

# APPENDICES

# APPENDIX A

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## PCTPA COMMUNITY INFORMATION AND PARTICIPATION PROGRAM

PCTPA's community information and participation program, in compliance with Title VI of the Civil Rights Act of 1964, is an on-going effort of informing, encouraging involvement, and inviting public and community participation in the transportation planning process. PCTPA's community information and participation program is consistent with SACOG's adopted Public Participation Program, as amended.

PCTPA's community information and participation program is multi-purposed:

- Provide information to the public about key countywide transportation projects, planning, and funding issues;
- Establish the process by which the public can express itself;
- Provide the public with opportunities to be involved in transportation planning;
- Ensure transportation projects and programs are genuinely reflective of the region's values as determined through public input; and
- Establish and continue good relationships with the public.

### **Community and Public Outreach**

Community and public outreach is an ongoing effort that can occur in a variety of ways. PCTPA solicits input through various policy, technical, and public forums using the outreach efforts and techniques summarized below. Outreach to Native American tribal governments, specifically, the United Auburn Indian Community is included.

PCTPA seeks input and feedback from all members of the public, engages stakeholders potentially affected, especially groups considered traditionally underrepresented, such as low-income and minority groups (per FHWA and FTA guidance on Environmental Justice in compliance with Executive order 12898 issued in 1994) in the regional transportation planning process. Environmental Justice is also applicable at the project level when project sponsors are proposing a new project in a local community and federal funds are involved.

### **Board Meetings**

PCTPA Board meetings are open to the public at a convenient and accessible location that complies with Brown Act and ADA requirements. Agendas are posted prior to public meetings.

### **Public Hearings, Informational Meetings, and Workshops**

PCTPA conducts public hearings regarding the development and adoption of the Regional Transportation Plan, the Regional Transportation Improvement Program, and the annual unmet transit needs hearing. Additional public hearings, informational meetings, and workshops are held for specific planning activities and individual projects. Visualization techniques are often used, in the form of printed materials, graphics, mapped information, and power point presentations in narrative summary and bullet points. Sign-in sheets are used to update mailing/e-mail lists for future notification use and document distribution.

## **Availability of Information**

Members of the public have access to technical and policy information and documents - through meeting agendas, which are mailed and distributed by e-mail; can be viewed online at PCTPA's website; and available for review at PCTPA during normal business hours.

## **Use of Technology**

The community information and participation effort has been further enhanced by using technology to reach the public. Expansion of the agency's website on the internet provides citizens with greater access to agency and specific project information, documents, and planning activities. A monthly newsletter, "Planning Ahead," is e-mailed to transportation stakeholders, which provides up-to-date information about transportation issues, including project updates, funding issues, and other policy issues that affect Placer County. A Blog has been established on PCTPA's website that is directly linked to the PCTPA Facebook account that highlights upcoming transportation events and information about projects throughout the county. PCTPA also established a separate website called, "Keep Placer Moving," which enables PCTPA and residents to communicate quickly about a variety of transportation issues, with a link back to the PCTPA website so users can access additional information.

Teleconferences are often used with public agencies

## **Open Houses**

PCTPA Board members often host open houses in the area they represent. Open House's allow the public to learn and ask questions about PCTPA planning and project activities.

## **Presentations**

Upon request, PCTPA's speaker bureau conducts presentations to various community groups.

## **Media Relations**

A greater emphasis is now placed on working with local media outlets - newspapers, radio, television/cable, and the internet. Also included, are reporter briefings, opinion editorial placements, letters to the editor, and editorial board meetings.

Local media is an important component of PCTPA's community information and participation program. It provides an ongoing, highly efficient, and effective tool to communicate important transportation and funding issues to the public.

## **Consultation and Coordination**

Ongoing consultation and coordination breaks down barriers between agencies and jurisdictions; increases chances of reaching consensus; and creates the opportunity to diffuse potentially controversial issues.

Ongoing consultation and coordination occurs with officials responsible for other types of planning activities that are affected by transportation in the area. This includes a wide range of agencies such as Native American tribal governments; federal, state and regional land management, transportation, and environmental agencies; local jurisdictions; and project sponsors. PCTPA also depends on input and feedback from its own advisory committees.

# APPENDIX B

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## INTERAGENCY & PUBLIC INVOLVEMENT PROCESS FOR 2036 RTP

## INTERAGENCY & PUBLIC INVOLVEMENT PROCESS FOR 2036 RTP

### Milestones

May 16-20, 2013	Placer County Transportation Issues Statistically Valid Polling #1
October 11, 2013	PCTPA Technical Advisory Committee interagency review of Preliminary RTP Programmed Projects / Planned Projects RTP Master List.
February 11, 2014	PCTPA Board Joint presentation by PCTPA staff and SACOG on the RTP and MTP/SCS process and schedule.
May 14 & 15, 2014	Focus Group on Transportation Issues and Funding Options #1
July 16-20, 2014	Placer County Transportation Issues Statistically Valid Polling #2
September 10, 2014	PCTPA Board approval of draft Policy Element and Programmed Projects / Planned Projects RTP Master List
October 23, 2014	Joint PCTPA RTP and SACOG MTP Public Workshop at the Johnson Springview Community Park in Rocklin
February 25, 2015	Joint Elected Officials Meeting Presentation to PCTPA Board of Directors by SACOG and PCTPA
May 17-20, 2015	Placer County Transportation Issues Statistically Valid Polling #3
June 5, 2015	Notice of Preparation 30-day period requesting views of interested parties regarding the scope and content of the EIR
August 3 & 4, 2015	Focus Group on Transportation Issues and Funding Options #2
October 13, 2015	PCTPA Technical Advisory Committee RTP update
October 28, 2015	PCTPA Board Preview of draft 20236 RTP and EIR
November 3, 2015	PCTPA release of the draft 2036 RTP EIR for a 45 day public review period.
November 2-18, 2015	Townhall meetings in each Jurisdiction to discuss transportation financing options and the release of the Draft RTP and EIR
November 20, 2015	PCTPA release of the draft 2036 RTP for a 68 day public review period.

- January 27, 2016 PCTPA public workshop on the draft 2036 RTP and public hearing on the draft Environmental Impact Report (SEIR).
- February 24, 2016 PCTPA certification of the Final EIR and adoption of the 2036 RTP.

## **PUBLIC OUTREACH MEETING FOR THE DRAFT 2036 RTP**

PCTPA staff engaged public, private, and non-governmental organizations throughout the RTP development process. The list on the following page identifies each of the meetings PCTPA staff attended to share information on the RTP update process, discuss community transportation and traffic concerns, and receive feedback on community transportation preferences. These meetings consisted of the business community, civic organizations, governmental and tribal entities.

### **Other Venues for Public Involvement**

Several ongoing PCTPA sponsored venues were used to provide input for preparation of the 2036 RTP and include:

- The annual unmet transit needs process involves several public workshops held in various locations in Placer County. The input from the most recent unmet transit needs process held in October 2014, February 2015, and again in October 2015 was considered as the RTP was updated.
- Regular meetings with Civic and non-governmental organization to discuss public transit, transportation improvements, and the potential for a local transportation sales tax measure.
- The PCTPA's Facebook page and KeepPlacerMoving.org website provides an online forum where the public can make comments and ask questions on PCTPA transportation projects and activities. This input was included in the development of this RTP.



<b>Presentation Date</b>	<b>Organization</b>	<b>Presentation Date</b>	<b>Organization</b>
November 13, 2014	Tahoe Transportation Summit	May 12, 2015	United Auburn Indians Community
December 2, 2014	Auburn Meddlers	June 3, 2015	Joint Chamber Government Affairs
January 14, 2015	Auburn Host Lions	June 22, 2015	South Placer Women's Leadership Group
January 15, 2014	Leadership Roseville	June 26, 2015	Roseville Chamber Government Affairs Committee
January 15, 2015	Placer Business Council	July 1, 2015	Meadow Vista Municipal Advisory Committee
January 20, 2015	Older Adults Advisory	July 6, 2015	Foresthill Municipal Advisory Committee
January 29, 2015	Rocklin Kiwanis	July 8, 2015	Placer Builders Council
February 3, 2015	Jack Uppal TV Show	July 14, 2015	North Auburn Municipal Advisory Committee
February 12, 2015	Lincoln Chamber of Commerce	August 13, 2015	City Managers /Public Works Directors Forum
February 26, 2015	Roseville Kiwanis	August 19, 2015	Weimar/Applegate/Colfax (WAC) Municipal Advisory Committee
March 5, 2015	Lincoln Host Lions	September 2, 2015	Granite Bay Municipal Advisory Committee
March 11, 2015	Republican Central Committee	September 3, 2015	Squaw Valley Municipal Advisory Committee
March 12, 2015	Construction Management Assoc. Committee	September 10, 2015	North Tahoe Municipal Advisory Committee
March 26, 2015	Lincoln Rotary	October 15, 2015	Newcastle Ophir Municipal Advisory Committee
March 27, 2015	Granite Bay Rotary	November 2, 2015	Auburn Town Hall Event
April 1, 2015	Roseville Lions Club	November 4, 2015	Colfax Town Hall Event
April 14, 2015	Sun City Roseville	November 5, 2015	Loomis Town Hall Event
April 28, 2015	Auburn Meddlers	November 9, 2015	Roseville Town Hall Event
May 7, 2015	Roseville Rotary	November 16, 2015	Rocklin Town Hall Event

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## APPENDIX B-1: May 2013 Public Polling Summary

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## APPENDIX B-2: July 2014 Public Polling Summary

## APPENDIX C

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### **2016 MTP/SCS LAND USE ALLOCATION SUMMARY FOR PLACER COUNTY JURISDICTIONS**

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*The following section summarizes the regional Land Use Allocation assumptions developed by SACOG for the 2016 MTP/SCS for 2036 (MTP Appendix E3).*

### **MTP 2036 Land Use Allocation**

Since the adoption of the Blueprint Vision by the SACOG Board of Directors in December 2004, a number of jurisdictions in the region have begun implementing the Blueprint smart growth principles into their planning processes. The general plan and specific plan development activities occurring in the region by local jurisdictions are reflected in the 2036 land use assumptions and the population, housing and employment forecasts used for the 2016 MTP/SCS for 2036.

Federal and State transportation planning guidance, require that land use assumptions used in the development of a long range transportation plan reflect a growth pattern that is most likely to occur, based on the best information available. Growth patterns are influenced through a combination of ongoing social, economic, market forces, and technological changes. Growth patterns are further regulated through zoning, land use plans and policies (many which reflect Blueprint principles), and decisions regarding development applications. Local government and other regional, state, and federal agencies also make decisions regarding the provision of infrastructure (e.g., transportation facilities, water facilities, sewage facilities) and protection of natural resources that may influence growth rates and the location of future development.

SACOG's growth projections build upon the 2012 MTP/SCS for 2035 that foresaw a shift in housing and employment projections that differed from the historical approach to development in the SACOG Region. The focus of regional and local land use planning has shifted to more compact development with higher employment and housing densities. Within the Sacramento region, the majority of the growth is projected to occur in the region's central core and inner suburbs; however, some outlying communities, such as in Placer County will experience faster growth that previously projected.

