwest Road and SR-65	\$6,960,000	-	Post-2044	Post-2044
PLA25744	City of Lincoln	Road & Highway Capacity	Oak Tree Extension Phase 3	Construct New Road: Oak Tree Lane, 4 lanes between Fox Ln. and Lincoln Blvd.	\$15,730,222	-	Post-2044	Post-2044
PLA25166	City of Lincoln	Road & Highway Capacity	Twelve Bridges Dr. Widening B	Widen: 4-6 lanes from Hwy. 65 Interchange to Lincoln Pkwy.	\$225,200	-	Post-2044	Post-2044
PLA25740	City of Lincoln	Road & Highway Capacity	Twelve Bridges Interchange	Interchange at Twelve Bridges and SR-65	\$5,089,500	-	Post-2044	Post-2044
PLA25310	City of Lincoln	Road & Highway Capacity	Wise Rd.	Road Realignment and Widening: 2 lanes to 6 lanes from Access Rd (approx. 0.25 miles NE of Lincoln Blvd) to Dowd Rd	\$23,433,432	-	Post-2044	Post-2044
PLA25748	City of Lincoln	Road & Highway Capacity	Wise Road	Road Realignment and Widening: 2 lanes to 4 lanes from McCourtney Rd to Access Rd (approximately 0.25 miles NE of Lincoln Blvd)	\$10,603,137	-	Post-2044	Post-2044
PLA25749	City of Lincoln	Road & Highway Capacity	Wise Road Interchange	Interchange at Wise Road and SR-65	\$31,900,000	-	Post-2044	Post-2044
PLA25777	City of Lincoln	Road & Highway Capacity	Wise Road Overcrossing	Overcrossing at Wise Road and Lincoln Blvd	\$9,048,000	-	Post-2044	Post-2044
PLA25720	City of Rocklin	Road & Highway Capacity	Rocklin Road Widening B	Widen Rocklin Rd. to 6 lanes from I- 80 WB Ramps to West of Granite Drive.	\$236,875	-	Post-2044	Post-2044
PLA19810	City of Roseville	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	-	Post-2044	Project Development Only
PLA15740	City of Roseville	Road & Highway Capacity	Galleria Blvd.	Widen: 6 lanes from Berry to Roseville Pkwy.	\$1,500,000	-	Post-2044	Post-2044
PLA15600	City of Roseville	Road & Highway Capacity	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	\$5,000,000	-	Post-2044	Project Development Only
PLA25719	PCTPA	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.	\$55,000,000	-	Post-2044	Project Development Only

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA15070	Placer County	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.	\$60,000,000	-	Post-2044	Project Development Only
PLA25127	Placer County	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.	\$22,000,000	-	Post-2044	Project Development Only
PLA25757	Placer County	Road & Highway Capacity	Dyer Lane Widening	Widen Dyer Lane from Baseline Rd at Brewer Rd to Baseline Road near Fiddymont from 2 to 4 lanes in accordance with the Placer Vineyards Specific Plan.	\$10,025,700	-	Post-2044	Project Development Only
PLA20690	Placer County	Road & Highway Capacity	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	\$2,434,000	-	Post-2044	Project Development Only
PLA25724	Placer County	Road & Highway Capacity	SR 49 Widening B	Widen from 4 lanes to 6 lanes Locksley Lane to Dry Creek Road	\$8,350,650	-	Post-2044	Project Development Only
PLA20721	South Placer Regional Transportation Authority	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	-	Post-2044	Project Development Only
PLA25260	Town of Loomis	Road & Highway Capacity	Barton Rd. Widening	Widen: from Brace Rd. to S. Town limits to standard lane widths. Includes: bike lanes.	\$210,000	-	Post-2044	Post-2044
PLA25259	Town of Loomis	Road & Highway Capacity	Brace Rd.	Widen from Sierra College Blvd. to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	\$100,000	-	Post-2044	Post-2044
PLA25258	Town of Loomis	Road & Highway Capacity	Brace Rd. / Horseshoe Bar Rd.	Road Realignment: two existing intersections into one intersection. Includes: related signalization improvements.	\$60,000	-	Post-2044	Post-2044
PLA25708	Town of Loomis	Road & Highway Capacity	Brace Rd. Phase 2	Widen from I-80 Overpass to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	\$100,000	-	Post-2044	Project Development Only
PLA16350	Town of Loomis	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	-	Post-2044	Post-2044
PLA25597	Town of Loomis	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	-	Post-2044	Post-2044
PLA15350	Town of Loomis	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	-	Post-2044	Project Development Only
PLA20510	Town of Loomis	Road & Highway Capacity	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	\$3,000,000	-	Post-2044	Project Development Only

PROJECT ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2018 Dollars)	TOTAL COST (YOE)	COMPLETION TIMING	STATUS
PLA25600	Town of Loomis	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	-	Post-2044	Post-2044

Appendix F

RTP Objectives and Related Short-Range and Long-Range Actions



The following table shows the links between the RTP goals and Objectives outlined in Chapter 5 - Policy Element and the short-range and long-range actions listed in the Action Element, as well as the Air Quality and Financial Elements.

Short-Range & Long-Range Actions	RTP Objective
GOAL 1: HIGHWAYS/STREETS/ ROADWAYS	
<p>Short Range Action #1. Continually develop and implement innovative approaches to delivering projects as quickly and cost effectively as possible. (PCTPA, project sponsors)</p>	<p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p>Short Range Action #2. Obtain funding for and construct high priority regional road network projects shown in Figure 6.1-4. (PCTPA, SPRTA, Caltrans, jurisdictions)</p>	<p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p>Short Range Action #3. Identify deficiencies and/or future congestion impacts on the regional road network. (PCTPA, Caltrans, jurisdictions)</p>	<p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p>Short Range Action #4. Identify and pursue additional funding sources, as appropriate. (PCTPA, Caltrans, jurisdictions)</p>	<p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p>Short Range Action #5. Maintain street and highway system, including vegetation management. (Caltrans, jurisdictions)</p>	<p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> <p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p>Short Range Action #6. Identify and implement operational improvements on local streets and roads. (Jurisdictions)</p>	<p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> <p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p>Short Range Action #7. Consider the concept of complete streets when developing and implementing local roadway improvement projects. (Jurisdictions)</p>	<p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p>Short Range Action #8. Improve select rural roads to an urban standard that serve new Blueprint development on the urban edge. (Jurisdictions))</p>	<p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #9. Continue to participate in the Caltrans system planning and corridor planning processes. (PCTPA, jurisdictions, Caltrans)</p>	<p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p>Short Range Action #10. Consider access management strategies along older retail corridors to improve economic performance. (Jurisdictions, transit operators, Caltrans)</p>	<p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p>Short Range Action #11. Begin construct the Placer Parkway connecting from SR 65 to SR 70/99. (PCTPA, , SPRTA, Caltrans, jurisdictions, other state/federal agencies)</p>	<p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p>Long Range Action #2. Continue to implement the actions called for in the short range action plan. (PCTPA, Caltrans, jurisdictions, other state/federal agencies)</p>	<p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p>GOAL 2: PUBLIC TRANSIT</p>	
<p>Short Range Action #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)</p>	<p>FUNDING OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>
<p>Short Range Action #2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs. (PCTPA, transit operators, WPCTSA)</p>	<p>FUNDING OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>
<p>Short Range Action #3. Update the short range transit plans for Auburn, Roseville, Placer County, and the Western Placer CTSA. (PCTPA, jurisdictions, transit operators, WPCTSA)</p>	<p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #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)</p>	<p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>
<p>Short Range Action #10. Implement and/or modify paratransit services to continually meet the requirements of the Americans with Disabilities Act. (PCTPA, transit operators)</p>	<p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p>Short Range Action #11. Continue to coordinate and consolidate social service transportation whenever possible. (PCTPA, WPCTSA, social service agencies)</p>	<p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #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)</p>	<p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p>Long Range Action #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)</p>	<p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> <p>OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p>Long Range Action #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 2040, with a focus on coordination and integration opportunities. (PCTPA, transit operators, WPCTSA, jurisdictions)</p>	<p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> <p>OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p>GOAL 3: PASSENGER RAIL</p>	
<p>Short Range Action #1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. (PCTPA, CCJPA, Caltrans, jurisdictions)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Short Range Action #2. Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. (PCTPA, CCJPA, Caltrans, jurisdictions, UPRR)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short and Long Range Action #3. Continue to partner with CCJPA to promote destination and rail travel to / from Placer County (<i>PCTPA and CCJPA</i>)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Short Range Action #4. 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)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Short Range Action #5. Support the allocation of Proposition 1A high speed rail bond funding to the Capitol Corridor from the California Transportation Commission (<i>PCTPA and jurisdictions</i>)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Short Range Action #6. Support the allocation Of Cap and Trade funding to the Capitol Corridor from the California Transportation Commission (PCTPA, CCJPA, and jurisdictions)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Long Range Action #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)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Long Range Action #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)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p>Long Range Action #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)</p>	<p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>

Short-Range & Long-Range Actions	RTP Objective
GOAL 4: AVIATION	
<p>Short Range Action #1. Continue efforts to avoid conflicts over noise issues. (PCTPA, airport operators)</p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE B: Update and revise Airport Master Plans as necessary.</p> <p>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.</p> <p>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).</p>
<p>Short Range Action #2. Continue to protect airspace and runway approaches. (PCTPA, airport operators)</p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>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).</p>
<p>Short Range Action #3. Continue to upgrade navigational equipment as needed. (<i>Jurisdictions, airport operators</i>)</p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p>
<p>Short Range Action #4. Promote public awareness of airport services and benefits. (<i>PCTPA, jurisdictions, airport operators</i>)</p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p>
<p>Short Range Action #5. Maintain and improve existing airport facilities in accordance with adopted airport master plans, as updated. (<i>Jurisdictions, airport operators</i>)</p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE B: Update and revise Airport Master Plans as necessary.</p> <p>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).</p>
<p>Short Range Action #6. Assist operators of public use airports in pursuing funding sources. (<i>PCTPA, airport operators</i>)</p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>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.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #7. Explore opportunities to improve passenger and cargo airport ground access to relieve potential bottlenecks around airports through local road and intersection improvements <i>(PCTPA, jurisdictions)</i></p>	<p>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.</p>
<p>Short Range Action #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. <i>(Caltrans Division of Aeronautics, jurisdictions)</i></p>	<p>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.</p>
<p>Short Range Action #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, and update the Placer County ALUCP, as necessary. <i>(PCTPA, jurisdictions, SACOG, Sacramento County)</i></p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE B: Update and revise Airport Master Plans as necessary</p> <p>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).</p>
<p>Short Range Action #10. Work cooperatively with NCTC to address Truckee-Tahoe Airport ALUCP coordination issues. <i>(PCTPA, NCTC)</i></p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>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).</p>
<p>Short Range Action #11. Encourage Placer County to initiate the State-mandated requirement to update its General Plan and supporting planning documents to be consistent with the Placer County ALUCP. <i>(PCTPA, Placer County)</i></p>	<p>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).</p>
<p>Short Range Action #12. Prepare a comprehensive update of the Placer County ALUCP, once the Caltrans Division of Aeronautics State Handbook update is completed. <i>(PCTPA)</i></p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>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).</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Long Range Action #1. Continue to implement the actions outlined in the short range action plan. <i>(PCTPA, jurisdictions, airport operators)</i></p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE B: Update and revise Airport Master Plans as necessary.</p> <p>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.</p> <p>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).</p>
<p>Long Range Action #2. Encourage more flexible use of airport revenues for off-airport ground access projects <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>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.</p>
<p>GOAL 5: GOODS MOVEMENT</p>	
<p>Short Range Action #1. Identify obstacles that prevent or impede goods movement. <i>(PCTPA, jurisdictions, industry).</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p>Short Range Action #2. Encourage industry to maximize use of rail and air for the transportation of goods. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p>Short Range Action #3. Support the development of grade separations of railroad tracks where necessary. <i>(PCTPA, jurisdictions, Caltrans)</i></p>	<p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p>Short Range Action #4. Support the designation of hazardous waste routes by federal and state regulators. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p>Short Range Action #5. Designate a subregional or countywide backbone truck route <i>system (PCTPA, jurisdictions, Caltrans)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #5. Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods. <i>(PCTPA, jurisdictions, Caltrans)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p>Short Range Action #7. Support local development of truck parking <i>strategies (PCTPA, jurisdiction and industry)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p>Short Range Action #8. Specially designate roads that connect key agricultural producers with processing facilities and the regional road network. <i>(Jurisdictions)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p>Short Range Action #9. Act as a resource to local jurisdictions for interrelationship of industrial and wholesale land use and transportation planning. <i>(PCTPA)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p>Long Range Action #1. Continue to implement the actions outlined in the short-range action plan. <i>(PCTPA, Caltrans, jurisdictions, industry)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p>Long Range Action #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 <i>(PCTPA, SACOG, APCDs, jurisdiction and industry)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p>Long Range Action #3. Coordinate goods movement plans and projects <i>(PCTPA, Caltrans, jurisdictions, SACOG)</i></p>	<p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>