*The following section summarizes the regional Land Use Allocation assumptions developed by SACOG for the 2016 MTP/SCS for 2036 (Appendix E3) as it relates to the individual jurisdictions within Placer County.*

### **Placer County – West Slope County Summary**

Historically, development in unincorporated Placer County has been concentrated in rural communities, the majority of which are clustered along the Interstate 80 corridor. The MTP/SCS describes these areas as Rural Residential Communities. Clusters of more concentrated housing and employment are located near the more urban areas of the county. The areas immediately surrounding the cities of Auburn and Colfax, as well as Granite Bay, and the Sunset Industrial area are all examples of this. These areas are characterized as Established Communities in the MTP/SCS. In the past several years, however, Placer County has adopted an updated General Plan to incorporate amendments through 2013 and approved a number of new specific plans, which will allow significant new residential and employment growth in the county. Because these are new development areas, they are characterized as

Developing Communities in the MTP/SCS. These Developing Communities include the specific plans for Placer Vineyards, Regional University, Riolo Vineyards, Bickford Ranch, Placer Ranch, and Squaw Village. The county's long-term vision for growth includes an additional new growth area, Curry Creek, located just north of Baseline Road and the Placer Vineyards plan area. This area has been identified for future growth in the general plan and, while the county's work plan includes development of a community plan for this area, this project is not currently moving forward. Therefore, Curry Creek and the remaining portions of the unincorporated county outside of the Established and Developing Communities described above, are not identified for development in the current MTP/SCS planning period.

Because of the amount of development planned in the southwest portion of the county, Placer County, in partnership with South Placer Regional Transportation Authority, Placer County Water Agency, the City of Lincoln, CA Department of Fish and Wildlife, U.S. Fish and Wildlife Service, National Marine Fisheries Service, the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, and the California Regional Water Quality Control Board are developing the Placer County Conservation Plan (PCCP). The proposed PCCP is a Habitat Conservation Plan (HCP) under the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. When adopted, the plan would allow local entities to issue state and federal permits, streamlining a currently very lengthy process.

Placer Vineyards is the largest Developing Community in Placer County, located on the Sacramento-Placer county line. At build out this plan will accommodate land for about 9,037 employees and 14,132 housing units. Employment uses are mostly neighborhood serving and include commercial, office, industrial, and public uses. Residential uses range from low density to high density, including mixed use, with an average density of seven units per acre. Regional University, located adjacent to the Roseville city limits, is planned for 4,387 new housing units and about 1,875 new jobs at build out. This plan includes land for a new university campus, which is where the majority of the jobs are expected to come from, along with some neighborhood-serving retail and commercial uses. Because the plan includes a major university campus and it is adjacent to a more urban part of the county, Roseville, the residential densities planned for this area will average 13 units per acre, not including the on-campus housing. Placer Ranch is located at the Roseville city boundary just north of West Roseville and east of Amoruso Ranch. At build out this plan will accommodate 5,376 homes and 20,155 jobs. Similar to Regional University, most of the projected employment growth will come from the new university campus, along with some additional commercial mixed use, industrial, and public uses. The residential densities planned for this area will average eight units per acre. These plans represent a shift in the traditional type of development Placer County has done historically. Riolo Vineyards is a Developing Community located between Placer Vineyards and the existing rural community located around PFE Road and Walerga Road. This plan, at build out will include 938 housing units, at an average density of four units per acre and about 166 jobs, mostly neighborhood service commercial and public uses. The Developing Community, Bickford Ranch, is located in a primarily rural residential area, east of Lincoln. This plan has capacity for 1,890 homes, averaging three units per acre, and about 312 employees that are mostly neighborhood-supporting commercial and public uses.



The Developing Community, Squaw Village, is located west of River Road in the Sierra Nevada Mountains near Lake Tahoe. At build out, this plan includes 850 housing units at a density of 22 units per acre and 574 commercial employees.

Capacity in Established Communities and Developing Communities is estimated at 34,946 new homes and 85,276 new jobs. Established Communities, if built out, would add 53,512 new jobs, most of which are in the Sunset Industrial Community Plan area and Auburn Sphere of Influence area. Established Communities, also if built out, would add 7,621 new housing units. Rural Residential Communities have a large amount of capacity and if built out could add 23,605 new rural residential homes and 19,668 new jobs. The remaining capacity comes from Developing Communities, as described above.

In total, the MTP/SCS forecast for unincorporated Placer County includes 15,668 new housing units and 21,412 new jobs by 2036. Of this, the majority of new jobs, or 16,550, are within Established Communities, primarily located in the Sunset Industrial Community Plan area and the area around Auburn. These jobs are primarily industrial and light industrial, but include a variety of other uses including office, retail, and public uses. Established Communities also account for 1,604 of the new housing units, which range from rural residential to medium-high density. Rural Residential Communities in Placer County are expected to experience low amounts of growth, approximately 2,499 new housing units and 804 new jobs by 2036. The MTP/SCS forecast assumes relatively small amounts of new rural residential homes and neighborhood-supporting commercial and public uses to be constructed in the region by 2036, as compared to the build out capacity. This is in part due to historical building rates combined with changing demographics, which suggest a higher percent of the population will choose to live on smaller lots or in attached homes near existing jobs, services, and with more transportation choices. In Placer County, this is also in part due to potential wildfire risks in these areas.

The majority of the new homes (74 percent) are located within the southwest Placer Developing Communities by 2036. Placer Vineyards, the largest of the plans is projected to construct 4,524 new housing units and 1,499 new employees in the MTP/SCS by 2036. By 2036, the MTP/SCS projects that Placer Ranch will include 2,900 new housing units and 2,003 employees. Regional University includes 1,448 new housing units and 381 new jobs. The MTP/SCS forecast for both Placer Ranch and Regional University includes some portion of university development by 2036. The MTP/SCS forecast includes 922 new housing units and 84 new employees in Riolo Vineyards, building out residential capacity and building close to employment capacity for the area. By 2036, the MTP/SCS projects growth of 1,427 new homes and 92 employees in Bickford Ranch. Squaw Village, the smallest of the plans, is projected to construct 345 new housing units in the MTP/SCS by 2036.

The MTP/SCS forecast assumes 12 percent of the 2036 housing growth and 27 percent of the 2036 job growth will likely occur by 2020. In the early years, housing and job growth are slower than the regional average of 17 percent and 33 percent respectively, primarily because so much of the new housing growth is in Developing Communities that have not yet begun

building. Most of the growth in Developing Communities is expected to happen in the latter half of the planning period.

The timing of PCCP adoption will be the dominant issue tracked through regional monitoring that might influence Placer County growth patterns in future MTP/SCS updates.

### **Auburn**

Auburn has generally experienced a slow pace of growth over the past 20 years. Development opportunities within the city are limited to a single greenfield site south of Interstate 80, and scattered infill and redevelopment parcels. Though it covers a large area, Auburn's sphere of influence (SOI) similarly has few large development parcels outside of the redevelopment potential along the Highway 49 corridor (north of the city limits). Given the nature of existing development in the Auburn area, large capacity-adding annexations are not projected to occur. For this reason, most of the city and the SOI are designated as Established Communities in the MTP/SCS. The half-mile radius around the existing Amtrak station is identified as a Center and Corridor Community. The greenfield site south of Interstate 80 which has an adopted Specific Plan known as Baltimore Ravine, is characterized as a Developing Community in the MTP/SCS. Auburn has historically maintained a strong balance of jobs to housing, due in part to its role as the county seat, a shopping and service destination for the surrounding rural areas, and as a stop along heavily traveled tourist routes to the Sierra Nevada foothills and mountains.

Auburn's Established Communities are primarily built out today in terms of new residential and employment capacity. These areas have capacity to add approximately 1,721 new housing units; however, this is all through individual infill opportunities at maximum allowed densities and would take significant time to achieve. Given the historic nature of residential growth in Auburn, the MTP/SCS forecast is for 280 new homes in Established Communities by 2036. Similarly these areas have capacity for about 3,658 new employees, but the MTP/SCS forecast is for 1,433 new employees by 2036. About 640 new employees and 267 new housing units are expected to be added to the Center and Corridor Community around the train station in the MTP/SCS planning period. Growth within the Established and Center and Corridor Communities ranges from rural to medium-high density residential uses and includes community-supporting commercial, industrial, and office employment uses. The remaining growth in the MTP/SCS, 718 new housing units and 226 new employees, is in the Developing Community of Baltimore Ravine. This plan is approved and expected to total 725 housing units with an average density of 10 units per acre and supporting commercial and public uses, generating potentially 226 employees at build out. The jobs/housing ratio is expected to remain jobs-heavy, increasing slightly from 1.3 to 1.4 in 2036. A greater share of the housing growth will occur in the later years of the planning period, as it is expected that the housing units in Baltimore Ravine will likely not begin construction right away. Similar to many Developing Communities around the region, it is expected to start building after 2020. The employment forecast in the MTP/SCS for Auburn is similar to the majority of the region in that it will take time for the job market to recover and so slower job growth is expected in the early years.

Among the factors that will be tracked through the regional monitoring program is the possible interplay between growth on the county's valley floor and growth rates in Auburn. If the expected success of the on-going effort to adopt a habitat conservation plan in this area stalls or fails it is possible that growth pressures may shift up into the foothills and change the projected pace of growth in Auburn. Another factor that could increase Auburn growth rates would be the provision of additional commuter rail service to the city.

### **Colfax**

Colfax is a relatively small city that has experienced historically slow growth. Though the city is not built out, much of the current development has been there for a long time and the city does not have any large new growth areas. For this reason, most of the city is considered an Established Community in the MTP/SCS. The city is currently working on a Highway Corridor Revitalization Plan for the area along Interstate 80 to encourage economic development of the area. Most recently, the city identified the planning area boundary and targeted opportunity sites for redevelopment. This portion of the city is designated as a Center and Corridor Community in the MTP/SCS.

Through 2036, Colfax is anticipated to grow slowly, adding 683 new jobs and 105 new housing units. New development is likely to be small-scale and a significant amount of it concentrated in and around the Interstate 80 and Highway 174 corridors. New residential uses range from very low density to high density within the highway corridor and new employment uses include commercial, office, industrial, and public development. The increase in anticipated employment development within the corridor is likely to shift the balanced jobs/housing ratio in the city from 0.9 today to a jobs-heavy ratio of 1.5 by 2036.

Issues that will be tracked through the regional monitoring program include whether there are any unexpected market dynamics that increase growth rates substantially. Additionally, we will track the development and implementation of the Highway Corridor Revitalization Plan for the area along Interstate 80, which has resurfaced as a priority now that the city's wastewater treatment issues have been resolved.

### **Lincoln**

The City of Lincoln has been one of the fastest growing cities in the Sacramento region for much of the last decade, nearly doubling its population during the past 10 years. The majority of growth has been residential development within the city limits, though commercial development accelerated during the three to four years preceding the Great Recession. As a result of this growth, the residential capacity within the city limits is over 80 percent built out today. For this reason, the entire city limits, with the exception of the downtown area, is identified as an Established Community in the MTP/SCS. The downtown area, because of its location along Lincoln Boulevard and its history as being the town center, is distinguished as a Center and Corridor Community in the MTP/SCS. The Lincoln Boulevard and East Joiner Parkway are also part of the Center and Corridor Community. The city's 2050 General Plan accommodates a major expansion of the population and city limits. The Plan was developed at approximately the same time as the Blueprint and the two documents are essentially consistent with each other. The general plan organizes new growth into "villages." There are seven villages and three special use districts, each containing a mixture of land uses and

densities designed to implement smart growth principles and to recognize the environmental and physical constraints of each village area. Large commercial and industrial uses are planned for the areas along the Highway 65 Bypass. All seven villages are within the city's SOI. Village 1 and Village 7 have adopted specific plans. Specific plans for Village 5/Special Use District B and Special Use District B-Northeast Quadrant are currently in process. Throughout the expansion areas of the city (east and west), a minimum of 40 percent of the gross land area will be dedicated open space and parklands. As a participant in the Placer County Conservation Plan, Lincoln is working with Placer County and federal and state resource agencies over those lands that will be preserved and developed within its future city limits. It is most likely that Village 1, Village 5/Special Use District B and Special Use District B-Northeast Quadrant, and Village 7 will begin construction within the current MTP/SCS planning period and they are, therefore, designated as Developing Communities. A portion of the current SOI, outside of the Villages, along Highway 65 is designated by the general plan for employment uses, including a medical center and light industrial uses. This area is also identified as a Developing Community in the MTP/SCS.

The MTP/SCS forecasts 10,841 new housing units and 10,927 new employees in Lincoln by 2036. About 3,583 of the new housing units are in the Center and Corridor Community and Established Communities. This growth ranges from very low density to high density and comes close to building out the residential capacity of the current city limits (1,154 units of capacity remaining). Employment growth in Established Communities accounts for 2,999 of the new employees, which includes commercial, office, industrial, and public land uses. Within the Established Communities there still exists additional land capacity for another 12,210 employees. Employment growth in the Center and Corridor Community accounts for 3,648 of new employees of the same uses, plus mixed use, with additional capacity for 2,600 employees at build out.

The Developing Community that is located along Highway 65 and Industrial Avenue, includes 3,199 new employees by 2036 in the MTP/SCS forecast. This area is designated by the general plan for employment only and, therefore, no housing growth is assumed for this area in the MTP/SCS. This area has capacity beyond the MTP/SCS forecast for an additional 5,545 new jobs. Village 7 is the first of the Villages assumed to begin construction. As a result, the MTP/SCS forecasts this specific plan area will likely build out its 3,285 housing units and 397 employees by 2036, with remaining capacity for 100 employees. This village includes an average residential density of 10 units per acre with neighborhood-serving commercial and public uses. Villages 1 and Village 5/Special Use District B and Special Use District B-Northeast Quadrant make up the remaining growth for the city. Village 1 has a capacity of 5,640 housing units and 677 employees. The MTP/SCS forecasts 2,007 new housing units and 500 employees by 2036. The average residential density is six units per acre and the plan includes neighborhood-serving commercial and public uses. The Developing Community of Village 5/Special Use District B and Special Use District B-Northeast Quadrant include a total of 1,999 new units and 285 new employees in the MTP/SCS. However, this village area is planned for a capacity of 8,318 housing units and 11,402 employees. Similar to the other villages, the Developing Community of Village 5 and Special Use District B includes neighborhood serving commercial and public uses plus some office uses, and has an average residential density of five units per acre.

While Lincoln experienced rapid growth before the onset of the Great Recession, the effects of the recession coupled with high foreclosure rates contributed to a slower housing growth rate more recently. Changing demographics within the city are likely to continue this trend, resulting in housing growth that is generally on par with the regional average. Slightly above the regional average of 17 percent, the MTP/SCS forecast assumes 20 percent of the 2036 housing growth will occur by 2020. Much of this growth by 2020 is expected to occur in the existing city limits, in Established Communities, with the build out of currently developing subdivisions. Lincoln is also projected to experience increased job growth into the future, as it merges with the growing southwest Placer job center along the Highway 65 corridor. By 2020, the MTP/SCS forecasts approximately 27 percent of the 2036 jobs will be realized, compared to the regional average of 33 percent. This growth forecast works to improve the city's jobs/housing ratio from 0.5 today to 0.7 by 2036.

There are several key variables to monitor carefully that may influence the timing and nature of growth in Lincoln in future MTP/SCS updates. First, the Lincoln Bypass, completed in 2012, has already reduced traffic and increased business in the downtown area. Additionally, we will be watching the rate of residential permitting activity post-recession. Also important is the timing of completion of the Placer County Conservation Plan, which currently appears to be on a positive trajectory headed towards resolution. However, challenging issues remain, including some involving lands within the Lincoln SOI. Any one of these three variables could alter market conditions enough to warrant changes in future MTP/SCS's.

### **Loomis**

The Town of Loomis is a small, rural community that has experienced very little growth in the past 10 years despite its location in the fast-growing southwestern region of Placer County. Loomis' general plan aims to maintain the town's rural character overall, while the Town Center Master Plan supports some infill and redevelopment in the downtown area. Because of this, the Town Center area is designated as a Center and Corridor Community in the MTP/SCS, while the housing and industrial employment areas bordering it are characterized as an Established Community and the remaining portions of the city are identified as a Rural Residential Community.

Loomis' projected MTP/SCS growth of 1,629 new employees and 779 new housing units by 2036 is expected to happen slowly over the planning period and primarily within the Center and Corridor Community and Established Community. This growth is consistent with the uses included in the general plan and current project applications, ranging from rural residential to mixed use development with neighborhood-supporting commercial, office, and industrial employment. With no plans for expansion, the town's residential growth is limited to development of the remaining vacant rural residential lands, and minimal development in its downtown. Employment growth will be concentrated along the Interstate 80 corridor and in the downtown. Residential growth will be slow, with the town only likely to see 8 percent of its 2036 housing growth by 2020.

The regional monitoring program will include tracking infill development such as envisioned in the town's core area by the Downtown Master Plan currently in progress, and the potential

impact any additional commuter train service in Placer County might have on growth rates and patterns in and around Loomis.

### **Rocklin**

The City of Rocklin is surrounded by the cities of Lincoln, Roseville, and the Town of Loomis. The city experienced significant residential growth prior to the Great Recession and, as a result, today the city is about 70 percent built out in its housing capacity. The city's recently adopted general plan (2012) assumes build out of city residential uses by 2035 using the general plan's midrange growth projections. The general plan allows for higher densities and mixed use in the downtown area, which provides significant capacity for residential and employment growth in that area. The downtown area is located within the half-mile radius of the existing Amtrak station and is designated as a Center and Corridor Community in the MTP/SCS. There are also four new growth areas within the city: two residential-focused and two employment-focused. These areas are identified as Developing Communities in the MTP/SCS, while the remainder of the city is considered an Established Community.

Over the last few years, the city has experienced an increase in applications for more infill focused residential development on vacant commercial or other non-residential land. This trend, combined with the recently adopted housing element that identified rezoning of some nonresidential land to residential land, has resulted in an increase in housing capacity in the city beyond what the current general plan estimates. Based on these trends and the information gathered to date, SACOG estimates build out of the city could reach approximately 31,789 housing units and 52,287 employees. Similar to the general plan update projections, the MTP/SCS forecast for Rocklin is that most of the city's residential capacity will be built out by 2036. The city's employment centers are expected to grow significantly by 2036, but will not likely reach capacity for some time beyond the MTP/SCS planning period. By 2036, the MTP/SCS forecast for the city includes 6,989 new housing units and 10,554 new jobs. Just over half of this housing growth will occur in existing subdivisions and infill in the Established and Center and Corridor Communities. In Established Communities, new residential growth ranges from rural residential to high density land uses and new employment growth includes primarily commercial, research and development/tech and public uses. The MTP/SCS forecasts this area will grow by 3,272 new housing units and 3,089 employees. The Center and Corridor Community is expected to grow by 320 housing units and 334 employees. This residential growth is expected to be higher density residential and commercial employment that will be added through small-scale infill and redevelopment and, therefore, is expected to be absorbed slowly over the MTP/SCS planning period.

The remaining growth is in the four Developing Communities. Sunset Ranchos is an adopted specific plan area that is currently under construction. At build out the plan will include a total of approximately 4,358 housing units and 1,436 jobs. The MTP/SCS forecasts that Sunset Ranchos will be nearly built out by 2036, with only capacity for 191 employees remaining. With an average residential density of eight units per acre, this area is primarily low and medium density uses, including some neighborhood-supporting commercial and public uses. Directly west of Sunset Ranchos along Highway 65 is the city's newest planned employment center. Though building activity in this area has only occurred recently, this area could accommodate up to 10,041 employees at build out and is primarily made up of commercial,

office, and research and development/tech uses. The MTP/SCS projects that this area will reach about 40 percent of its employment capacity by 2036. Additionally, the Highway 65 Corridor area is expected to build out its capacity for 370 new medium to high density residential units. The second employment-focused Developing Community in Rocklin is along Interstate 80. At build out, this area could potentially add 2,936 new employees to the city. Since 2012, this area has experienced significant commercial construction and continues to grow. The MTP/SCS projects that this area will add 2,471 new employees from 2012 to 2036. Additionally, this Developing Community is expected to add 195 medium to high density residential units by 2036 out of a capacity for 300. The fourth and final Developing Community in Rocklin is the Clover Valley Specific Plan area. Clover Valley is planned for 561 low density units, averaging four units per acre and includes some small-scale commercial and public uses. The MTP/SCS projects that roughly the first phase of this development, about 25 percent of the planned housing units, will be built by 2036.

In addition to having historically high growth rates, Rocklin, along with the rest of southwest Placer County, is an area in the region demonstrating strong post-recession residential and employment growth. As a result, Rocklin's job and housing growth is expected to outpace the regional average. The MTP/SCS forecasts 40 percent of Rocklin's 2036 employment growth by 2020, compared to the regional average of 33 percent of the 2036 employment growth by 2020. Similarly, the MTP/SCS forecasts 37 percent of the 2036 housing growth forecast by 2020 will occur in Rocklin, compared to the regional average of only 18 percent of the 2036 housing growth by 2020.

The regional monitoring program will include continued tracking of market trends around the type and location of housing development as the region continues to come out of the recession and many of the planned developments in the southwest Placer area begin to build.