Short-Range & Long-Range Actions	RTP Objective
<i>GOAL 6: ACTIVE & ALTERNATIVE TRANSPORTATION (NEVS)</i>	
<p>Short Range Action #1. Identify issues and problems pertaining to active and alternative transportation. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p> <p>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.</p>
<p>Short Range Action #2. Develop policies for the allocation of funds and processing of claims active and alternative transportation projects. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p>
<p>Short Range Action #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)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #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)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p>
<p>Short Range Action #6. Encourage PCTPA member jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay projects. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p>
<p>Short Range Action #7. Pursue new revenue sources for active and alternative transportation development. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p>
<p>Short Range Action #8. Review existing abandoned railroad corridors for possible conversion to active and alternative transportation facilities. (PCTPA, jurisdictions)</p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p>
<p>Short Range Action #9. Promote the beneficial aspects of active and alternative transportation through Spare the Air, Bike-to-Work Month, and other similar programs. (PCTPA, jurisdictions, Caltrans)</p>	<p>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.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Long Range Action #1. Continue to implement the actions outlined in the short range action plan. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p> <p>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.</p>
<p><i>GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT (TSM)</i></p>	
<p>Short and Long Range Action #1. Work cooperatively with neighboring jurisdictions to implement ITS improvements that would support TSM efforts in the region. <i>(PCTPA, SACOG, TRPA, NCTC, EDCTC, Sierra County, Caltrans)</i></p>	<p>OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p>
<p>Short and Long Range Action #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. <i>(SACOG, SMAQMD, PCTPA, City of Roseville, local employers)</i></p>	<p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p>Short and Long Range Action #3. Continue to work cooperatively with area school districts on outreach to children in educating them about the benefits realized through the use of alternative transportation.</p>	<p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> <p>OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Short and Long Range Action #4. Implement traffic flow improvements on regionally significant roadways. <i>(PCTPA, jurisdictions, Caltrans)</i></p>	<p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short and Long Range Action #5. Improve and expand public transportation systems (bus and rail) as feasible, to maintain existing and increase new ridership. <i>(PCTPA, CCJPA, transit operators)</i></p>	<p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p>Short and Long Range Action #6. Develop and expand facilities to support the use of alternative transportation such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations. <i>(PCTPA, CCJPA, jurisdictions, Caltrans)</i></p>	<p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p>Short and Long Range Action #7. Increase the awareness of alternative transportation options in Placer County through outreach, educational and incentive programs. <i>(PCTPA, jurisdictions, transit operators)</i></p>	<p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p>Short and Long Range Action #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.</p>	<p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p>Short and Long Range Action #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.</p>	<p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> <p>OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Short Range Action #1. Maximize the operating efficiency of the existing surface transportation system. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Short Range Action 2. Improve the safety of travel into, through, and out of the Tahoe Gateway Region. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p> <p>RECREATIONAL TRAVEL OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Intelligent Transportation Systems Short Range Action #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. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Short Range Action #4. Provide more effective and convenient transit services. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, transit operators, SACOG)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p> <p>PUBLIC TRANSIT OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p>
<p>Intelligent Transportation Systems Short Range Action #5. Ensure efficient commercial vehicle operations into, through and out of the Tahoe Gateway Region. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Short Range Action #6. Ensure the long-term viability of ITS in the Tahoe Gateway Region. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, FHWA)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Short Range Action #7. Maintain an ITS program that is compatible and supported by National ITS efforts. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans, FHWA)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Long Range Action #1. Continue implementation (deployment, operations, and maintenance) of the Tahoe Gateway Counties ITS. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Long Range Action #2. Continue implementation (deployment, operations, and maintenance) of the Sacramento Region ITS. <i>(PCTPA, El Dorado County, Sacramento County, Sutter County, Yolo County, Yuba County, jurisdictions, Caltrans, SACOG, FHWA)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Intelligent Transportation Systems Long Range Action #3. Continue regional ITS management via each member County, neighboring regions, and other agencies, organizations, and individuals. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Long Range Action #4. Mainstream or incorporate ITS technologies into the planning process as stand-alone projects and/or as part of larger transportation projects. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p>Intelligent Transportation Systems Long Range Action #5. Ensure that the Regional ITS Architecture Maintenance Plan continues to be implemented. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)</i></p>	<p>TSM OBJECTIVE C: Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><i>GOAL 8: RECREATIONAL TRAVEL</i></p>	
<p>Short and Long Action #1. Promote and use intelligent transportation systems (ITS) to improve recreational travel. <i>(PCTPA, Caltrans, SACOG, TRPA, FHWA)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>
<p>Short and Long Range Action #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. <i>(SACOG, Caltrans, PCTPA, transit operators)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>
<p>Short and Long Range Action #3. Provide education and marketing of alternatives to the personal automobile. <i>(PCTPA, employers, resorts, TNT TMA, transit operators)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>
<p>Short and Long Range Action #4. Identify public infrastructure in need of expansion, as well as maintenance and repair to support tourism and recreation. <i>(PCTPA, jurisdictions, Caltrans, transit operators)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short and Long Range Action #5. Expand the availability of alternative transportation options (transit, rail, bike, pedestrian, airport shuttles) to driving the personal (private or rental) automobile. <i>(transit operators, PCTPA, jurisdictions, Capitol Corridor, employers, resorts)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>
<p>Short and Long Range Action #6. Provide coordinated feeder transit services to parks and attractions. <i>(transit operators, resorts, employers, Caltrans)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>
<p>Short and Long Range Action #7. Coordinate transportation planning with the tourism and resort industry to cooperatively develop, recommend, and implement transportation-related programs for improving recreational travel. <i>(resorts, employers, Caltrans, TNT TMA, transit operators)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>
<p>Short and Long Range Action #8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. <i>(PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>
<p>Short and Long Range Action #9. Work with primary marketing organizations to develop travel guides, way finding signage and to designate tourism routes. <i>(PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resort, business and merchant associations, visitors bureau, chambers of commerce's, recreation providers)</i></p>	<p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p>

Short-Range & Long-Range Actions	RTP Objective
<i>GOAL 9: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING</i>	
<p>Short Range Action #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. <i>(PCTPA, jurisdictions, SACOG, Caltrans, PCAPCD, CCJPA, Nevada County, Sacramento County, El Dorado County, Yuba County, Sutter County)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>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.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p>Short Range Action #2. Review local general and specific plans, and land use entitlement applications for consistency with airport land use plans. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p>
<p>Short Range Action #3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. <i>(PCTPA, jurisdictions, PCAPCD, Caltrans)</i></p>	<p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>
<p>Short Range Action #4. Continue to participate in the SACOG regional Blueprint planning efforts. <i>(PCTPA, jurisdictions, SACOG)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>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.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p>Short Range Action #5. Develop guidelines and/or policies to prioritize transportation projects that have air quality benefits while providing cost effective movement of people and goods. <i>(PCTPA, PCAPCD)</i></p>	<p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #6. Provide support for projects consistent with Placer County’s Ozone Reduction Ordinance, and also lead to reduced Greenhouse Gas emissions. <i>(PCTPA, PCAPCD)</i></p>	<p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>
<p>Short Range Action #7. Encourage jurisdictions to develop roadways that complement Blueprint planned growth patterns, infill development, economic development programs , and requirements of infrastructure to support planned land uses <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p>Short Range Action #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.<i>(PCTPA, jurisdictions, transit operators)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>
<p>Short Range Action #9. Continue active participation in local and regional coordinating groups as well as statewide forums to maximize opportunities for transportation improvements in Placer County.<i>(PCTPA)</i></p>	<p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p>Short Range Action #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. <i>(PCTPA)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p>
<p>Short Range Action #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. <i>(PCTPA, jurisdictions, Caltrans, CCJPA)</i></p>	<p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p>
<p>Short Range Action #12. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Short Range Action #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. <i>(PCTPA, jurisdictions, transit operators, Caltrans)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p>
<p>Short Range Action #14. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities. <i>(PCTPA, jurisdictions, transit operators)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>
<p>Short Range Action #15. Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. <i>(PCTPA, jurisdictions, transit operators, Caltrans)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>
<p>Short Range Action #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. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p>
<p>Short Range Action #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. <i>(PCTPA, jurisdictions, Caltrans)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p>
<p>Short Range Action #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. <i>(PCTPA, jurisdictions, transit operators, Caltrans)</i></p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Long Range Action #1. Integrate land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental standards.</p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p>Long Range Action #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.</p>	<p>OBJECTIVE C: Ensure that transportation satisfy regional air quality conformity standards.</p>
<p>Long Range Action #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.</p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p>Long Range Action #4. Coordinate and arrange for regional workshops focused on the incorporation of “smart growth” and transportation project planning.</p>	<p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p>Air Quality Element Short and Long Range Action #1. Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs and projects. (<i>PCTPA, jurisdictions, PCAPCD</i>)</p>	<p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Air Quality Element Short and Long Range Action #2. Prioritize and recommend transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p>	<p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p>PUBLIC TRANSIT OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p>
<p>Air Quality Element Short and Long Range Action #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. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p>	<p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p>PUBLIC TRANSIT OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership</p>
<p>Air Quality Element Short and Long Range Action #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. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p>	<p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p>PUBLIC TRANSIT OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership</p>
<p>Air Quality Element Short and Long Range Action #5. 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. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p>	<p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p>
<p>Air Quality Element Short and Long Range Action #6. Expand the use of alternative fuels to reduce impacts on air quality and GHG emissions. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p>	<p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p>
<p>GOAL 10: FUNDING</p>	
<p>Regional Roadway Short Range Action #2. Obtain funding for and construct high priority regional road network projects shown in Figure 3-1. <i>(PCTPA, Caltrans, jurisdictions)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Regional Roadway Short Range Action #4. Identify and pursue additional funding sources, as appropriate. <i>(PCTPA, Caltrans, jurisdictions)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Regional Roadway Short Range Action #6. Develop Regional Transportation Improvement Program. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>
<p>Public Transit Short Range Action #1. Continue to maximize the available Federal Transit Administration (FTA) funds through the Section 5311 (rural transit) and Section 5307 (urban transit) programs, and other FTA discretionary programs. <i>(PCTPA, transit operators)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Public Transit Short Range Action #2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs <i>(PCTPA, transit operators)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>
<p>Public Transit Short Range Action #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. <i>(PCTPA, jurisdictions, transit operators, CTSA)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>
<p>Passenger Rail Short and Long Range Action #1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. <i>(PCTPA, CCJPA, Caltrans, jurisdictions)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Passenger Rail Short and Long Range Action #4. Support Capitol Corridor program / project applications for high-speed rail funding from the Federal Railroad Administration (FRA). <i>(PCTPA, CCJPA, Nevada County Transportation Commission, Regional Transportation Commission, jurisdictions, federal representatives)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Passenger Rail Short and Long Range Action #5. Support the allocation of Proposition 1A high speed rail bond funding to the Capitol Corridor from the California Transportation Commission <i>(PCTPA and jurisdictions)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>