### **Roseville**

Roseville sits at the heart of the southwest Placer employment center. For more than a decade, the city has experienced significant housing growth. However housing growth has been outpaced by employment growth in the city. Employment uses have been concentrated in the areas around Interstate 80 and Highway 65. While residential uses surround these areas, the majority of the city's housing is located west of the Interstate 80 and Highway 65 corridors. The city recently annexed the lands in the western portion of the city, including the specific plan areas of Sierra Vista and Creekview. These two areas along with the currently building West Roseville Specific Plan area and the in-process Amoruso Ranch Specific Plan area are characterized in the MTP/SCS as Developing Communities. Roseville also has three areas identified as Center and Corridor Communities. The first includes the half-mile radius around the existing Amtrak station, including the Downtown Specific Plan and Riverside Gateway areas. The second two are centered on the Sunrise Boulevard and Douglas Boulevard intersection, and correspond with two of the city's primary future target infill and revitalization areas. The balance of city is largely built out today and is therefore designated as an Established Community in the MTP/SCS.

With 33,624 new jobs and 18,896 new housing units, job growth is expected to outpace housing growth through 2036 in Roseville. About 23,000 employees or 68 percent of the job

growth is forecasted to occur in Established Communities by in-filling of existing employment areas, including regional retail centers, office parks/light industrial complexes, and industrial parks. These Established Communities have additional land capacity for an additional 9,163 new employees at build out. Residential growth capacity in these Established Communities is much lower and would occur primarily through infill development. The MTP/SCS forecasts 2,989 new housing units in these areas by 2036, building out remaining residential capacity. Redevelopment and infill, both mixed use and residential, in the Center and Corridor Communities are forecasted to be slow and steady throughout the planning period. These Center and Corridor Communities are forecast for 1,100 new housing units and 4,061 new employees within the MTP/SCS planning period. Build out potential in these areas is significant, at 7,112 additional employees and 469 additional housing units. With other large established employment centers in the city, it is unlikely that these areas will reach their employment capacity for some time, well beyond the current MTP/SCS planning period. Both Established and Center and Corridor Communities include residential development at a range of densities from low to high and a variety of employment uses including commercial, office, industrial, public, and mixed-use.

The majority of the new housing growth is projected to take place in Developing Communities. Unlike Established Communities, which experience high employment growth relative to housing growth, Developing Communities experience high housing growth relative to employment growth. This is due to two factors: (1) most of the residential growth in Developing Communities is not expected to fully build out by the horizon year of the MTP/SCS and, therefore, a critical mass of housing is not present to support planned employment growth; and (2) most Developing Communities are located around existing regional jobs centers in southwest Placer County, southeastern Sacramento County, and urbanized Yolo County and are intended to provide nearby housing for those jobs centers.

The West Roseville area is assumed to come close to building out its planned 10,478 housing units, adding 6,502 housing units to the roughly 2,926 that exist today, at an average of seven units per acre by 2036. This area also has plans for new commercial, office, and public uses which could result in 2,768 new employees at build out. The MTP/SCS forecasts 2,500 of these new employees by 2036. Sierra Vista is also projected to experience substantial growth by 2036. The MTP/SCS forecast for Sierra Vista includes 6,098 new housing units and 3,500 new jobs by 2036. The plan's build out capacity includes 8,679 homes and 9,003 jobs. Housing growth in this area will range from low to high density, with an average density of 10 units per acre. Employment uses include commercial and neighborhood-supporting public uses. Another Developing Community, Creekview, is forecasted to build about 60 percent of its 2,011 housing unit capacity by 2036. This area is mostly medium density residential, with an average density of 11 units per acre. It includes some neighborhood-supportive commercial and public uses, building out the capacity for 418 new employees in the MTP/SCS. The final Developing Community, Amoruso Ranch, is projected to add 1,001 new homes and 145 new jobs by 2036. Housing growth in Amoruso Ranch will occur at an average of seven units per acre and employment growth will generally include neighborhood supporting commercial uses.



Job growth in Roseville is somewhat slower in the early years of the plan compared to historic trends, but is expected to keep pace with residential development. With approximately 10,091 new employees and 5,257 new housing units by 2020, the city is forecasted to get 30 percent of its 2036 job growth and 28 percent of its 2036 housing growth by 2020. Almost 80 percent of this job growth is expected to occur within existing job centers in Established Communities. Most of the housing growth in the early years, which outpaces regional housing growth by 2020, is expected to occur mostly within Established Communities and West Roseville.

There are several on-going planning initiatives which may influence the growth projected for Roseville in future amendments to the MTP/SCS, including the pace and location of new housing and employment growth as the region continues to recover from the recession. Additionally, there are two universities currently proposed in southwest Placer County. It will be important to monitor the progress of these proposals and surrounding developments as this is an important factor that could influence the timing and pace of development in southwest Placer County, including Roseville. Although the city is not participating in the Placer County Conservation Plan, the timing of PCCP adoption will be an important issue tracked through regional monitoring that might also influence Placer County growth patterns in future MTP/SCS updates.

### **Unincorporated Placer**

Historically, development in unincorporated Placer County has been concentrated in rural communities, the majority of which are clustered along the Interstate 80 corridor. The MTP/SCS describes these areas as Rural Residential Communities. Clusters of more concentrated housing and employment are located near the more urban areas of the county. The areas immediately surrounding the cities of Auburn and Colfax, as well as Granite Bay, and the Sunset Industrial area are all examples of this. These areas are characterized as Established Communities in the MTP/SCS. In the past several years, however, Placer County has adopted an updated General Plan to incorporate amendments through 2013 and approved a number of new specific plans, which will allow significant new residential and employment growth in the county. Because these are new development areas, they are characterized as Developing Communities in the MTP/SCS. These Developing Communities include the specific plans for Placer Vineyards, Regional University, Riolo Vineyards, Bickford Ranch, Placer Ranch, and Squaw Village. The county's long-term vision for growth includes an additional new growth area, Curry Creek, located just north of Baseline Road and the Placer Vineyards plan area. This area has been identified for future growth in the general plan and, while the county's work plan includes development of a community plan for this area, this project is not currently moving forward. Therefore, Curry Creek and the remaining portions of the unincorporated county outside of the Established and Developing Communities described above, are not identified for development in the current MTP/SCS planning period.

Because of the amount of development planned in the southwest portion of the county, Placer County, in partnership with South Placer Regional Transportation Authority, Placer County Water Agency, the City of Lincoln, CA Department of Fish and Wildlife, U.S. Fish and Wildlife Service, National Marine Fisheries Service, the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, and the California Regional Water Quality Control Board

are developing the Placer County Conservation Plan (PCCP). The proposed PCCP is a Habitat Conservation Plan (HCP) under the Federal Endangered Species Act and a Natural Community Conservation Plan (NCCP) under the California Natural Community Conservation Planning Act. When adopted, the plan would allow local entities to issue state and federal permits, streamlining a currently very lengthy process.

Placer Vineyards is the largest Developing Community in Placer County, located on the Sacramento-Placer county line. At build out this plan will accommodate land for about 9,037 employees and 14,132 housing units. Employment uses are mostly neighborhood serving and include commercial, office, industrial, and public uses. Residential uses range from low density to high density, including mixed use, with an average density of seven units per acre. Regional University, located adjacent to the Roseville city limits, is planned for 4,387 new housing units and about 1,875 new jobs at build out. This plan includes land for a new university campus, which is where the majority of the jobs are expected to come from, along with some neighborhood-serving retail and commercial uses. Because the plan includes a major university campus and it is adjacent to a more urban part of the county, Roseville, the residential densities planned for this area will average 13 units per acre, not including the on-campus housing. Placer Ranch is located at the Roseville city boundary just north of West Roseville and east of Amoruso Ranch. At build out this plan will accommodate 5,376 homes and 20,155 jobs. Similar to Regional University, most of the projected employment growth will come from the new university campus, along with some additional commercial mixed use, industrial, and public uses. The residential densities planned for this area will average eight units per acre. These plans represent a shift in the traditional type of development

Placer County has done historically. Riolo Vineyards is a Developing Community located between Placer Vineyards and the existing rural community located around PFE Road and Walerga Road. This plan, at build out will include 938 housing units, at an average density of four units per acre and about 166 jobs, mostly neighborhood service commercial and public uses. The Developing Community, Bickford Ranch, is located in a primarily rural residential area, east of Lincoln. This plan has capacity for 1,890 homes, averaging three units per acre, and about 312 employees that are mostly neighborhood-supporting commercial and public uses. The Developing Community, Squaw Village, is located west of River Road in the Sierra Nevada Mountains near Lake Tahoe. At build out, this plan includes 850 housing units at a density of 22 units per acre and 574 commercial employees.

Capacity in Established Communities and Developing Communities is estimated at 34,946 new homes and 85,276 new jobs. Established Communities, if built out, would add 53,512 new jobs, most of which are in the Sunset Industrial Community Plan area and Auburn Sphere of Influence area. Established Communities, also if built out, would add 7,621 new housing units. Rural Residential Communities have a large amount of capacity and if built out could add 23,605 new rural residential homes and 19,668 new jobs. The remaining capacity comes from Developing Communities, as described above.

In total, the MTP/SCS forecast for unincorporated Placer County includes 15,668 new housing units and 21,412 new jobs by 2036. Of this, the majority of new jobs, or 16,550, are within Established Communities, primarily located in the Sunset Industrial Community Plan

area and the area around Auburn. These jobs are primarily industrial and light industrial, but include a variety of other uses including office, retail, and public uses. Established Communities also account for 1,604 of the new housing units, which range from rural residential to medium-high density. Rural Residential Communities in Placer County are expected to experience low amounts of growth, approximately 2,499 new housing units and 804 new jobs by 2036. The MTP/SCS forecast assumes relatively small amounts of new rural residential homes and neighborhood-supporting commercial and public uses to be constructed in the region by 2036, as compared to the build out capacity. This is in part due to historical building rates combined with changing demographics, which suggest a higher percent of the population will choose to live on smaller lots or in attached homes near existing jobs, services, and with more transportation choices. In Placer County, this is also in part due to potential wildfire risks in these areas.

The majority of the new homes (74 percent) are located within the southwest Placer Developing Communities by 2036. Placer Vineyards, the largest of the plans is projected to construct 4,524 new housing units and 1,499 new employees in the MTP/SCS by 2036. By 2036, the MTP/SCS projects that Placer Ranch will include 2,900 new housing units and 2,003 employees. Regional University includes 1,448 new housing units and 381 new jobs. The MTP/SCS forecast for both Placer Ranch and Regional University includes some portion of university development by 2036. The MTP/SCS forecast includes 922 new housing units and 84 new employees in Riolo Vineyards, building out residential capacity and building close to employment capacity for the area. By 2036, the MTP/SCS projects growth of 1,427 new homes and 92 employees in Bickford Ranch. Squaw Village, the smallest of the plans, is projected to construct 345 new housing units in the MTP/SCS by 2036.

The MTP/SCS forecast assumes 12 percent of the 2036 housing growth and 27 percent of the 2036 job growth will likely occur by 2020. In the early years, housing and job growth are slower than the regional average of 17 percent and 33 percent respectively, primarily because so much of the new housing growth is in Developing Communities that have not yet begun building. Most of the growth in Developing Communities is expected to happen in the latter half of the planning period.

The timing of PCCP adoption will be the dominant issue tracked through regional monitoring that might influence Placer County growth patterns in future MTP/SCS updates.