Short-Range & Long-Range Actions	RTP Objective
<p>Aviation Short Range Action #6. Assist operators of public use airports in pursuing funding sources. <i>(PCTPA, airport operators)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Aviation Long Range Action #2. Encourage more flexible use of airport revenues for off-airport ground access projects <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Non-Motorized Transportation and Low-Speed Vehicles Short Range Action #2. Develop policies for the allocation of funds and processing of claims for non- motorized and low-speed projects. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p>
<p>Non-Motorized Transportation and Low-Speed Vehicles Short Range Action #5. Pursue new revenue sources for low speed and non-motorized transportation development. <i>(PCTPA, jurisdictions)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Recreational Travel Short and Long Range Action #8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. <i>(PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Integrated Land Use, Air Quality, and Transportation Planning Short Range Action #3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion.</p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p>Financial Element Short and Long Range Action #1. Encourage multi-agency package of projects for federal and State funding programs, where a regional strategy may improve chances of success. <i>(PCTPA, jurisdictions, Caltrans, SACOG)</i></p>	<p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>

Appendix G

Financial Element Detailed Descriptions of Funding Programs



APPENDIX G-1

FINANCIAL ELEMENT - DETAILED DESCRIPTIONS OF FUNDING PROGRAMS

FEDERAL

Surface Transportation Block Grant Program (STBGP)

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) amended the Surface Transportation Block Grant Program, previously revised by the FAST Act in 2016. The IIJA provides an estimated annual average of \$14 billion for STBG, which States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the IIJA continues all prior STP eligibilities pre- and post-FAST Act, and adds the following new ones that may benefit jurisdictions in Placer County:

- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions,
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife,
- Installation of safety barriers and nets on bridges,
- Maintenance and restoration of existing recreational trails,
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure,
- Installation and deployment of current and emerging intelligent transportation technologies,
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility,
- Measures to protect eligible transportation facilities from cybersecurity threats,
- Projects to enhance travel and tourism,
- Replacement of low-water crossing with a bridge not on a Federal-aid highway, and
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane.

Funding for Transportation Alternatives (TA) is set aside from the overall STBG funding amount. After accounting for this set-aside, FHWA distributes 55 percent of a State's STBG funds based on population (suballocated), and the remaining funds are available for use anywhere in the State.

The IIJA also continues to require FHWA to set aside a portion of a State's STBG funds (increased to 20 percent of the State's FY 2009 Highway Bridge Program apportionment) for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines that the State's needs are insufficient to justify this amount. Finally, it allows states to use up to 15% of certain categories of suballocated STBG funds for projects in areas with a

population of no more than 49,999 for roads functionally classified as rural minor collectors or local roads, and/or critical rural freight corridors designated under Federal regulations..

Congestion Mitigation and Air Quality Program (CMAQ)

The CMAQ program, continued in the IIJA at an estimated average annual funding level of approximately \$2.6 billion, provides a funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas), as well as former nonattainment areas that are now in compliance (maintenance areas). States with no nonattainment or maintenance areas may use their CMAQ funds for any CMAQ- or STBG-eligible project.

Under the IIJA, a State with PM_{2.5} (fine particulate matter) nonattainment or maintenance areas must use 25% of its apportioned CMAQ funds attributable to the weighted population of such areas in the State to address PM_{2.5} emissions in those maintenance areas. The IIJA continues all prior CMAQ eligibilities including, but not limited to, public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) and V2I communication equipment, and adds the following new ones:

- Shared micromobility, including bikesharing and shared scooter systems,
- Purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment,
- Modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and like to contribute to attainment or maintenance of national ambient air quality standards, and
- Alternative fuel projects, vehicle refueling infrastructure that would reduce emission from nonroad vehicles and nonroad engines in construction projects or port-related freight operations.

Transportation Alternative Set-Aside

The IIJA continues the Transportation Alternatives (TA) set-aside from the Surface Transportation Block Grant (STBG) program. These set-aside funds include all projects and activities that were previously eligible under the FAST Act's TA program, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The IIJA sets aside an average of \$1.34 billion per year for TA.

Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects.

After the set-aside for the Recreational Trails Program, the IIJA requires FHWA to distribute 59 percent of TA funds to areas based on population (suballocated), with the remainder available for use anywhere in the State. States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for the use of TA funds. Eligible applicants include tribal governments, MPOs (representing an area with less than a population of 200,000), local governments, transit agencies, school districts, and a new eligibility for any nonprofit organizations.

National Highway Performance Program

Provides an estimated average of \$28.7 billion per year for the NHPP, which will support the condition and performance of the National Highway System (NHS), enable the construction of new facilities on the NHS, and ensure that investments of Federal-aid funds in highway construction are directed to support progress toward achieving performance targets established in a State's asset management plan for the NHS. The IIJA also maintains all prior NHPP eligibilities established in the FAST Act and adds the following new eligibilities:

- Undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project,
- Resiliency improvements on the NHS, including protective features, and
- Activities to protect NHS segment from cybersecurity threats.

Highway Bridge Replacement and Rehabilitation Program (HBRR)

The intent of the Highway Bridge Replacement and Rehabilitation program is to rehabilitate or replace bridges that are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Deficient highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads. HBRR funds may be used for:

- The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor;
- The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects;
- The replacement of low-water crossings;
- Bridge painting and bridge railing replacement;

- Seismic retrofit;
- Engineered scour countermeasures, and
- Bridge approach barrier and railing replacement.

Funding is distributed by continuous competitive project selection through Caltrans and requires non-federal matching funds. The maximum federal reimbursement rate is 88.53 percent.

Highway Safety Improvement Program (HSIP)

Safety throughout all transportation programs remains DOT's number one priority. Consistent with this, the IJA continues the successful HSIP, providing estimated average annual funding of approximately \$3 billion and reserving a portion of this funding for the Railway-Highway Crossings Program. The Act also reserves \$3.5 million per year from HSIP for work zone and guardrail safety training, Operation Lifesaver, and safety clearinghouses.

The IJA continues to require States to pursue under HSIP a data-driven, strategic, and performance-focused approach to improving highway safety on all public roads. The Act clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (most of which are infrastructure safety-related). It also adds several activities to the list, including V2I communication equipment and certain pedestrian safety improvements. Unlike previous prohibitions under MAP-21 regulations, the IJA allows States may to now use HSIP funds to purchase, operate, or maintain an automated traffic enforcement system that captures an image of a vehicle.

Railroad/Highway At-Grade Crossing Program (Section 130)

The IJA continues the Railway-Highway Crossings Program, providing funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. This funding continues as a set-aside from HSIP, which the FAST Act reserves at an average of \$245 million per year. To be eligible the project location must be a public road on both sides of the intersection and must be included on California's Section 130 Priority List. Railroad/highway at-grade crossing improvement projects include, but are not limited to, installation and upgrade of railroad protection systems to a state-of-the-art condition at grade crossings and grade crossing eliminations. Projects are evaluated under existing conditions and any roadway widening projects to improve roadway capacity will not be considered. The project must be delivered in the year programmed. Additionally, locations

that are funded will not be eligible for a subsequent project for ten years. The program is competitive and the federal reimbursement rate is 100 percent.

Emergency Relief Program (ER)

The ER program assists Federal, State, tribal, and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. ER is funded by a permanent authorization of \$100 million per year, so it did not require additional funding authorization under the FAST Act. However, the FAST Act does make two other changes to the program. First, it clarifies the eligibility of debris removal on facilities eligible under the Emergency Relief for Federally Owned Roads program. Second, it eliminates the prior ability of facilities under the Federal Lands Access Program to qualify for 100 percent Federal share under ER.

FTA Section 5307

5307 provides capital assistance funds, including preventative maintenance, for transit services in urbanized areas by formula. In Placer County, the 2000 Federal census expanded the urbanized area from Roseville/Rocklin to add Loomis and Auburn and unincorporated urban Placer County for eligibility for these funds. Because the FTA sees the overall Sacramento urbanized area as a single unit, Section 5307 funds are funneled to these areas via the Sacramento Regional Transit District.

FTA Section 5309

Capital investment grants for bus and rail modernization, fixed guideway facilities, and New Start projects.

FTA Section 5310

Section 5310 provides competitive grants on a statewide basis for capital improvements to transit services specifically targeted to the elderly and disabled. Examples of successful applications are typically new accessible transit vehicles, particularly vans and small busses. Caltrans administers this program in California, with the assistance of regional transportation planning agencies. The maximum federal reimbursement rate is 88.53 percent.

FTA Section 5311

Formerly known as the Section 18 program, Section 5311 provides operating and capital assistance funds for transit services in non-urbanized/rural areas by formula. Colfax, Lincoln, and rural Placer County are eligible for these funds. Caltrans administers this program, with the assistance of regional transportation planning agencies, which develop the annual Program of Projects.

Airport Improvement Program (AIP)

The Federal AIP provides funding directly to federally designated airports for the planning and development of public-use airports that are in the National Plan of Integrated Airport Systems (NPIAS). Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs, except for terminal hangers, and non-aviation development.

STATE

State funding also comes largely from the fuel tax, augmented by contribution from the state sales tax on motor fuel via Proposition 42. State funds are combined with funding from various federal programs through the biennial State Transportation Improvement Program (STIP) programming process and apportioned to the state highway system, rail projects, and other projects throughout the state on the basis of a geographically based formula. State programs of interest to Placer County include:

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program that assists state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner. All STIP projects must be capital projects (including project development costs) needed to improve transportation. These projects generally may include, but are not limited to, improving state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, safety, and environmental enhancement and mitigation, including TEA projects.

STIP funding is split 25% to the Interregional Transportation Improvement Program (ITIP) for projects nominated by Caltrans, and 75% to County Shares for the state's 58 counties for projects nominated in each county's Regional Transportation Improvement Program (RTIP),

as decided by regional agencies. The overall STIP is adopted by the California Transportation Commission (CTC), which can accept or reject each RTIP and ITIP in its entirety.

State Highway Operations and Protection Program (SHOPP)

The SHOPP is a ten year program developed by Caltrans for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the SHOPP are limited to capital improvements relative to maintenance, safety and operations, and rehabilitation of state highways and bridges which do not add capacity to the system. Caltrans updates the SHOPP periodically. The RTP includes the programmed portion of the SHOPP as well as planned investments over a ten year horizon.

Local Transportation Fund (LTF)

The Transportation Development Act (TDA) of 1971 added ¼% to the statewide sales tax to fund transit services throughout the state. These monies, known as the Local Transportation Fund, are returned to the county of origin for use to operate the transit systems in that area. The funds are administered by the regional transportation planning agency in accordance with TDA regulations. While the primary focus of the LTF is transit service, there are provisions for use of the funds for other transportation modes. For example, under Section 3 of the TDA statute, regions may elect to set aside up to two percent of the LTF for pedestrian and bicycle projects, and under Article 4.5, regions may elect to set aside up to five percent of the LTF for a Consolidated Transportation Service Agency (CTSA). In regions with less than 500,000 population, some funds may also be used for street and road purposes upon completion of an annual unmet transit needs process.

Funding levels vary both annually and by locale, depending on the sales tax generated.

State Transit Assistance (STA) Fund

In addition to the LTF, the Transportation Development Act (TDA) of 1971 also established a program of direct subvention for transit services through state generated funding, known as the Public Transportation Account (PTA). Funds are allocated through the annual state budget. Distribution is calculated by the State Controller and administered by the regional transportation planning agency. Funds are distributed under Section 99313 of the Public Utilities Code based on population, and under Section 99314 based on the fares generated by the various transit operators.

Highway-Railroad Grade Separation Program

The purpose of this program is to improve safety and to expedite the movement of vehicles by eliminating highway-rail crossings at grade. Agencies with jurisdiction over public roadways that cross railroad tracks are eligible to receive funds under this program. Three types of projects are considered: 1) the alteration or reconstruction of existing grade separations; 2) the construction of new grade separations to eliminate existing or proposed grade crossings; 3) the removal or relocation of roads or tracks to eliminate existing grade crossings. Projects must be included on the Public Utilities Commission list for eligibility, and are selected for funding on a competitive basis by Caltrans.

Current statutes require that \$15 million be included in each annual state budget for grade separation projects under this program. In general, State participation per project is limited to \$5 million or 80 percent of the project cost, whichever is less.

Active Transportation Program (ATP)

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

Fuel Taxes

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 first component is the base excise tax of 30^c per gallon, which includes a 12^c increase due to SB-1. The second component is a price based excise tax of 17.3^c a gallon that is adjusted to inflation beginning July 2019. These funds are then distributed by formula directly to cities and counties for street and road maintenance.

Motor Vehicle Fees

Vehicle registration and driver's license fees are deposited into the State's Motor Vehicle Account and are used to fund California Air Resource Board (CARB), California Highway Patrol (CHP) and Department of Motor Vehicle (DMV) programs and activities. Any balance from this account is deposited into the State Highway Account. Vehicle license fees are deposited into the State's Motor Vehicle License Fee Account and are used to fund Department of Motor Vehicle (DMV) programs and activities, and are also distributed based on population to cities and counties as local general funds.

California Aid to Airports Program (CAAP)

The CAAP encompasses three different programs administered by Caltrans Division of Aeronautics. These include discretionary grants for capital improvements, annual grants to general aviation airports, and matching funds for Federal Aviation Administration (FAA) grants.

LOCAL

Transit Fares

Funds generated by passenger fares on transit are used to help fund that transit system. Under the requirements of the TDA, fares must generate at least, 20% of the operating revenue for urban/suburban transit systems, and 10% of the operating revenue for rural transit systems and for CTSA services.

General Funds

At the discretion of the City Council or Board of Supervisors, city and county general funds generated primarily from property and local sales taxes may be used to augment transportation funding. With high demand on such funds, and generally low availability, general funds are not considered a strong source of transportation funding.

Traffic Impact Fees

Under state law, jurisdictions may impose fees on development that mitigate their impacts on local services. One common impact fee is for traffic generated by the new development on the road system. Fees must be backed by a traffic study that provides a nexus of the improvements to the traffic generated by the development, as required by AB 1600.

In 2002, Lincoln, Roseville, Rocklin, and Placer County formed the South Placer Regional Transportation Authority Joint Powers Authority to develop a regional traffic impact fee.

This fee, known as the Regional Transportation and Air Quality Mitigation Fee Program, is set to generate \$125 million for specified transportation projects through 2022.

In addition, each jurisdiction in Placer County has imposed a traffic impact fee of some type.

Traffic Mitigation Measures

Traffic mitigation decisions are, by necessity, made on a case-by case basis. Each development project is unique, and the extent and types of traffic mitigation measures selected for a project will be determined by the projected traffic characteristics of the project as well as the site in which it is located. Additionally, some development projects offer special traffic mitigation challenges and some measures will be better able than others to accomplish mitigation needs. Traffic mitigation is typically imposed through the environmental review process or as conditions of development approval.

Community Facilities Districts

In 1982, the Mello-Roos Community Facilities Act of 1982 was created to provide an alternate method of financing needed improvements and services. The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district or joint powers authority to establish a Community Facilities District (CFD), which allows for financing of public improvements or services when no other source of funding is available. CFDs are normally formed in undeveloped areas and are used to build streets, install water and sewer system, and other basic infrastructure so that new homes or commercial space can be built. CFDs are also used in older areas to finance new schools or other additions to the community. A CFD is created by a sponsoring local government agency. The proposed district would include all properties that benefit from the improvements to be constructed or the services to be provided. A CFD cannot be formed without a two-thirds majority vote of residents living within the proposed boundaries. Or, if there are fewer than 12 residents, the vote is instead conducted of current landowners.

Special Benefit Assessment Districts

The passage of Proposition 218 on November 6, 1996, established a strict definition of "special benefit," which applies to any new or increased assessments proposed after that date. In a reversal of previous law, a local agency is now prohibited by Proposition 218 from including the cost of any general benefit in an assessment apportioned to individual properties. Assessments are limited to those necessary to recover the cost of the special benefit provided the property. A special benefit means "a particular and distinct benefit over and above general benefits conferred on real property located in the district or the public at large. General enhancement of property value does not constitute special benefit. An example of a special benefit could include a transportation improvement meeting the specific

traffic needs within a geographic area. A special benefit assessment district cannot be formed without a two-thirds majority vote of residents living within the proposed assessment district boundaries

Exactions

An exaction may include a variety of development fees, construction of a public improvement or amenity as well as dedications, easements or a conveyance of land; for example, rights-of-way for a new road or widening of an existing road. Exactions are often demanded as permit conditions of development.

OTHER POTENTIAL FUNDING MECHANISMS

Local Transportation Sales Tax

Since 1984, state law has permitted counties to impose a sales tax dedicated to transportation purposes with the approval of a majority of the county voters.

In 1995, however, it was determined by the State Supreme Court that transportation sales taxes were special taxes and under Proposition 62, would require a 2/3 majority vote. This has made subsequent transportation sales tax approvals significantly more difficult. Nine counties - Santa Clara, Alameda, Riverside, San Diego, San Francisco, San Mateo, San Bernadino, Contra Costa, and Sacramento - have passed sales tax extensions since 1995. Only Marin and Sonoma Counties have been able to pass new sales tax measures in the last decade.

As of 2004, 18 counties have passed transportation sales taxes, representing 85 percent of the State's population, generating billions of dollars for transportation purposes in those counties. Should Placer pursue and pass a transportation sales tax, it is estimated it could generate \$930 million to \$1.25 billion over 30 years.

Local Option Motor Vehicle Fuel Tax

The State has raised the gas tax through the passage of Proposition 111 in 1990, rising to 18 cents per gallon. Senate Bill 215 authorizes counties to hold an election to tax local sales of gasoline. An increase in fuel tax requires a 2/3 approval of the general electorate. The statutes do not limit the amount of tax increase that may be voted upon. One advantage to a motor vehicle fuel tax is that it is user oriented. Fuel consumption is related to roadway use, thus users bear the burden of costs commensurate with their use.

User Fees

Some transportation providers and facilities may impose fees for the use of those facilities. Such user fees may include parking fees, airport landing fees, airplane hangar rental fees, and so on.

Ongoing state budget shortfalls have given rise to the concept of toll roads and high occupancy toll (HOT) lanes, which are both forms of user fees. In these scenarios, drivers would pay to use either totally separate facilities (toll roads) or to access high occupancy vehicle lanes in a single occupant vehicle (HOT lanes). Placer facilities that could lend themselves to this type of approach would be Placer Parkway (toll road or HOT lanes) and I-80 (HOT lanes only).

Public/Private Partnerships

Public/private partnerships involve cooperative development of projects involving the efforts of a private company and a public agency. Examples of joint development include the private development of a public facility, cooperative financing of public facilities, transfer of development rights, and density bonuses. The legal basis for joint development depends on the circumstances of the agreement; however, generally the authority to require dedication of land or exactions as a condition of development derives from the agency's police power to protect public interests.

Peak Hour Congestion Pricing

This is a fee charged to those using transportation facilities during the peak period. As a user charge, it is neither a tax nor a toll and, therefore, not subject to state or federal tax restrictions. Congestion pricing, while raising additional funds, has secondary benefits for transportation systems. The imposition of user charges creates a disincentive to the use of transportation systems during peak periods. This provides motivation for transportation system users to spread their use to non-peak periods. As a result, the system demand is more evenly distributed, thus creating greater efficiency of use.

Bond Measures

Cities and counties may issue general obligation bonds payable through increased property taxes by a 2/3 majority vote of the general electorate. These bonds may be used to fund government services, including transportation improvements.

APPENDIX G-2

EXCERPT FROM SACOG DRAFT 2020 MTP/SCS FINANCIAL ELEMENT

Plan Finances

Transportation investments and programs included in the 2023 MTP are constrained to a reasonable estimate of future funding sources. The funding to support these investments comes from a number of federal, state, and local sources, each with specific purposes and restrictions. The dollar amounts are presented in both current year dollars and nominal or year of expenditure (YOE) values. The MTP uses current year dollars to illustrate the magnitude of investments in terms of project costs and revenues that are relevant to today. However, federal statute requires regional transportation plans to also provide costs and revenues in YOE dollars for transparency in the overall investments planned for in the MTP.

In total, SACOG forecasts \$35.5 billion in revenues (\$46.9 billion YOE) over the planning period. On average, this comes out to approximately \$1.6 billion (\$2.1 billion YOE) per year over 22 years.