## APPENDIX D

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### **2036 REGIONAL TRANSPORTATION PLAN PROGRAMMED AND PLANNED MASTER PROJECTS LIST (FINANCIALLY CONSTRAINED) – TIER 1**

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# **APPENDIX E**

## **2036 REGIONAL TRANSPORTATION PLAN PROJECT DEVELOPMENT ONLY MASTER PROJECTS LIST (FINANCIALLY UNCONSTRAINED) – TIER 2**

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# APPENDIX F

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

Short-Range & Long-Range Actions	RTP Objective
<p><b>Short Range Action #9.</b> Continue to participate in the Caltrans system planning and corridor planning processes. (PCTPA, jurisdictions, Caltrans)</p>	<p><b>OBJECTIVE B:</b> Construct, maintain, and upgrade roadways to meet current safety standards.</p>
<p><b>Short Range Action #10.</b> Consider access management strategies along older retail corridors to improve economic performance. (Jurisdictions, transit operators, Caltrans)</p>	<p><b>OBJECTIVE C:</b> To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p><b>Short Range Action #11.</b> Begin construct the Placer Parkway connecting from SR 65 to SR 70/99. (PCTPA, , SPRTA, Caltrans, jurisdictions, other state/federal agencies)</p>	<p><b>OBJECTIVE C:</b> To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p><b>Long Range Action #2.</b> Continue to implement the actions called for in the short range action plan. (PCTPA, Caltrans, jurisdictions, other state/federal agencies)</p>	<p><b>OBJECTIVE C:</b> To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p>
<p><b>GOAL 2: PUBLIC TRANSIT</b></p>	
<p><b>Short Range Action #1.</b> 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><b>FUNDING OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p>
<p><b>Short Range Action #2.</b> Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs. (PCTPA, transit operators, WPCTSA)</p>	<p><b>FUNDING OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p>
<p><b>Short Range Action #3.</b> Update the short range transit plans for Auburn, Roseville, Placer County, and the Western Placer CTSA. (PCTPA, jurisdictions, transit operators, WPCTSA)</p>	<p><b>OBJECTIVE A:</b> Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p><b>OBJECTIVE D:</b> Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p>
<p><b>Short Range Action #4.</b> 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><b>OBJECTIVE B:</b> Tailor transit service provision to the area’s population characteristics and special needs.</p> <p><b>OBJECTIVE C:</b> Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>
<p><b>Short Range Action #5.</b> 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><b>OBJECTIVE C:</b> 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><b>Short Range Action #6.</b> 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, WPCTSA)</i></p>	<p><b>OBJECTIVE C:</b> Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>
<p><b>Short Range Action #7.</b> 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. <i>(PCTPA, transit operators, jurisdictions, WPCTSA)</i></p>	<p><b>OBJECTIVE A:</b> Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p><b>OBJECTIVE B:</b> Tailor transit service provision to the area’s population characteristics and special needs.</p> <p><b>OBJECTIVE C:</b> Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>
<p><b>Short Range Action #8.</b> Continue active participation in local and regional coordinating groups (e.g., SACOG Transit Coordinating Committee, Transit Operators Working Group, Best Step Transportation Collaborative). <i>(PCTPA, transit operators)</i></p>	<p><b>OBJECTIVE E:</b> Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p><b>Short Range Action #9.</b> Work with public transit operators and social service transportation providers to improve or increase transit services to rural areas of Placer County. <i>(PCTPA, transit operators, WPCTSA)</i></p>	<p><b>OBJECTIVE B:</b> Tailor transit service provision to the area’s population characteristics and special needs.</p> <p><b>OBJECTIVE C:</b> Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p>
<p><b>Short Range Action #10.</b> Implement and/or modify paratransit services to continually meet the requirements of the Americans with Disabilities Act. <i>(PCTPA, transit operators)</i></p>	<p><b>OBJECTIVE E:</b> Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p><b>Short Range Action #11.</b> Continue to coordinate and consolidate social service transportation whenever possible. <i>(PCTPA, WPCTSA, social service agencies)</i></p>	<p><b>OBJECTIVE B:</b> Tailor transit service provision to the area’s population characteristics and special needs.</p> <p><b>OBJECTIVE E:</b> Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p><b>Short Range Action #12.</b> Implement the recommendations outlined in the South Placer Regional Dial-a-Ride Study to avoid duplication and coordinate respective Dial-a-Ride services. <i>(PCTPA, transit operators, WPCTSA)</i></p>	<p><b>OBJECTIVE B:</b> Tailor transit service provision to the area’s population characteristics and special needs.</p> <p><b>OBJECTIVE E:</b> Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Short Range Action #13.</b> 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><b>OBJECTIVE B:</b> Tailor transit service provision to the area’s population characteristics and special needs.</p> <p><b>OBJECTIVE E:</b> Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p><b>Long Range Action #1.</b> 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><b>OBJECTIVE A:</b> Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p><b>OBJECTIVE B:</b> Tailor transit service provision to the area’s population characteristics and special needs.</p> <p><b>OBJECTIVE C:</b> Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> <p><b>OBJECTIVE D:</b> Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> <p><b>OBJECTIVE E:</b> Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p><b>Long Range Action #2.</b> Pursue the recommendations outlined for Scenario 2 in the Transit Master Plan in the development of future transit services in Placer County through the year 2036, with a focus on coordination and integration opportunities. (PCTPA, transit operators, WPCTSA, jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p><b>OBJECTIVE B:</b> Tailor transit service provision to the area’s population characteristics and special needs.</p> <p><b>OBJECTIVE C:</b> Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> <p><b>OBJECTIVE D:</b> Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> <p><b>OBJECTIVE E:</b> Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p>
<p><b>GOAL 3: PASSENGER RAIL</b></p>	
<p><b>Short Range Action #1.</b> Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. (PCTPA, CCJPA, Caltrans, jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p><b>Short Range Action #2.</b> Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. (PCTPA, CCJPA, Caltrans, jurisdictions, UPRR)</p>	<p><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Short and Long Range Action #3.</b> Continue to partner with CCJPA to promote destination and rail travel to / from Placer County (<i>PCTPA and CCJPA</i>)</p>	<p><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p><b>Short Range Action #4.</b> 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><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p><b>Short Range Action #5.</b> 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><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p><b>Short Range Action #6.</b> Support the allocation Of Cap and Trade funding to the Capitol Corridor from the California Transportation Commission (PCTPA, CCJPA, and jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p><b>Short Range Action #7.</b> 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><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p><b>Long Range Action #1.</b> 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><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p><b>Long Range Action #2.</b> 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><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>
<p><b>Long Range Action #3.</b> 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><b>OBJECTIVE A:</b> Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p>

Short-Range & Long-Range Actions	RTP Objective
<b>GOAL 4: AVIATION</b>	
<p><b>Short Range Action #1.</b> Continue efforts to avoid conflicts over noise issues. (PCTPA, airport operators)</p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE B:</b> Update and revise Airport Master Plans as necessary.</p> <p><b>OBJECTIVE C:</b> 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><b>OBJECTIVE D:</b> 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><b>Short Range Action #2.</b> Continue to protect airspace and runway approaches. (PCTPA, airport operators)</p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE D:</b> 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><b>Short Range Action #3.</b> Continue to upgrade navigational equipment as needed. (<i>Jurisdictions, airport operators</i>)</p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p>
<p><b>Short Range Action #4.</b> Promote public awareness of airport services and benefits. (<i>PCTPA, jurisdictions, airport operators</i>)</p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p>
<p><b>Short Range Action #5.</b> Maintain and improve existing airport facilities in accordance with adopted airport master plans, as updated. (<i>Jurisdictions, airport operators</i>)</p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE B:</b> Update and revise Airport Master Plans as necessary.</p> <p><b>OBJECTIVE D:</b> 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><b>Short Range Action #6.</b> Assist operators of public use airports in pursuing funding sources. (<i>PCTPA, airport operators</i>)</p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE C:</b> 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><b>Short Range Action #7.</b> 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><b>OBJECTIVE C:</b> 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><b>Short Range Action #8.</b> 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><b>OBJECTIVE C:</b> 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><b>Short Range Action #9.</b> 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><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE B:</b> Update and revise Airport Master Plans as necessary</p> <p><b>OBJECTIVE D:</b> 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><b>Short Range Action #10.</b> Work cooperatively with NCTC to address Truckee-Tahoe Airport ALUCP coordination issues. <i>(PCTPA, NCTC)</i></p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE D:</b> 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><b>Short Range Action #11.</b> 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><b>OBJECTIVE D:</b> 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><b>Short Range Action #12.</b> 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><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE D:</b> 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><b>Long Range Action #1.</b> Continue to implement the actions outlined in the short range action plan. <i>(PCTPA, jurisdictions, airport operators)</i></p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE B:</b> Update and revise Airport Master Plans as necessary.</p> <p><b>OBJECTIVE C:</b> 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><b>OBJECTIVE D:</b> 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><b>Long Range Action #2.</b> Encourage more flexible use of airport revenues for off-airport ground access projects <i>(PCTPA, jurisdictions)</i></p>	<p><b>OBJECTIVE A:</b> Promote the development, operation, and maintenance of a regional system of airports.</p> <p><b>OBJECTIVE C:</b> 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><b>GOAL 5: GOODS MOVEMENT</b></p>	
<p><b>Short Range Action #1.</b> Identify obstacles that prevent or impede goods movement. <i>(PCTPA, jurisdictions, industry).</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p><b>OBJECTIVE B:</b> Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p><b>Short Range Action #2.</b> Encourage industry to maximize use of rail and air for the transportation of goods. <i>(PCTPA, jurisdictions)</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p><b>Short Range Action #3.</b> Support the development of grade separations of railroad tracks where necessary. <i>(PCTPA, jurisdictions, Caltrans)</i></p>	<p><b>OBJECTIVE B:</b> Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p><b>Short Range Action #4.</b> Support the designation of hazardous waste routes by federal and state regulators. <i>(PCTPA, jurisdictions)</i></p>	<p><b>OBJECTIVE B:</b> Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p><b>Short Range Action #5.</b> Designate a subregional or countywide backbone truck route <i>system (PCTPA, jurisdictions, Caltrans)</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p><b>OBJECTIVE B:</b> Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>



Short-Range & Long-Range Actions	RTP Objective
<p><b>Short Range Action #5.</b> Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods. <i>(PCTPA, jurisdictions, Caltrans)</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p><b>Short Range Action #7.</b> Support local development of truck parking <i>strategies (PCTPA, jurisdiction and industry)</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p><b>OBJECTIVE B:</b> Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p><b>Short Range Action #8.</b> Specially designate roads that connect key agricultural producers with processing facilities and the regional road network. <i>(Jurisdictions)</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p><b>OBJECTIVE B:</b> Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p>
<p><b>Short Range Action #9.</b> Act as a resource to local jurisdictions for interrelationship of industrial and wholesale land use and transportation planning. <i>(PCTPA)</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p><b>Long Range Action #1.</b> Continue to implement the actions outlined in the short-range action plan. <i>(PCTPA, Caltrans, jurisdictions, industry)</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p><b>Long Range Action #2.</b> 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><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>
<p><b>Long Range Action #3.</b> Coordinate goods movement plans and projects <i>(PCTPA, Caltrans, jurisdictions, SACOG)</i></p>	<p><b>OBJECTIVE A:</b> Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p>

Short-Range & Long-Range Actions	RTP Objective
<b><i>GOAL 6: ACTIVE &amp; ALTERNATIVE TRANSPORTATION (NEVS)</i></b>	
<p><b>Short Range Action #1.</b> Identify issues and problems pertaining to active and alternative transportation. (PCTPA, jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p><b>OBJECTIVE B:</b> Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p><b>OBJECTIVE C:</b> Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p><b>OBJECTIVE D:</b> Promote the development of multi-use trails in rural and other areas.</p> <p><b>OBJECTIVE E:</b> 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><b>Short Range Action #2.</b> Develop policies for the allocation of funds and processing of claims active and alternative transportation projects. (PCTPA, jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p><b>OBJECTIVE B:</b> Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p><b>OBJECTIVE C:</b> Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p><b>OBJECTIVE D:</b> Promote the development of multi-use trails in rural and other areas.</p>
<p><b>Short Range Action #3.</b> 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><b>OBJECTIVE C:</b> Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p><b>OBJECTIVE D:</b> Promote the development of multi-use trails in rural and other areas.</p>
<p><b>Short Range Action #4.</b> 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><b>OBJECTIVE A:</b> Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p><b>OBJECTIVE C:</b> 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><b>Short Range Action #5.</b> 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><b>OBJECTIVE A:</b> Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p><b>OBJECTIVE B:</b> Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p><b>OBJECTIVE C:</b> Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p>
<p><b>Short Range Action #6.</b> Encourage PCTPA member jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay projects. (PCTPA, jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p><b>OBJECTIVE B:</b> Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p><b>OBJECTIVE C:</b> Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p>
<p><b>Short Range Action #7.</b> Pursue new revenue sources for active and alternative transportation development. (PCTPA, jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p><b>OBJECTIVE B:</b> Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p><b>OBJECTIVE C:</b> Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p><b>OBJECTIVE D:</b> Promote the development of multi-use trails in rural and other areas.</p>
<p><b>Short Range Action #8.</b> Review existing abandoned railroad corridors for possible conversion to active and alternative transportation facilities. (PCTPA, jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p><b>OBJECTIVE D:</b> Promote the development of multi-use trails in rural and other areas.</p>
<p><b>Short Range Action #9.</b> 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><b>OBJECTIVE E:</b> 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><b>Long Range Action #1.</b> Continue to implement the actions outlined in the short range action plan. <i>(PCTPA, jurisdictions)</i></p>	<p><b>OBJECTIVE A:</b> Plan and develop a continuous and easily-accessible bicycle, pedestrian, and low-speed vehicle system within the region.</p> <p><b>OBJECTIVE B:</b> Provide bicycle, pedestrian, and low-speed vehicle system that emphasizes the safety of people and property.</p> <p><b>OBJECTIVE C:</b> Integrate bicycle, pedestrian, and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p><b>OBJECTIVE D:</b> Promote the development of multi-use trails in rural and other areas.</p> <p><b>OBJECTIVE E:</b> 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><b><i>GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT (TSM)</i></b></p>	
<p><b>Short and Long Range Action #1.</b> 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><b>OBJECTIVE C:</b> Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p>
<p><b>Short and Long Range Action #2.</b> 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><b>OBJECTIVE A:</b> Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p><b>OBJECTIVE B:</b> Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p><b>Short and Long Range Action #3.</b> 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><b>OBJECTIVE B:</b> Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> <p><b>OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Short and Long Range Action #4.</b> Implement traffic flow improvements on regionally significant roadways. <i>(PCTPA, jurisdictions, Caltrans)</i></p>	<p><b>OBJECTIVE A:</b> Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p><b>OBJECTIVE B:</b> Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Short and Long Range Action #5.</b> 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><b>OBJECTIVE A:</b> Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p><b>OBJECTIVE B:</b> Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p><b>Short and Long Range Action #6.</b> 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><b>OBJECTIVE A:</b> Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p><b>OBJECTIVE B:</b> Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p><b>Short and Long Range Action #7.</b> Increase the awareness of alternative transportation options in Placer County through outreach, educational and incentive programs. <i>(PCTPA, jurisdictions, transit operators)</i></p>	<p><b>OBJECTIVE B:</b> Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p><b>Short and Long Range Action #8.</b> 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><b>OBJECTIVE B:</b> Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p>
<p><b>Short and Long Range Action #9.</b> 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><b>OBJECTIVE A:</b> Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p><b>OBJECTIVE B:</b> Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> <p><b>OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Short Range Action #1.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Short Range Action 2.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p> <p><b>RECREATIONAL TRAVEL OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Intelligent Transportation Systems Short Range Action #3.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Short Range Action #4.</b> Provide more effective and convenient transit services. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, transit operators, SACOG)</i></p>	<p><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p> <p><b>PUBLIC TRANSIT OBJECTIVE D:</b> Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p>
<p><b>Intelligent Transportation Systems Short Range Action #5.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Short Range Action #6.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Short Range Action #7.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Long Range Action #1.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Long Range Action #2.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Intelligent Transportation Systems Long Range Action #3.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Long Range Action #4.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b>Intelligent Transportation Systems Long Range Action #5.</b> 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><b>TSM OBJECTIVE C:</b> Promote the use of technology to reduce work-related, education-related, and personal trips.</p>
<p><b><i>GOAL 8: RECREATIONAL TRAVEL</i></b></p>	
<p><b>Short and Long Action #1.</b> Promote and use intelligent transportation systems (ITS) to improve recreational travel. <i>(PCTPA, Caltrans, SACOG, TRPA, FHWA)</i></p>	<p><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>
<p><b>Short and Long Range Action #2.</b> 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><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>
<p><b>Short and Long Range Action #3.</b> Provide education and marketing of alternatives to the personal automobile. <i>(PCTPA, employers, resorts, TNT TMA, transit operators)</i></p>	<p><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>
<p><b>Short and Long Range Action #4.</b> 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><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Short and Long Range Action #5.</b> 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><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>
<p><b>Short and Long Range Action #6.</b> Provide coordinated feeder transit services to parks and attractions. <i>(transit operators, resorts, employers, Caltrans)</i></p>	<p><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>
<p><b>Short and Long Range Action #7.</b> 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><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>
<p><b>Short and Long Range Action #8.</b> 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><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>
<p><b>Short and Long Range Action #9.</b> 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><b>OBJECTIVE A:</b> Incorporate access to recreational centers in the transportation infrastructure.</p>



Short-Range & Long-Range Actions	RTP Objective
<b><i>GOAL 9: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING</i></b>	
<p><b>Short Range Action #1.</b> 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)</p>	<p><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p> <p><b>OBJECTIVE D:</b> 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><b>OBJECTIVE E:</b> Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p><b>Short Range Action #2.</b> Review local general and specific plans, and land use entitlement applications for consistency with airport land use plans. (PCTPA, jurisdictions)</p>	<p><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p>
<p><b>Short Range Action #3.</b> Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. (PCTPA, jurisdictions, PCAPCD, Caltrans)</p>	<p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p> <p><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>
<p><b>Short Range Action #4.</b> Continue to participate in the SACOG regional Blueprint planning efforts. (PCTPA, jurisdictions, SACOG)</p>	<p><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE D:</b> 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><b>OBJECTIVE E:</b> Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p><b>Short Range Action #5.</b> Develop guidelines and/or policies to prioritize transportation projects that have air quality benefits while providing cost effective movement of people and goods. (PCTPA, PCAPCD)</p>	<p><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Short Range Action #6.</b> 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><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>
<p><b>Short Range Action #7.</b> 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><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p> <p><b>OBJECTIVE E:</b> Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p><b>Short Range Action #8.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p> <p><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>
<p><b>Short Range Action #9.</b> 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><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p> <p><b>OBJECTIVE E:</b> Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p><b>Short Range Action #10.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p>
<p><b>Short Range Action #11.</b> 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><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p>
<p><b>Short Range Action #12.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Short Range Action #13.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p>
<p><b>Short Range Action #14.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p> <p><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>
<p><b>Short Range Action #15.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>
<p><b>Short Range Action #16.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p>
<p><b>Short Range Action #17.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p>
<p><b>Short Range Action #18.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Long Range Action #1.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p> <p><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p> <p><b>OBJECTIVE E:</b> Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p><b>Long Range Action #2.</b> 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><b>OBJECTIVE C:</b> Ensure that transportation satisfy regional air quality conformity standards.</p>
<p><b>Long Range Action #3.</b> 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><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE B:</b> Provide transportation infrastructure that meets existing and future needs.</p> <p><b>OBJECTIVE E:</b> Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p><b>Long Range Action #4.</b> Coordinate and arrange for regional workshops focused on the incorporation of “smart growth” and transportation project planning.</p>	<p><b>OBJECTIVE A:</b> Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p><b>OBJECTIVE E:</b> Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p>
<p><b>Air Quality Element Short and Long Range Action #1.</b> 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><b>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:</b> Ensure that transportation projects do not contribute to increased vehicle emissions.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Air Quality Element Short and Long Range Action #2.</b> 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><b>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:</b> Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p><b>PUBLIC TRANSIT OBJECTIVE D:</b> Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p>
<p><b>Air Quality Element Short and Long Range Action #3.</b> 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><b>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:</b> Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p><b>PUBLIC TRANSIT OBJECTIVE D:</b> Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p>
<p><b>Air Quality Element Short and Long Range Action #4.</b> 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><b>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:</b> Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p><b>PUBLIC TRANSIT OBJECTIVE D:</b> Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p>
<p><b>Air Quality Element Short and Long Range Action #5.</b> 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><b>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:</b> Ensure that transportation projects do not contribute to increased vehicle emissions.</p>
<p><b>Air Quality Element Short and Long Range Action #6.</b> Expand the use of alternative fuels to reduce impacts on air quality and GHG emissions. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p>	<p><b>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C:</b> Ensure that transportation projects do not contribute to increased vehicle emissions.</p>
<p><b>GOAL 10: FUNDING</b></p>	
<p><b>Regional Roadway Short Range Action #2.</b> Obtain funding for and construct high priority regional road network projects shown in Figure 3-1. <i>(PCTPA, Caltrans, jurisdictions)</i></p>	<p><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p>

Short-Range & Long-Range Actions	RTP Objective
<p><b>Regional Roadway Short Range Action #4.</b> Identify and pursue additional funding sources, as appropriate. (<i>PCTPA, Caltrans, jurisdictions</i>)</p>	<p><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p> <p><b>OBJECTIVE B:</b> Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p><b>Regional Roadway Short Range Action #6.</b> Develop Regional Transportation Improvement Program. (<i>PCTPA, jurisdictions</i>)</p>	<p><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p>
<p><b>Public Transit Short Range Action #1.</b> 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><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p> <p><b>OBJECTIVE B:</b> Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p><b>Public Transit Short Range Action #2.</b> 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><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p>
<p><b>Public Transit Short Range Action #6.</b> 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><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p>
<p><b>Passenger Rail Short and Long Range Action #1.</b> 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><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p> <p><b>OBJECTIVE B:</b> Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p><b>Passenger Rail Short and Long Range Action #4.</b> 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><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p> <p><b>OBJECTIVE B:</b> Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p>
<p><b>Passenger Rail Short and Long Range Action #5.</b> 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><b>OBJECTIVE A:</b> Obtain funding of vital transportation needs through all conventional sources.</p>

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

# APPENDIX G-1

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## FINANCIAL ELEMENT - DETAILED DESCRIPTIONS OF FUNDING PROGRAMS



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## FEDERAL

### Regional Surface Transportation Program (RSTP)

RSTP was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of TEA 21 in 1997 and SAFETEA-LU in 2005. RSTP is the most flexible of the Federal transportation funding programs. A broad variety of transportation projects and modes, are eligible on federal-aid roads and all bridges.