Conversion between Current Year and Year of Expenditure (YOE) Dollars

The federal Infrastructure Investment and Jobs Act (IIJA Act) requires that all cost estimates be escalated to year of expenditure or nominal values to express a realistic estimate of future construction costs. The average rate of inflation used in the MTP is 2.5 percent based on the last 20 years of data on the California consumer price index reported by the California Department of Finance.

For revenue forecasting, 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 the inflation rates described above to yield current year dollars.

For project cost estimates, project sponsors provide SACOG with project costs in current year dollars, which are then uniformly escalated to YOE dollars using the inflation rate described above through the assumed completion timeframe for the project. Projects listed in the Metropolitan Transportation Improvement Program are already provided in year of expenditure dollars, so no adjustments are made to these projects.

Summary of Revenue Sources and Assumptions

The MTP must be financially constrained, meaning that the amount of funding planned and programmed must not exceed the amount of funding estimated to be reasonably available within the planning period. To meet this requirement, the revenue assumptions in the plan are based on existing federal, state, and local sources of funding or SACOG Board-approved assumptions of future funding for transportation purposes. Each funding source is extrapolated at historic rates of growth or by reasonable assumptions about future trends to determine the total amount of that source that will be available for implementation of the MTP. Attachments A and B describe the available revenues for each funding source over five- and six-year increments throughout the planning period. In developing the MTP, SACOG has taken into consideration both

transportation funding revenues and the costs of building, operating, and maintaining the regional transportation system over 22 years (Federal FFY 2022-23 through FY 2043-44).

Compared to the plan adopted by the SACOG Board in November 2019, this minor update of the federal MTP component of the plan increases overall revenues by roughly \$500 million or by 1 percent from \$35 billion to \$35.5 billion. This increase is primarily due to higher than anticipated growth sales tax receipts since the adoption of the current plan. Overall growth rates for forecasted revenues remain consistent with the current plan.

Federal Funding

Federal funding assumptions are derived from the annual apportionments provided to SACOG by the federal government or from historic funding levels. The Infrastructure Investment and Jobs Act (IIJA), which was signed into law in 2021, sets the program structure and distribution formulas for federal transportation funds. SACOG projects funding from both the Federal Highway Administration and Federal Transit Administration Programs listed below, with revenue assumptions outlined in Table B.1.

Federal Highway Administration Programs

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Highway Bridge Program
- Other federal discretionary programs

Federal Transit Administration Programs

- Section 5307 Urbanized Area Formula Program
- Section 5309 Fixed-Guideway Capital Investment Grants
- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
- FTA 5311 Formula Grants for Rural Area
- FTA 5337 State of Good Repair Grants
- FTA 5339 Bus and Bus Facilities

Table B.1. Federal Revenue Sources and Assumptions

Federal Source	MTP
Congestion Mitigation and Air Quality (CMAQ)	<p>Base Year: 2023</p> <p>Key Assumptions: SACOG region will continue to receive CMAQ funds in a manner consistent with historic apportionments.</p> <p>Growth: 2.5% annual growth.</p>

Regional Surface Transportation Program (RSTP)	<p>Base Year: 2023</p> <p>Key Assumptions: SACOG region will continue to receive RSTP funds in a manner consistent with historic apportionments.</p> <p>Growth: 2.5% annual growth.</p>
Highway Bridge Program	<p>Base Year: 2023</p> <p>Key Assumptions: The region will continue to receive highway bridge program reimbursements for eligible activities that rehabilitate and replace structurally deficient bridges.</p>
FTA Funds: 5307, 5310, 5311, 5337, 5339	<p>Base Year: 2023</p> <p>Key Assumptions: SACOG region will continue to receive FTA funds in a manner consistent with historic apportionments.</p> <p>Growth: 2.5% annual growth.</p>
FTA 5309 Fixed-Guideway Capital Investment Grants	<p>Base Year: N/A</p> <p>Key Assumptions: Presume continuation of FTA grants for major rail expansion projects at up to 50% of new rail capital project costs.</p>

State Funding

Senate Bill 45 (SB 45) establishes the program structure and distribution formulas for most state transportation funds. The MTP assumes state funding will continue in a manner consistent with SB 45. Additionally, every two years, the California Transportation Commission (CTC) approves a STIP Fund Estimate that details the distribution of funding for state transportation programs that pass through the State Highway Account over a six-year period. The MTP's assumptions for state revenues, shown in Table B.2, are derived primarily from the 2018 State Transportation Improvement Program Fund Estimate (STIP-FE).

The state funding programs assumed in the MTP include:

- State Highway Operations and Protection Program - (SHOPP)
- State Transportation Improvement Program - (STIP) including;
 - Interregional - ITIP
 - Regional - RTIP
- State Cap and Trade Program
- State Transit Assistance - (STA)
- State Highway Maintenance
- Proposition 1B- Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA)

Table B.2. State Revenue Sources and Assumptions

State Source	MTP
State Highway Operations and Protection Program (SHOPP)	<p>Base Year: 2023</p> <p>Key Assumptions: Based on transfers from the State Highway Account (SHA), Federal Trust Fund, and the new excise tax on gasoline.</p> <p>Includes adjustments resulting from ABX8 6 and ABX8 9 (Gas Tax Swap) including 12% of the revenues generated by the new excise tax on gasoline following transfers for bond debt service.</p> <p>Growth: 1% average annual growth</p>
Interregional Transportation Improvement Program (STIP- ITIP)	<p>Base Year: 2023</p> <p>Key Assumptions: ITIP will continue to receive 25% of the total STIP allocations from the Federal Highway Trust Fund, State Highway Account, Public Transportation Account</p> <p>Growth: 4% average annual growth</p>
Regional Transportation Improvement Program (STIP- RTIP)	<p>Base Year: 2023</p> <p>Key Assumptions: RTIP will continue to receive 75% of the total STIP allocations from the Federal Highway Trust Fund, State Highway Account, Public Transportation Account and the new excise tax on gasoline.</p> <p>Growth: 4% average annual growth</p>
State Cap and Trade Program	<p>Base Year: 2023</p> <p>Key Assumptions: Cap and Trade revenues are made up of the 35% of auction proceeds that are allocated to Affordable Housing & Sustainable Communities, Intercity Rail, and Low Carbon Transit Programs. The region's capture of these revenues assumes SACOG member agencies receive revenues roughly equivalent the region's share of statewide population</p> <p>Growth: 5% average annual growth</p>
State Transit Assistance (99313, 99314, State of Good Repair)	<p>Base Year: 2023</p> <p>Key Assumptions: STA will continue to receive funding from sales taxes on diesel fuels consistent with current funding formulas.</p> <p>Growth: 1% average annual growth</p>
State Discretionary	<p>Base Year: N/A</p>

	<p>Key Assumptions: Assumes the region will capture roughly 5% of statewide competitive discretionary program funding.</p> <p>Growth: 2% average annual growth</p>
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Local Funding

Local revenues are based on historic funding from local sources for each city, county, transportation commission, and transit operator in the region. Local funding sources provide the majority of the funds that support the MTP and include:

- Local Transportation Fund (LTF)
- Sacramento County Measure A - (1/2-cent)
- Sacramento County New Measure A - (1/2-cent)
- Placer County Sales Tax – (1/2 -cent)
- Gas Tax Subventions
- Gas Tax Swap (Excise Tax Subventions)
- Other Local Funds
- Developer Contributions
- Transit Fares
- Roadway User Fees

Local-Option County Sales Taxes in the MTP

The MTP plans for two new local option countywide sales tax measures in the region; one in Sacramento County and one in Placer County. In Sacramento County this would institute a new ½-cent sales tax to support road investments, maintenance, and transit within the county of Sacramento. Placer County is also pursuing a new ½ cent sales tax measure to support transportation investments in that county.

In 2019, the California Governor signed AB1413 which authorized the Placer County Transportation Planning Agency (PCTPA) to levy a use tax for transportation purposes. Additionally, recent polling shows that two-thirds of voters may support a sales tax initiative to fund transportation investments in the county. See Attachment 1 at the end of this document for a summary of the most recent polling results. PCTPA is continuing to engage communities and key partners in the county, including SACOG, as well as monitor both economic and political trends to inform the development and timing of a future ballot measure. More information on PCTPA’s efforts, visit <https://www.keepplacermoving.com>.

Likewise, efforts continue in Sacramento County to bring a sales tax measure before voters to generate additional funding for transportation purposes consistent with the region’s long-range plan. In 2016, the last time the Sacramento Transportation Authority included a proposed sales tax on voter ballots, the measure fell just 1.3% shy of the 67% majority requirement needed to enact the new tax. Three of the largest cities within the county actually showed sufficient support

for the measure with the City Sacramento receiving more than 70% yes votes, Elk Grove with 67.6% yes, and Rancho Cordova receiving 67.3% yes. Since then, the STA has reviewed the reasons why the measure may have been unsuccessful including starting voter outreach late in the process, low voter turnout, and a high number (nearly 52,000) under votes. In 2022, a citizen's initiative was unsuccessful, in part due to lack of consistency with the regional transportation plan. In February 2023, the Sacramento Transportation Authority established a Future Transportation Funding Subcommittee to examine local transportation needs for a transportation funding measure, the level of revision that should be considered from prior efforts, and the process, timeline, and community engagement that should be considered in developing the new transportation funding source that is consistent with the regional plan. The subcommittee includes elected officials from each of the jurisdictions in Sacramento County as well as two citizen advisory members. In addition to the activities underway by the subcommittee, Sacramento County officials are working with the Greater Sacramento Economic Council to conduct additional polling and engagement to gauge and build community support for the measure.

While one or both of these local option measures may go forward in the first four years of the MTP, in 2024 or 2026, the plan takes a more conservative approach by not including any new revenue in the plan's financial forecast until 2030. This assumption provides sufficient time for county officials to place measures before voters ahead of any anticipated revenues in the regional plan with voting cycles occurring in 2024, 2026, and 2028. SACOG will not include any new sales tax revenues as "available" or "committed" for transportation purposes per federal guidance on financial constraint in non-attainment and maintenance areas. However, given the active efforts on both these measures, positive polling results in Placer County, and previous levels of support in Sacramento County, SACOG believes the assumption of future sales tax measures is reasonable for planning purposes in the later years of the plan. Assuming no revenues until after 2030 also avoids including non-committed funding for specific transportation projects within the years of the Metropolitan Transportation Improvement Program which currently programs funds out to 2026. SACOG is also working on a major update of the regional plan with an anticipated adoption date of November 2025 that will revisit the assumptions of new sales taxes based on the latest information available from the ongoing efforts in both counties.

Note on Roadway User Fees in the MTP

Advancements in technologies enabling greater use of electric and alternative fuel and highly efficient vehicles will continue to impact gas tax revenues. In California, the California Energy Commission estimates that statewide demand for gasoline will decrease by one to two percent annually over the next decade. At the same time, SACOG projections indicate that the total number of vehicle miles traveled (VMT) will increase by roughly 16 percent, despite a decrease in per capita VMT of nearly 8 percent by 2044. This additional demand on the roadways, paired with decreasing gas consumption, creates a significant challenge for a gas tax-based system and necessitates exploration of a replacement.