Examples of projects eligible for RSTP include highway projects; bridges (including construction, reconstruction, seismic retrofit and painting); transit capital improvements; carpool, parking, bicycle, and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

80% of the STP apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations and Regional Transportation Planning Agencies. The remainder goes directly to counties in a formula equal to 110% of the Federal Aid Urban/Federal Aid Secondary (FAU/FAS) funding in place prior to 1991. The maximum federal reimbursement rate is 88.53 percent.

### Congestion Mitigation and Air Quality Program (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and was re-authorized with the passage of TEA-21 in 1997 and SAFETEA-LU in 2005. Funds are directed to transportation projects and programs which contribute to the attainment of maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the federal Clean Air Act. As part of the Sacramento Valley air basin, which is in non-attainment for ozone, Placer County is eligible for CMAQ funds.

Eligible federal-aid projects include public transit improvements; high occupancy vehicles (HOV) lanes; Intelligent Transportation Infrastructure (ITI); traffic management and traveler information systems (i.e., electric toll collection systems; employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination); fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations (TMAs); fare/fee subsidy programs; and under certain conditions, PM-10 projects. The maximum federal reimbursement rate is 88.53 percent.

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## **Transportation Enhancement Activities Program (TE)**

### **TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**

MAP-21 established a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State's formula apportionments. Unless a State opts out, it must use a specified portion of its TAP funds for recreational trails projects. TAP consolidated the following programs:

- Recreational Trails Program
- Safe Routes to Schools
- Transportation Enhancements

### **National Highway System (NHS)**

The National Highway System program provides funding for the 163,000 mile of the National Highway System. The NHS system consists of interstate highways and major primary roads. NHS funds are distributed based on a formula including each state's lane-miles of principal arterials, vehicle miles, and diesel fuel use. States may transfer up to 50 percent of NHS funds to other road programs or transit, and up to 100 percent of these funds in states with Clean Air Act non-attainment areas with approval of the U.S. Secretary of Transportation.

### **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)**

SAFETEA-LU established the Highway Safety Improvement Program (HSIP) as a core federal-aid program. The HSIP purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through implementation of infrastructure-related highway safety improvements. The HSIP has several program features, including the Railroad/Highway At-Grade Crossings and High-Risk Rural Roads programs. The federal reimbursement rate is 90 percent.

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

The purpose of this program, which is also known as Section 130, is to reduce the number and severity of highway accidents by eliminating hazards to vehicles and pedestrians at existing railroad crossings. 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.

### **High-Risk Rural Roads Program (HR3)**

The purpose of the High-Risk Rural Roads Program is to correct or improve hazardous roadway locations or features to reduce the frequency and severity of accidents on rural roads. The project must be located on a rural major collector, a rural minor collector, or a rural local road. The program is competitive and the federal reimbursement rate is 90 percent.

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## **Hazard Elimination Safety Program (HES)**

The purpose of this program is to eliminate or reduce the number and severity of traffic accidents at hazardous locations. To be eligible for federal HES funds, the project must be located on any local road. Projects must correct an identified safety hazard or problem.

## **Safe Routes to School Program (SR2S)**

Caltrans has established a “Safe Routes to School” construction program utilizing federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects, or outreach programs that promote walking and bicycling through education, encouragement and enforcement. The intent of the program is to increase the number of children in grades K-8 to walk or bicycle to school by removing barriers that currently prevent them from doing so. To be eligible for SR2S funds, the project must be located on either a state highway or local road. Projects must correct an identified safety hazard or problem on a route that students use for trips to, and from, school. The SR2S program was created as a subset of the Hazard Elimination Safety (HES) program. The program is competitive and the federal reimbursement rate is 100 percent.

## **Emergency Relief Program (ER)**

The ER Program is intended to assist local agencies when local resources are inadequate to cope with disasters or catastrophic failures. For a declared disaster, ER funds are intended to aid state and local highway agencies in paying unusually heavy expenses or repairing serious damage to Federal-aid highways resulting from natural disasters or catastrophic failure. Only work that exceeds heavy maintenance, is extraordinary, and restores the facility to its previous level of service is eligible.

The annual amount available to an individual state varies each year depending on disasters experienced by the states.

## **Highways for LIFE Pilot Program (HFL)**

FHWA’s new Highways for LIFE program is a competitive discretionary program, that provides funding for projects with the purpose of advancing longer-lasting highway infrastructure using innovations to accomplish fast construction of efficient and safe highways and bridges. An eligible project include construction, reconstruction or rehabilitates a federal-aid highway, and employs innovative technologies, manufacturing processes, financing, or construction methods that improve safety, decrease construction congestion, and improve overall highway quality. Agencies that have not received HFL grants in the past are given preference. Funding projects in as many states is an important factor in the selection process

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## Federal Discretionary Programs

There are a number of highway, transit, and rail discretionary programs available to California applicants authorized by various sections of MAP-21. Funding for these programs vary—some are formula driven and others are nationally competitive. Funds are distributed over the two-year life of MAP-21 and continuing resolutions.

The following are some of the programs with a brief description:

Corridors and Borders: Provides funds to states for coordinated planning, design and construction of transportation corridors of national significance, economic growth or interregional or international trade.

Transportation and Community and System Preservation Pilot Program: Researches relationships between transportation, community preservation and the environment and funds projects to address transportation efficiency and community system preservation.

National Scenic Byways: Provides funding for eligible scenic byway projects along All-American Roads or designated scenic byways and for the planning, design and development of State scenic byway programs.

Public Lands Highways: Provides funding for eligible transportation projects within, adjacent to, or providing access to the areas served by federal public lands highways.

Interstate Maintenance Discretionary: Provides funding for resurfacing, restoring, rehabilitating and reconstructing, including adding travel lanes, of the interstate system, including interchanges and overcrossings along the system.

Intelligent Transportation System Deployment: Provides funds for ITS integration and deployment projects—funding and projects are congressionally designated.

## Federal Demonstration Program (High Priority Projects)

A demonstration project is specifically established and funded by Congress through federal law. Demonstration projects are generally provided as part of the periodic transportation authorization acts or the annual transportation appropriation acts. The federal reimbursement rate is typically 80 percent; however, demonstration funds provided by legislation may not be enough to fully fund a project. Demonstration projects are initiated by Congress, usually at the request of constituents within a given congressional district. The Federal Demonstration Program has provided funding toward the Interstate 80 operation improvement projects and the Lincoln Bypass.

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## **FTA Section 5307**

Formerly known as the Section 9 program, Section 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 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.

## **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.

## **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.

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## **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 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. Due to State budgetary issues the STA program has been deferred to FY 2013/14.

## **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.



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## **Environmental Enhancement and Mitigation Program (EEM)**

The purpose of the EEM Program is to mitigate environmental impacts or new or modified public transportation facilities beyond the mitigation level required by the project's environmental document. Projects must provide mitigation or enhancement in addition to the mitigation required as part of the transportation projects to which they are related. Funding is distributed on a competitive basis and is administered jointly by the Resource Agency and Caltrans. There are three categories of EEM funding: Highway Landscape and Urban Forestry, Resource Lands, and Roadside Recreational.

## **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

## **Traffic Congestion Relief Program (TCRP)**

The TCRP was a one-time direction of surplus state funds to transportation purposes. At an overall total of more than \$5.3 billion, funding was been provided for selected projects that will relieve traffic congestion, improve goods movement, and provide connectivity between systems. However, none of the named projects were in Placer County.

The TCRP program does, however, include approximately \$1.5 billion generated through the dedication of the sales tax on motor fuel over five years (2001/02 through 2005/06), distributed 40% to augment the STIP, 40% to cities and counties for continued local street and road maintenance, and 20% to augment the Public Transportation Account.

State budget problems, starting in FY 2002/03, have necessitated the suspension of the TCRP program, and borrowing from the State Highway Account to cover previously approved expenditures. The long-term fate of the TCRP program remains unclear, but the overall

direction appears to be to repay loans and replace funds to the State Highway Account over the long term.

## **Fuel Taxes**

The State of California imposes an excise tax of 18 cents per gallon on motor fuel. These funds are then distributed by formula directly to cities and counties for street and road maintenance.

## **Motor Vehicle Fees**

Vehicle registration and drivers 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 of \$10,000 each 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 10% of the operating revenue for rural transit systems and for CTSA services, and 15% for others.

### **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.

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## 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.

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## **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.

The recent state budget crisis has 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

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### EXCERPT FROM SACOG 2016 MTP/SCS FINANCIAL ELEMENT

# APPENDIX H

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## PLACER COUNTY 2036 REGIONAL TRANSPORTATION PLAN CHECKLIST



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## Regional Transportation Plan Checklist

(Revised February 2010)

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

**Name of MPO/RTPA:** Placer County Regional Transportation Planning Agency

**Date Draft RTP Completed:** November 20, 2015

**RTP Adoption Date:** February 24, 2016

**What is the Certification Date of the Environmental Document (ED)?** February 24, 2016

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

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

### Regional Transportation Plan Contents

General

	Yes/No	Page #
1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))	Y	Ch. 1-3
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))	Y	Ch. 1-3, Ch. 6-4
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Y	Ch. 5, 6, & 8
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
a. Identify the general location of uses, residential densities, and building intensities within the region? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-

	Yes/No	Page #
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
d. Identify a transportation network to service the transportation needs of the region? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
f. Consider the state housing goals specified in Sections 65580 and 65581? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
g. Utilize the most recent planning assumptions, considering local general plans and other factors? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Ch. 1-2
5. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2) <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-
<u>Consultation/Cooperation</u>		
1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?	Yes	Ch. 2-17 through 2-20, App. A & App. B

	Yes/No	Page #
2. Did the MPO/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? (23CFR450.316(3)(b))	Yes	Ch. 2-18 Ch. 2-19, App. B, PEIR
3. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP?	Yes	Ch. 2-18, PEIR
4. 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 450.322(g))	Yes	Ch. 2-20, PEIR
5. 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 450.322(g))	Yes	Ch. 2-4, PEIR
6. Did the MPO/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)? (Title 23 CFR part 450.316(c))	Yes	Ch. 2-16 Ch. 2-18, App. B, & PEIR
7. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i))	Yes	Ch. 2-17, Ch. 2-18 Ch. 2-19 App. A & App. B
8. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316 (a))	Yes	Ch. 2,-19 App. A & App. B
9. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) <b>(MPO nonattainment and maintenance areas only) <u>Applicable to SACOG</u></b>	N/A	-
10. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan?	Yes	Ch. 6.2
11. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j))	Yes	Pg. ii-i
12. Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) <b>(MPOs only) <u>Applicable to SACOG</u></b>	N/A	-

13. Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E) **(MPOs only) Applicable to SACOG**)

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 MPOs and 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 & Ch. 6.5
N/A	-
Yes	Ch. 6.5

### Programming/Operations

1. Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) **(MPOs designated as TMAs only) Applicable to SACOG**
2. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?
3. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?
4. Does the RTP contain a list of un-constrained projects?