The MTP includes revenues from both tolling specific facilities and from a mileage-based fee that would replace existing state fuel taxes. This assumption is supported by both national and statewide efforts to explore mileage-based systems. In 2009, the National Surface Transportation

Infrastructure Financing Commission identified direct user fees, such as tolling and mileage fees, as the most viable replacement for fuel taxes in the long term. Currently, at least ten states, including California are exploring or testing mileage fees in some capacity. SACOG supports further research, development, and demonstration of mileage-based user fees specific to the Sacramento region to help build and maintain our regional transportation system. SACOG is currently leading an effort with the Southern California Association of Governments and San Diego Association of Governments to develop a pricing pilot program in support of the pricing assumptions included in the regional plan. The revenue forecast for the plan conservatively estimates that revenues generated from user fees will not be available until the last 10 years of the plan. However, testing and research efforts will begin immediately as are efforts to begin implementation on the first tolled facilities in the region on I-80 in Yolo County.

Table B.3. Local Revenue Sources and Assumptions

	MTP
Local Transportation Fund (LTF)	<p>Base Year: 2023</p> <p>Key Assumptions: ¼-percent general sales tax for transportation will remain in place at existing rate.</p> <p>Growth: 3% annual average growth</p>
Measure A	<p>Base Year: 2023</p> <p>Key Assumptions: ½-cent general sales tax in Sacramento County will remain in place at existing rate.</p> <p>Growth: 3% annual average growth</p>
New Measure A	<p>Base Year: N/A</p> <p>Key Assumptions: Equivalent of 1/2-percent general sales tax will begin in 2020 and last through the horizon year of the plan in 2040.</p> <p>Growth: 3% annual average growth</p>
Placer ½ cent sales tax	<p>Base Year: N/A</p> <p>Key Assumptions: Equivalent of 1/2-percent general sales tax will begin in 2020 and last through the horizon year of the plan in 2040.</p> <p>Growth: 3% annual average growth</p>
Gas Tax Subventions (Sec. 2103-2107.5) and SB1 Road Maintenance and Rehabilitation Account (Sec. 2031)	<p>Base Year: 2023</p> <p>Key Assumptions: Subventions will continue to flow to cities and counties based on existing formulas.</p> <p>Growth: 1% annual average growth</p>
Other Local Funds	<p>Base Year: 2023</p>

	<p>Key Assumptions: Based on 19-year historic average of budget information provided by local jurisdictions to the California State Controller. Contains all revenues from local sources dedicated to local streets and roads.</p> <p>Nominal Growth Rate: 2% average annual growth</p>
Developer Contributions	<p>Base Year: 2023</p> <p>Key Assumptions: Developer investments in new roadways keep pace with housing growth over the life of the plan.</p> <p>Growth: 2% annual average growth</p>
Transit Fare revenues	<p>Base Year: 2023</p> <p>Key Assumptions: Based on SACOG ridership projections and average fare per rider. Assumes future fare increases keep pace with inflation. Average fare per rider increases as more choice riders that pay closer to full fares increases to \$1.24 by 2040 (in 2019 dollars).</p>
Roadway User Fees	<p>Base Year: N/A</p> <p>Key Assumptions: Net revenue captured from roadway user fees including tolling and mileage-based fees that would replace the fuel tax. Revenues based on vehicle miles traveled on the region’s roadways. For estimating purposes, fees vary by location and time of day. The mileage-based user fee would replace the current gasoline tax and is estimated to range from 1 to 4 cents per mile.</p>

Appendix H

Placer County 2044 RTP Checklist



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Regional Transportation Plan Checklist for RTPAs

(Revised December 2016)

(To be completed electronically in Microsoft Word format by the RTPA and submitted along with the draft and final RTP to Caltrans)

Name of RTPA: Placer County Transportation Planning Agency

Date Draft RTP Completed: 04/15/2024

RTP Adoption Date (Anticipated): 06/26/2024

What is the Certification Date of the Environmental Document (ED)? 12/4/2019*

Is the ED located in the RTP or is it a separate document? Separate*

*PCTPA is not making substantial changes to the RTP constrained project list and therefore is relying on the 2040 RTP EIR. See Chapter 9 for more information.

By completing this checklist, the RTPA verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.216(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?

Yes/No	Page #
Yes	1-1
Yes	1-3, Ch. 5 & at the end of each action element.
Yes	1-3, Ch. 5,6,8
Yes	1-1, 1-2

Consultation/Cooperation

1. Does the RTP contain a documented public involvement process that meets the requirements of Title 23, CFR part 450.210(a)?

Yes	2-17, App, A & B
-----	------------------

	Yes/No	Page #
2. Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))	Yes	2-17, App, A & B
3. Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))	Yes	2-17
4. Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)	Yes	2-18, App, A & B
5. Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	2-18 & EIR, App B
6. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.216(j))	Yes	9-1, NOP & EIR process
7. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	2-4
8. Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	2-16, 2-17, 2-18
9. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	2-21, 2-22
10. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	2-19, Appendix B
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	2-3, 2-10, 6.2-17
12. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	1.7

13. If the RTPA made the election allowed by Government Code 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to Government Code 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?

Yes/No	Page #
N/A	

Modal Discussion

1. Does the RTP discuss intermodal and connectivity issues?
2. Does the RTP include a discussion of highways?
3. Does the RTP include a discussion of mass transportation?
4. Does the RTP include a discussion of the regional airport system?
5. Does the RTP include a discussion of regional pedestrian needs?
6. Does the RTP include a discussion of regional bicycle needs?
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) **(For RTPAs located along the coast only)**
8. Does the RTP include a discussion of rail transportation?
9. Does the RTP include a discussion of maritime transportation (if appropriate)?
10. Does the RTP include a discussion of goods movement?

Yes	Ch. 4
Yes	Ch. 6.1
Yes	Ch. 6.2
Yes	Ch. 6.4
Yes	Ch. 6.6
Yes	Ch. 6.6
N/A	
Yes	Ch. 6.3
N/A	
Yes	Ch. 6.5

Programming/Operations

1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?

Yes	Ch. 6.7
Yes	6.1-9, 6.1-19, 6.1-20, 6.1-21, 6.5-7, 6.6-5, 6.6-17, 6.6-18, 6.8-4, 6.10-9

3. Does the RTP contain a list of un-constrained projects?

Yes/No	Page #
	6.10-13. 6.10-14, 6.10-15, 6.17, 7-9,
Yes	App. E

Financial

- Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10) (“Should” for RTPAs)?
- Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (Government Code 65080(b)(4)(A))
- Do the projected revenues in the RTP reflect Fiscal Constraint? (Government Code 65080(b)(4)(A))
- Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))
- Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) (“Should” for RTPAs)
- After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))
- Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)
- Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)

Yes	Ch 8
Yes	6-4, 8-18
Yes	8-19, 8-14
Yes	App. D
Yes	8-9, 8-10, 8-17
Yes	8-14, 8-15
Yes	2-11
Yes	2-11

Environmental

- Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines? (2044 RTP is relying on 2040 RTP EIR, see Chapter 9)
- Does the RTP contain a list of projects specifically identified as TCMs, if applicable?
- Does the RTP specify mitigation activities? (23 CFR part 450.216(k))

Yes	9.1
No	
Yes	9.2 & App. J

- 4. Where does the EIR address mitigation activities?
- 5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?
- 6. Does the RTP specify the TCMs to be implemented in the region? (**federal nonattainment and maintenance areas only**)

Yes/No	Page #
Exec. Summary and appropriate chapters	
No	
N/A	

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by RTPA Executive Director or designated representative)

Matt Click, AICP

Print Name

April 1, 2024

Date

Executive Director

Title

Appendix I

Transportation Acronyms & Definitions



The following is a list of common acronyms used in transportation planning. Each acronym is accompanied by a brief definition.

- AB** **Assembly Bill**
Legislation that originates in the California assembly.

- ADA** **Americans with Disabilities Act**
Federal act that requires equal accessibility for persons with disabilities. It mostly comes into play with transit issues.

- ATP** **Active Transportation Program**
A competitive annual statewide and regional funding program for bicycle and pedestrian projects.

- ADT** **Average Daily Traffic**
Unit of measurement for the average amount of traffic that travels daily on a specific roadway(s).

- ALUC** **Airport Land Use Commission**
The designated body that deals with the compatibility of land use around airports to ensure the safety of the public while maintaining the integrity of the airport. PCTPA is the ALUC for Placer County.

- ALUCP** **Airport Land Use Compatibility Plan**
The plan that governs how jurisdictions will deal with land use around airports.

- APCD** **Air Pollution Control District**
The designated agency that deals with air quality requirements for both stationary source and mobile source (transportation-based) pollution. The Placer County Air Pollution Control District is the APCD for our area.

- ARB** **Air Resources Board (California)**
California agency responsible for protecting the State’s air.

- CAAA** **Clean Air Act Amendments**
The federal law that sets air quality standards for the nation, including procedures for meeting these standards and penalties for non compliance.

- CALTRANS** **California Department of Transportation**
The California Department of Transportation (Caltrans) is primarily responsible for the planning, design, construction, maintenance, and operation of the State’s transportation system.

- CAPTI** **Climate Action Plan for Transportation Infrastructure**
Completed by CalSTA in 2021, this planning document provides California state agencies with a road map for directing transportation spending to make California’s transportation network more resilient to climate change.

CASP	California Aviation System Plan <i>The California Aviation System Plan (CASP) is prepared by Caltrans every five years as required by the Public Utilities Code. The CASP integrates regional aviation system planning on a statewide basis.</i>
CCAA	California Clean Air Act <i>The State law that sets air quality standards for California, including procedures for meeting these standards and penalties for non compliance.</i>
CEQA	California Environmental Quality Act <i>The law that requires an assessment of the environmental impact of specified governmental actions, including procedures for making determinations.</i>
CIP	Capital Improvement Program <i>Jurisdictions and agencies prepare a Capital Improvement Program (CIP) which forecasts capital improvement needs, revenues and expenditures over a period of time varying from two to up to ten years.</i>
CMA	Congestion Management Agency <i>Under Proposition 111, passed in 1990, each county with an urbanized population of 50,000 or more was required to designate a CMA to perform specified duties to better integrate transportation, land use, and air quality. These duties were subsequently made voluntary, although PCTPA continues to administer a Transportation Demand Management program. PCTPA retains the designation as the CMA for Placer County.</i>
CMAQ	Congestion Mitigation and Air Quality <i>A funding program provided under Federal transportation legislation that targets a certain portion of Federal transportation dollars to projects that reduce congestion and/or improve air quality. PCTPA programs these funds through SACOG.</i>
CMP	Congestion Management Program <i>Under Proposition 111, passed in 1990, each county with an urbanized population of 50,000 or more was required to designate a CMA and adopt a program for integrating transportation, land use, and air quality decisions made by local jurisdictions. The CMP requirement was later made voluntary, although PCTPA continues to assist with transportation control measures.</i>
CO	Carbon Monoxide <i>A colorless, odorless, poisonous gas emitted by vehicle combustion.</i>
CTC	California Transportation Commission <i>A nine-member board, appointed by the Governor, that governs the State Transportation Improvement Program and other specified transportation funding programs.</i>

- CTSA** **Consolidated Transportation Service Agency**
A designation conferred by the Regional Transportation Planning Agency on a transit provider to coordinate and consolidate the efforts of the county's paratransit providers. The CTSA is eligible to receive Transportation Development Act funding.

- DOT** **Department of Transportation**
The federal department responsible for transportation programs established by Congress.

- EIR** **Environmental Impact Report**
An environmental document prepared to comply with the California Environmental Quality Act that provides an assessment of the environmental impacts of a proposed governmental action, as well as mitigation measures and findings.

- EIS** **Environmental Impact Statement**
An environmental report that documents the actions and processes implemented to comply with the National Environmental Protection Act. The Environmental Impact Statement (EIS) is required for any project involving federal funding.

- EPA** **Environmental Protection Agency**
The federal agency responsible for environmental protection and environmental programs established by Congress.

- FAST ACT** **Fixing Americas Surface Transportation Act**
The federal surface transportation bill authorized into law on December 4, 2015. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

- FHWA** **Federal Highway Administration**
The federal agency charged with overseeing compliance with federal requirements for highway projects. The FHWA also acts as a conduit to other federal agencies, such as US Fish & Wildlife, Army Corps of Engineers, and US Environmental Protection Agency, on transportation related permits, air quality conformity, and environmental documents.

- FSP** **Freeway Service Patrol**
A Freeway Service Patrol (FSP) is an umbrella term for a variety of programs implemented by government agencies, typically state Highway Patrols or Departments of Transportation, to reduce traffic congestion and improve highway safety by having specially marked and equipped vehicles patrol designated sections of roadway and provide incident management and motorist assistance.

- FTA** **Federal Transit Administration**

The federal agency charged with overseeing compliance with requirements for federally funded transit projects.

FY Fiscal Year
Begins July 1 of each year and ends June 30 the following year.

HCP Habitat Conservation Plan
Regional planning mechanism designed to protect an area’s unique ecological assets, while clearing regulatory obstacles toward continued economic growth and development.

HOV High Occupancy Vehicle
A passenger vehicle with 2 or more occupants sometimes referred to as a carpool.

IIJA Infrastructure Investment and Jobs Act of 2021
Also known as the Bipartisan Infrastructure Law (BIL), it was signed into law by President Biden on November 15, 2021. It authorized \$1.2 trillion for transportation and infrastructure spending with \$550 billion going towards “new” investments and programs.

IIP Interregional Improvement Program
A programming document prepared by the Caltrans District that designates the projects and amounts to be funded by the county's share of Interregional Choice funding. Every two years, the Caltrans ITIP, along with the RTIPs from California's 58 counties, are adopted into the State Transportation Improvement Program (STIP).

ITIP Interregional Transportation Improvement Program
The portion of the State Transportation Improvement Program that is controlled by Caltrans. ITIP funds are used by Caltrans to fund and construct projects of statewide importance on the state highway system.

ITS Intelligent Transportation Systems
Refers to techniques that use technology to improve transportation safety and mobility. Techniques may include changeable message signs to alert drivers of upcoming problems, sensors to detect ice on pavement, traffic monitoring cameras, and so on.

LOS Level of Service
A letter designation indicating the level of traffic congestion on a particular roadway or intersection, with "A" being free-flowing and "F" being gridlock.

LTF Local Transportation Fund
A funding source provided under the Transportation Development Act and administered by the regional transportation planning agency, for jurisdictions to operate local transit systems. The LTF is funded by 1/4% of the statewide sales tax, returned to the county of origin.

- MAP-21** **Moving Ahead for Progress in the 21st Century**
The successor legislation to SAFETEA-LU, MAP-21 covers the years 2012 – 2014, and has been extended three times under continuing resolutions. Funding levels for MAP-21 have remained essentially unchanged from SAFETEA-LU.

- SAFETEA-LU** **Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users**
The successor legislation to TEA-21, SAFETEA-LU covers the years 2004 - 2009. While funding levels increased, programs from TEA-21 remained essentially unchanged.

- MPO** **Metropolitan Planning Organization**
A federally designated agency that provides transportation planning and programming and other duties as specified for federal programs for a metropolitan area, as designated in the federal census. The Sacramento Area Council of Governments is the MPO for the six county Sacramento area.

- MTP** **Metropolitan Transportation Plan**
A federally required transportation planning document which inventories existing transportation systems, forecasts needs, and designates a funding-constrained list of projects for a 20 year horizon. This document is prepared by the Sacramento Area Council of Governments.

- MTIP** **Metropolitan Transportation Improvement Program**
A federally required document which lists federally funded and "regionally significant" transportation projects over a four year horizon. This document is then used to demonstrate air quality conformity, which is required for a transportation project to proceed.

- NEPA** **National Environmental Protection Act**
The federal law which outlines the processes required to determine the environmental impact of federal projects.

- NHS** **National Highway System**
The National Highway System consists of 163,000 miles of interstate highways and major primary roads.

- OWP** **Overall Work Program**
The document PCTPA prepares each year to outline the work the agency will be undertaking, including the specific activities, products, time lines, and budgets.

- PA & ED** **Project Approval and Environmental Document**
Project Approval and Environmental Document (PA&ED) include commitments between partners that apply to the PA&ED phase of the project covered by an agreement.

- PDT** **Project Development Team**

A Project Development Team (PDT) is an interdisciplinary team composed of key members of the project team and selected external stakeholders.

PMP Pavement Management Program

A Pavement Management Program (PMP) is a maintenance plan for streets.

PS&E Plans, Specifications and Estimate

This component includes all work to develop contract plans, specifications engineer's estimate, and contract bid documents, allocation of funds, contract award, and contract approval. In addition, environmental commitments must be resolved.

PSR Project Study Report

Project Study Reports (PSRs) are engineering reports whose purpose is to document agreement on the scope, schedule, and estimated cost of a project so that it can be considered for inclusion in a future programming document such as the STIP. PSRs are prepared for State highway projects. PSRs are also used by Caltrans for certain projects funded under the State Highway Operation and Protection Program (SHOPP) and for certain locally funded projects on the State highway system.

RCRC Regional Council of Rural Counties

An organization of rural counties that share information, and advocate for rural issues at the state level.

RCTF Rural Counties Task Force

A group of regional transportation planning agencies from rural counties that share information on rural transportation issues, and represent the rural perspective on policy issues with Caltrans and the California Transportation Commission.

RFP Request for Proposal

A Request for Proposal (RFP) is an early stage in a procurement process, issuing an invitation for suppliers, often through a bidding process, to submit a proposal on a specific commodity or service.

RIP Regional Improvement Program

Regional Improvement Program, funded through 75% of new STIP funding and subdivided by formula into county shares.

R-O-W Right-of-Way

Right-of-way is a strip of land granted for a transportation facility. It can also refer to legally granted access for a public thoroughway.

RSTP Regional Surface Transportation Program

One of the funding programs included in the federal transportation legislation. RSTP funds are the most flexible funding pot, and can be used for most transportation purposes.

- RTIP** **Regional Transportation Improvement Program**
A programming document adopted by the regional transportation planning agency (RTPA) that designates the projects and amounts to be funded by the county's share of Regional Choice funding. Every two years, the RTIPs from California's 58 counties, along with Caltrans ITIP, are adopted into the State Transportation Improvement Program (STIP).

- RTP** **Regional Transportation Plan**
A state required transportation planning document that inventories existing transportation systems, forecasts needs, and designates a funding-constrained list of projects for a 20 year horizon. This document is prepared by PCTPA.

- RTPA** **Regional Transportation Planning Agency**
A state designation for the countywide agency charged with certain tasks under California law, including administration of the Transportation Development Act, adoption of the Regional Transportation Improvement Program, and adoption of the Regional Transportation Plan.

- SACOG** **Sacramento Area Council of Governments**
The Metropolitan Planning Organization for the Sacramento region, SACOG also acts as the RTPA for Sacramento, Yolo, Sutter, and Yuba Counties.

- SAFE** **Service Authority for Freeway Emergencies**
A Service Authority for Freeway Emergencies administers a freeway callbox program.

- SECAT** **Sacramento Emergency Clean Air and Transportation Program**
A \$70 million program that combines \$20 million of Congestion Mitigation and Air Quality funds with \$50 million from the Traffic Congestion Relief Program to fund projects to repower older diesel engines with low polluting ones.

- SHOPP** **State Highway Operation Protection Program**
A program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation without increasing roadway capacity. The SHOPP is a four -year program of projects, approved by the CTC separately from the STIP cycle.

- SIP** **State Implementation Plan**
A State Implementation Plan (SIP) is the framework for the state's program to protect the air. It is not a single plan, but an accumulated record of a number of air pollution documents showing what the state has done, is doing, or plans to do to assure compliance with federal National Ambient Air Quality Standards (NAAQS) for "criteria" pollutants.

- SOV** **Single Occupancy Vehicle**
A vehicle with a driver only, and no additional passengers.

SRTP	Short Range Transit Plan <i>A document that assesses the existing conditions for a transit system, projects short term (usually five year) demand, and outlines a plan for meeting those needs. While PCTPA usually develops these plans, they are adopted by the jurisdiction's governing board.</i>
SSTAC	Social Service Transportation Advisory Council <i>An appointed committee which advises the PCTPA Board on the Unmet Transit Needs process, as required under the Transportation Development Act.</i>
STA	State Transit Assistance <i>A funding source provided under the Transportation Development Act. Revenues come through the state budget process.</i>
STIP	State Transportation Improvement Program <i>The programming document that is adopted every two years by the California Transportation Commission to designate the projects, schedule, and funding amount for the state's portion of the federal gas tax funds. Placer projects are included in the STIP via PCTPA's adopted Regional Transportation Improvement Program.</i>
TAC	Technical Advisory Committee <i>Public works and planning staff from each of the jurisdictions, Caltrans, and the Placer County Air Pollution Control District staff make up PCTPA's Technical Advisory Committee, which reviews and advises staff on issues before the Board.</i>
TART	Tahoe Area Regional Transit <i>The transit provider for the Tahoe area, including Truckee.</i>
TCM	Transportation Control Measure <i>Essentially interchangeable with Transportation Demand Management (TDM) and Transportation Systems Management (TSM), these describe techniques to reduce congestion and air quality problems by encouraging people to use alternative transportation or carpool. Some techniques include increased transit frequency, carpool match listing programs, or providing bike maps to employers.</i>
TDA	Transportation Development Act <i>Passed in 1971, the TDA requires every county to provide transit service to its residents, based on criteria of unmet transit needs that are reasonable to meet. The required transit service is funded by 1/4% of the state's sales tax, returned to the Regional Transportation Planning Agency in the county of origin.</i>
TDM	Transportation Demand Management <i>Strategies designed to reduce vehicular demand upon the existing transportation system.</i>
TEA	Transportation Enhancement Activities

One of the funding programs included in the federal transportation legislation (see ISTEA and TEA-21). TEA funds are targeted to provide enhancements over and above those normally provided for transportation projects, such as streetscape improvements, additional landscaping, or transportation museums.

TMA Transportation Management Association

A private non-profit association, usually made up of large employers, to develop and encourage use of TCMs. The Truckee/North Tahoe Transportation Management Association is the only TMA currently operating in Placer County.