N/A	-
Yes	Ch. 2-4 Ch. 6.9-1 Ch. 6.9-2
Yes	Ch. 6.1-20, 6.2-30, 6.3-12, 6.6-16, 6.11-16
Yes	App. E

### Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?	Yes	Ch. 8-14 Ch. 8-15
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19)	Yes	Ch. 1-4 Ch. 6-4 Ch. 8-14
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii))	Yes	Ch. 8-14 Ch. 8-15
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	App. D Figure 6.1-4
5.	Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv))	Yes	Ch. 8-10
6.	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? (23 CFR 450.322(f)(10)(i))	Yes	Ch. 8-11 Ch. 8-12
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33)	Yes	Ch. 2-11
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19)	Yes	Ch. 1-4 Ch. 6-4 Ch. 8-14
9.	Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi) ( <b>nonattainment and maintenance MPOs only</b> ) <b><u>Applicable to SACOG</u></b> )	N/A	-


### Environmental

1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	PEIR
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	-

3. Does the RTP contain a discussion of SIP conformity, if applicable? **(MPOs only) Applicable to SACOG**
4. Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))
5. Where does the EIR address mitigation activities?
6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?
7. Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only) Applicable to SACOG**

Yes/No	Page #
N/A	-
Yes	Ch. 9-2 App. J
Yes	PEIR, MMRP
No	-
N/A	-

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



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

February 11, 2016  
Date

Celia McAdam, AICP

Executive Director

Print Name

Title

# **APPENDIX I**

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## **TRANSPORTATION PLANNING ACRONYMS & DEFINITIONS**



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

<b>AB</b>	<b>Assembly Bill</b> <i>Legislation that originates in the California assembly.</i>
<b>ADA</b>	<b>Americans with Disabilities Act</b> <i>Federal act that requires equal accessibility for persons with disabilities. It mostly comes into play with transit issues.</i>
<b>ATP</b>	<b>Active Transportation Program</b> <i>A competitive annual statewide and regional funding program for bicycle and pedestrian projects.</i>
<b>ADT</b>	<b>Average Daily Traffic</b> <i>Unit of measurement for the average amount of traffic that travels daily on a specific roadway(s).</i>
<b>ALUC</b>	<b>Airport Land Use Commission</b> <i>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.</i>
<b>ALUCP</b>	<b>Airport Land Use Compatibility Plan</b> <i>The plan that governs how jurisdictions will deal with land use around airports.</i>
<b>APCD</b>	<b>Air Pollution Control District</b> <i>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.</i>
<b>ARB</b>	<b>Air Resources Board (California)</b> <i>California agency responsible for protecting the State's air.</i>
<b>CAAA</b>	<b>Clean Air Act Amendments</b> <i>The federal law that sets air quality standards for the nation, including procedures for meeting these standards and penalties for non compliance.</i>
<b>CALTRANS</b>	<b>California Department of Transportation</b> <i>The California Department of Transportation (Caltrans) is primarily responsible for the planning, design, construction, maintenance, and operation of the State's transportation system.</i>
<b>CASP</b>	<b>California Aviation System Plan</b> <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>

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<b>CCAA</b>	<p><b>California Clean Air Act</b>  <i>The State law that sets air quality standards for California, including procedures for meeting these standards and penalties for non compliance.</i></p>
<b>CEQA</b>	<p><b>California Environmental Quality Act</b>  <i>The law that requires an assessment of the environmental impact of specified governmental actions, including procedures for making determinations.</i></p>
<b>CIP</b>	<p><b>Capital Improvement Program</b>  <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></p>
<b>CMA</b>	<p><b>Congestion Management Agency</b>  <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></p>
<b>CMAQ</b>	<p><b>Congestion Mitigation and Air Quality</b>  <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></p>
<b>CMP</b>	<p><b>Congestion Management Program</b>  <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></p>
<b>CO</b>	<p><b>Carbon Monoxide</b>  <i>A colorless, odorless, poisonous gas emitted by vehicle combustion.</i></p>
<b>CTC</b>	<p><b>California Transportation Commission</b>  <i>A nine-member board, appointed by the Governor, that governs the State Transportation Improvement Program and other specified transportation funding programs.</i></p>
<b>CTSA</b>	<p><b>Consolidated Transportation Service Agency</b>  <i>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.</i></p>

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<b>DOT</b>	<b>Department of Transportation</b> <i>The federal department responsible for transportation programs established by Congress.</i>
<b>EIR</b>	<b>Environmental Impact Report</b> <i>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.</i>
<b>EIS</b>	<b>Environmental Impact Statement</b> <i>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.</i>
<b>EPA</b>	<b>Environmental Protection Agency</b> <i>The federal agency responsible for environmental protection and environmental programs established by Congress.</i>
<b>FHWA</b>	<b>Federal Highway Administration</b> <i>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 &amp; Wildlife, Army Corps of Engineers, and US Environmental Protection Agency, on transportation related permits, air quality conformity, and environmental documents.</i>
<b>FSP</b>	<b>Freeway Service Patrol</b> <i>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.</i>
<b>FTA</b>	<b>Federal Transit Administration</b> <i>The federal agency charged with overseeing compliance with requirements for federally funded transit projects.</i>
<b>FY</b>	<b>Fiscal Year</b> <i>Begins July 1 of each year and ends June 30 the following year.</i>
<b>HCP</b>	<b>Habitat Conservation Plan</b> <i>Regional planning mechanism designed to protect an area's unique ecological assets, while clearing regulatory obstacles toward continued economic growth and development.</i>
<b>HOV</b>	<b>High Occupancy Vehicle</b> <i>A passenger vehicle with 2 or more occupants sometimes referred to as a carpool.</i>

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<b>IIP</b>	<b>Interregional Improvement Program</b> <i>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).</i>
<b>ITIP</b>	<b>Interregional Transportation Improvement Program</b> <i>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.</i>
<b>ITS</b>	<b>Intelligent Transportation Systems</b> <i>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.</i>
<b>LOS</b>	<b>Level of Service</b> <i>A letter designation indicating the level of traffic congestion on a particular roadway or intersection, with "A" being free-flowing and "F" being gridlock.</i>
<b>LTF</b>	<b>Local Transportation Fund</b> <i>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.</i>
<b>MAP-21</b>	<b>Moving Ahead for Progress in the 21<sup>st</sup> Century</b> <i>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.</i>
<b>SAFETEA-LU</b>	<b>Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users</b> <i>The successor legislation to TEA-21, SAFETEA-LU covers the years 2004 - 2009. While funding levels increased, programs from TEA-21 remained essentially unchanged.</i>
<b>MPO</b>	<b>Metropolitan Planning Organization</b> <i>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.</i>

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<b>MTP</b>	<b>Metropolitan Transportation Plan</b> <i>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.</i>
<b>MTIP</b>	<b>Metropolitan Transportation Improvement Program</b> <i>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.</i>
<b>NEPA</b>	<b>National Environmental Protection Act</b> <i>The federal law which outlines the processes required to determine the environmental impact of federal projects.</i>
<b>NHS</b>	<b>National Highway System</b> <i>The National Highway System consists of 163,000 miles of interstate highways and major primary roads.</i>
<b>OWP</b>	<b>Overall Work Program</b> <i>The document PCTPA prepares each year to outline the work the agency will be undertaking, including the specific activities, products, time lines, and budgets.</i>
<b>PA &amp; ED</b>	<b>Project Approval and Environmental Document</b> <i>Project Approval and Environmental Document (PA&amp;ED) include commitments between partners that apply to the PA&amp;ED phase of the project covered by an agreement.</i>
<b>PDT</b>	<b>Project Development Team</b> <i>A Project Development Team (PDT) is an interdisciplinary team composed of key members of the project team and selected external stakeholders.</i>
<b>PMP</b>	<b>Pavement Management Program</b> <i>A Pavement Management Program (PMP) is a maintenance plan for streets.</i>
<b>PS&amp;E</b>	<b>Plans, Specifications and Estimate</b> <i>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.</i>
<b>PSR</b>	<b>Project Study Report</b> <i>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</i>

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*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,*

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*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.*
- S RTP**      **Short Range Transit Plan**  
*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.*
- SSTAC**     **Social Service Transportation Advisory Council**  
*An appointed committee which advises the PCTPA Board on the Unmet Transit Needs process, as required under the Transportation Development Act.*
- STA**        **State Transit Assistance**  
*A funding source provided under the Transportation Development Act. Revenues come through the state budget process.*

<b>STIP</b>	<p><b>State Transportation Improvement Program</b>  <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></p>
<b>TAC</b>	<p><b>Technical Advisory Committee</b>  <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></p>
<b>TART</b>	<p><b>Tahoe Area Regional Transit</b>  <i>The transit provider for the Tahoe area, including Truckee.</i></p>
<b>TCM</b>	<p><b>Transportation Control Measure</b>  <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></p>
<b>TDA</b>	<p><b>Transportation Development Act</b>  <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></p>
<b>TDM</b>	<p><b>Transportation Demand Management</b>  <i>Strategies designed to reduce vehicular demand upon the existing transportation system.</i></p>
<b>TEA</b>	<p><b>Transportation Enhancement Activities</b>  <i>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.</i></p>
<b>TMA</b>	<p><b>Transportation Management Association</b>  <i>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.</i></p>
<b>TRO</b>	<p><b>Trip Reduction Ordinance</b>  <i>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.</i></p>



<b>TRPA</b>	<b>Tahoe Regional Planning Agency</b> <i>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.</i>
<b>TSM</b>	<b>Transportation System Management</b> <i>Strategies designed to improve the efficiency and effectiveness of the existing transportation system.</i>
<b>VMT</b>	<b>Vehicle Miles Traveled</b> <i>Unit of measurement of how far a vehicle or vehicles have traveled in a day, month or year.</i>
<b>YTD</b>	<b>Year-to-Date</b> <i>Year-To-Date (YTD) represents the period starting January 1 of the current year and ending today.</i>
<b>ZEV</b>	<b>Zero Emission Vehicle</b> <i>A vehicle that produces no tailpipe pollutants. Electric vehicles and fuel cell vehicles are considered ZEVs.</i>

# APPENDIX J

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## MITIGATION MONITORING, & REPORTING PROGRAM EXCERPT

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