TRO Trip Reduction Ordinance

An ordinance specifying requirements for employers to encourage their employees to use alternative transportation. Local jurisdictions were required to adopt these ordinances as part of Proposition 111, which passed in 1990, but compliance was later made voluntary.

TRPA Tahoe Regional Planning Agency

Amongst its many functions, TRPA is also the Regional Transportation Planning Agency and Metropolitan Planning Organization for the Tahoe Basin, including a portion of Placer County.

TSM Transportation System Management

Strategies designed to improve the efficiency and effectiveness of the existing transportation system.

VMT Vehicle Miles Traveled

Unit of measurement of how far a vehicle or vehicles have traveled in a day, month or year.

YTD Year-to-Date

Year-To-Date (YTD) represents the period starting January 1 of the current year and ending today.

ZEV Zero Emission Vehicle

A vehicle that produces no tailpipe pollutants. Electric vehicles and fuel cell vehicles are considered ZEVs.

Appendix J

Mitigation Monitoring Reporting Program



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TABLE 3.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AESTHETICS				
Impact 3.1-2: Substantial adverse effects on scenic resources or substantial degradation of visual character	<p>Mitigation Measure 3.1-1: The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:</p> <ul style="list-style-type: none"> • Design transportation systems in a manner where the surrounding landscape dominates. • Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material). • Design transportation systems such that landscape vegetation blends in and complements the natural landscape. • Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design. • Design grades to blend with the adjacent landforms and topography. 	Implementing Agency	Prior to Design Approval	
	<p>Mitigation Measure 3.1.2: Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic resources including historic buildings, trees, rocks, or scenic water features.</p> <p>If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.</p> <p>If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of</p>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.</p>			
<p>Impact 3.1-3: Creation of new sources of light and glare</p>	<p>Mitigation Measure 3.1-3: The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:</p> <ul style="list-style-type: none"> • Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used. • Luminaries will be directed away from habitat and open space areas adjacent to the project site. • Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways. • Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes. • Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences. 	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AGRICULTURAL RESOURCES				
Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract	<p>Mitigation Measure 3.2-1: Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance).</p> <p>If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.</p>	Implementing Agency	Prior to Design Approval	
Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands	<p>Mitigation Measure 3.2-2: Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities, and provide recommendations to the implementing agency.</p>	Implementing Agency	Prior to Design Approval	
AIR QUALITY				
Impact 3.3-2: Short-term - Conflict with, or Obstruct, the Applicable Air Quality Plan, Cause a Violation of Air Quality Standards, Contribute Substantially to an Existing Air Quality Violation, or Result in a Cumulatively Considerable Net Increase of a Criteria Pollutant in a Non-Attainment Area	<p>Mitigation Measure 3.3-1: The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with APCD Rule 228 (Fugitive Dust Emissions). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.</p>	Implementing Agency	Prepare DCP prior to Design Approval, implement DCP during construction.	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Impact 3.3-3: Occasional Localized Carbon Monoxide Concentrations from Traffic Conditions at Some Individual Locations	Mitigation Measure 3.3-2: The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.	Implementing Agency	Prior to Design Approval	
Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures	Mitigation Measure 3.3-3: Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and Placer County APCD Rule 228 -Fugitive Dust, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the APCD.	Implementing Agency	Prior commencement of construction activities	
CULTURAL AND TRIBAL RESOURCES				
Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5	Mitigation Measure 3.4-1: During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act. If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.</p>			
<p>Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074</p>	<p>Mitigation Measure 3.4-2: During environmental review of individual RTP improvement projects, the implementing agencies shall:</p> <ul style="list-style-type: none"> • Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual projects. • Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area • Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified. <p>In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate “substantial adverse changes” to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.</p> <p>Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:</p>	<p>Implementing Agency</p>	<p>Prior to Design Approval, and during construction activities</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. • If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery. • The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources. 			
Impact 3.4-3: Potential to directly or indirectly destroy a unique paleontological resource	Mitigation Measure 3.4-3: During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.	Implementing Agency	Prior to Design Approval	
Impact 3.4-4: Potential to disturb human remains, including those interred outside formal cemeteries	Mitigation Measure 3.4-4: Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated	Implementing Agency	Prior to Design Approval, and	

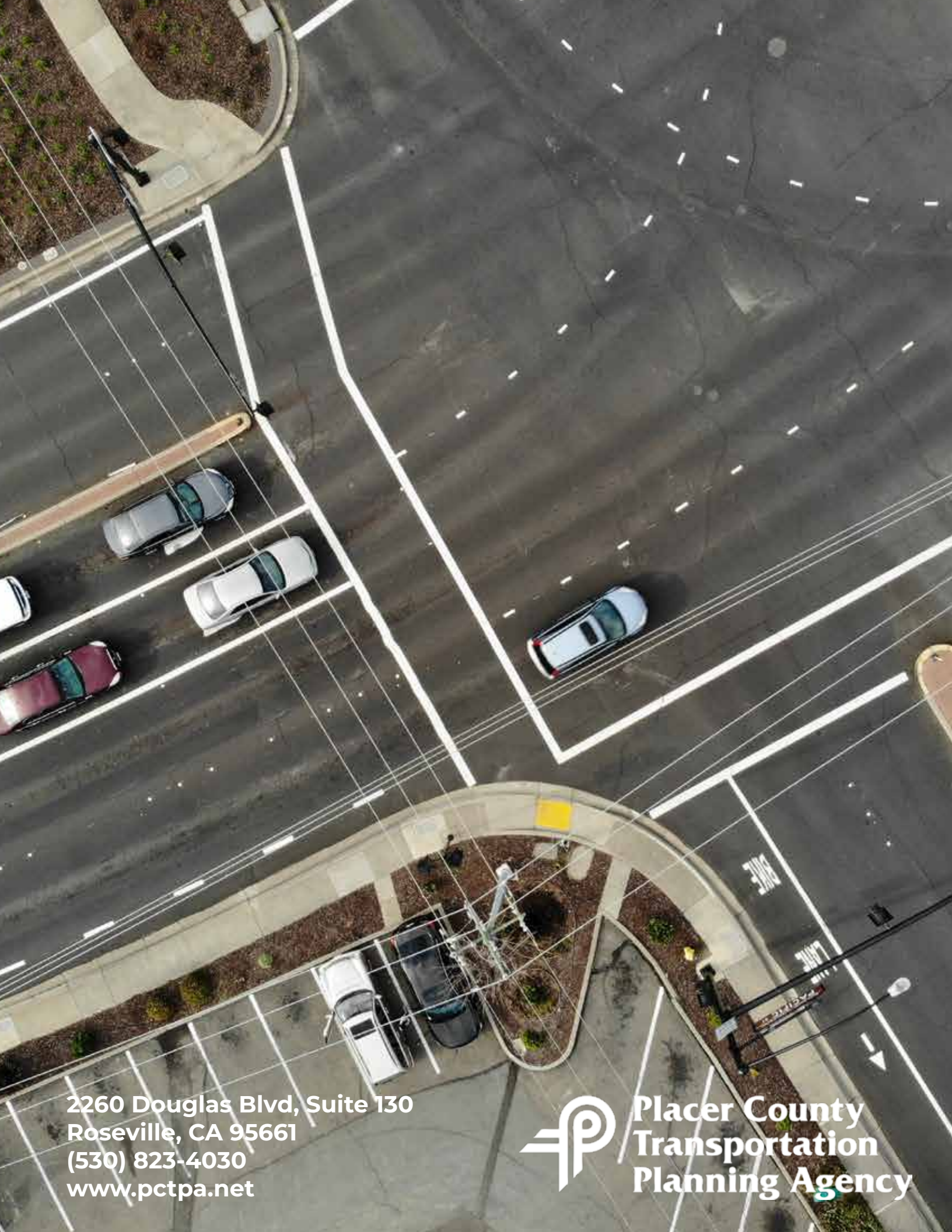
ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:</p> <ul style="list-style-type: none"> • The Placer County Coroner has been informed and has determined that no investigation of the cause of death is required. • If the remains are of Native American origin, either of the following steps will be taken: <ul style="list-style-type: none"> ○ The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. ○ The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs: <ul style="list-style-type: none"> ▪ The Native American Heritage Commission is unable to identify a descendent. ▪ The descendant identified fails to make a recommendation. ▪ The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. 		during construction	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
GREENHOUSE GAS EMISSIONS				
Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	<p>Mitigation Measure 3.5-1: The PCTPA should continue to explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The PCTPA should continue to participate and host programs that are deemed feasible by the PCTPA for the region to incentivize alternative transportation modes (e.g. Spare the Air program, Commuter Club, , and the \$10 Youth Summer Pass program,).</p>	Implementing Agency	On-going	
	<p>Mitigation Measure 3.5-2: The PCTPA should consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</p>	Implementing Agency	On-going	
	<p>Mitigation Measure 3.5-3: Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:</p> <ul style="list-style-type: none"> • Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed. • Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste. • Promote efforts to reduce peak energy demand in the design and operation of RTP projects. • Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects. • Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects. 	Implementing Agency	On-going	
	<p>Mitigation Measure 3.5-4: The PCTPA should coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse</p>	Implementing Agency	On-going	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>gas emissions. Some local agencies in Placer County have adopted a local CAP (Roseville, 2009 and Rocklin 2012), or are in the process of preparing a local CAP to address climate change and greenhouse gas emissions. Separately, Placer County also released a Draft Sustainability Plan in 2019. Local and regional CAPs should include the following components:</p> <ul style="list-style-type: none"> • Baseline inventory of GHG emissions from community and municipal sources. • A target reduction goal consistent with AB 32 and SB 32. • Policies and measures to reduce GHG emissions. • Quantification of the effectiveness of the proposed policies and measures. • A monitoring program to track the effectiveness and implementation of the CAP(s). <p>PCTPA’s role in the development of local and regional CAPs should include:</p> <ul style="list-style-type: none"> • Assistance in seeking and securing funding for the development of local and regional CAPs. • Collaboration with local and regional agencies throughout their respective planning processes. 			
	<p>Mitigation Measure 3.5-5: PCTPA has included alternative vehicle fueling/charging stations in the RTP. PCTPA should consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, PCTPA should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles. 	Implementing Agency	On-going	

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	<ul style="list-style-type: none"> To the extent that is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. 			
LAND USE AND POPULATION				
Impact 3.6-1: Physical division of an established community	<p>Mitigation Measure 3.6-1: Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.</p>	Implementing Agency	Prior to Design Approval	
TRANSPORTATION AND CIRCULATION				
Impact 3.7-2: The Proposed project could result in the alteration of present patterns of vehicular, bicycle, and pedestrian circulation, increased traffic delay, and increased traffic hazards during construction of future projects	<p>Mitigation Measure 3.7-1: The implementing agencies shall develop a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period. As part of the traffic control plan, project proponents shall coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities.</p>	Implementing Agency	Prior to the commencement of construction	

CUMULATIVE IMPACTS				
Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses	<i>Implement mitigation measure 3.2-1.</i>	Implementing Agency	Prior to Design Approval	
Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change	<i>Implement mitigation measures 3.5-1 through 3.5-5.</i>	Implementing Agency	On-going	



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Transportation
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