

# CHAPTER 2

## ORGANIZATIONAL SETTING

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

### 2.1 Regional Transportation Planning Agency (RTPA) Designation

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

#### **State Transportation Planning and Programming**

PCTPA has executed a memorandum of understanding and Master Fund Transfer Agreement with the Caltrans on January 1, 2005 identifying the responsibilities of PCTPA as the RTPA and providing the administrative structure to implement these responsibilities.

As an RTPA with an urbanized population over 50,000, PCTPA is responsible for preparing the county's RTP. PCTPA's jurisdiction, which represents the area covered by the RTP, is shown in Figure 1.2a. PCTPA is also responsible for preparing a Regional Transportation Improvement Program (RTIP) pursuant to Section 65080 of the Government Code. Under SB 45, RTPAs are responsible for the selection of RTIP projects, to be funded with the county's share of STIP funds. This responsibility requires that PCTPA monitor projects included in the county's RTIP, and that they are completed on schedule and within budgetary constraints.

Under AB 1012, agencies are also held responsible for ensuring State and Federal funding is spent promptly and projects delivered within specified time limits. This requirement is backed up by "use it or lose it" timely use of funds deadlines. Some of the major projects subject to these provisions are the Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) programs. Proposition 1B Corridor Mobility Improvement

Account (CMIA) funding carries additional provisions that require funded projects to be under construction no later than 2011.

### **Federal Transportation Planning and Programming**

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

- Support economic vitality of the region;
- Increase the safety of the transportation system;
- Increase the security of the transportation system;
- Increase the accessibility and mobility options for people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance integration and connectivity of the transportation system among modes for people and freight;
- Promote efficient system management and operations; and
- Emphasize preservation of the existing transportation system.

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

PCTPA executed a memorandum of understanding (MOU) with Caltrans and the Sacramento Council of Governments (SACOG) in April 2001 to govern federal transportation planning and programming in Placer County. This agreement integrates the PCTPA Regional Transportation Plan (RTP) and RTIP within the SACOG process.

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

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

PCTPA receives an allocation of federal STP funds for Placer County. Pursuant to Section 182.6 of the Streets and Highways Code, PCTPA can exchange the non-urbanized funds for State gas tax funds. PCTPA allocates these exchange funds to jurisdiction projects based upon an MOU signed by all Placer jurisdictions approved in November 1994. The STP funding exchange

formula and allocation was updated to reflect TEA 21 and approved by the PCTPA Board in January 1999. The exchange formula and allocation is updated annually as appropriate.

### **Federal Aid Project Administration**

PCTPA executed a Local Agency - State Agreement for Federal Aid Projects (Agreement 03-6158) with the State of California in March 1994, which was reauthorized in January 2004. The execution of this agreement qualifies PCTPA to administer federally funded projects.

### **Local Transportation Fund Administration**

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

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

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

### **RTP Consistency**

The RTP is consistent with the 2035 MTP, transportation plans of adjacent regions, short range transit plans, human services transportation plan, the air quality State Implementation Plan (SIP), local general plans, airport plans, and regional plans for intelligent transportation systems (ITS).

The RTP is also consistent with other statewide plans and regulations, including: the 2030 California Transportation Plan, a statewide document with policies that should be followed in all regional transportation plans; the California Environmental Quality Act (CEQA) through the development of an environmental document describing impacts and mitigation; and the California Clean Air Act, a state regulation that specifies air quality management strategies that must be adopted.

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

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

## Relationship of RTPA and RTP

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

## 2.2 Airport Land Use Commission (ALUC) Designation

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

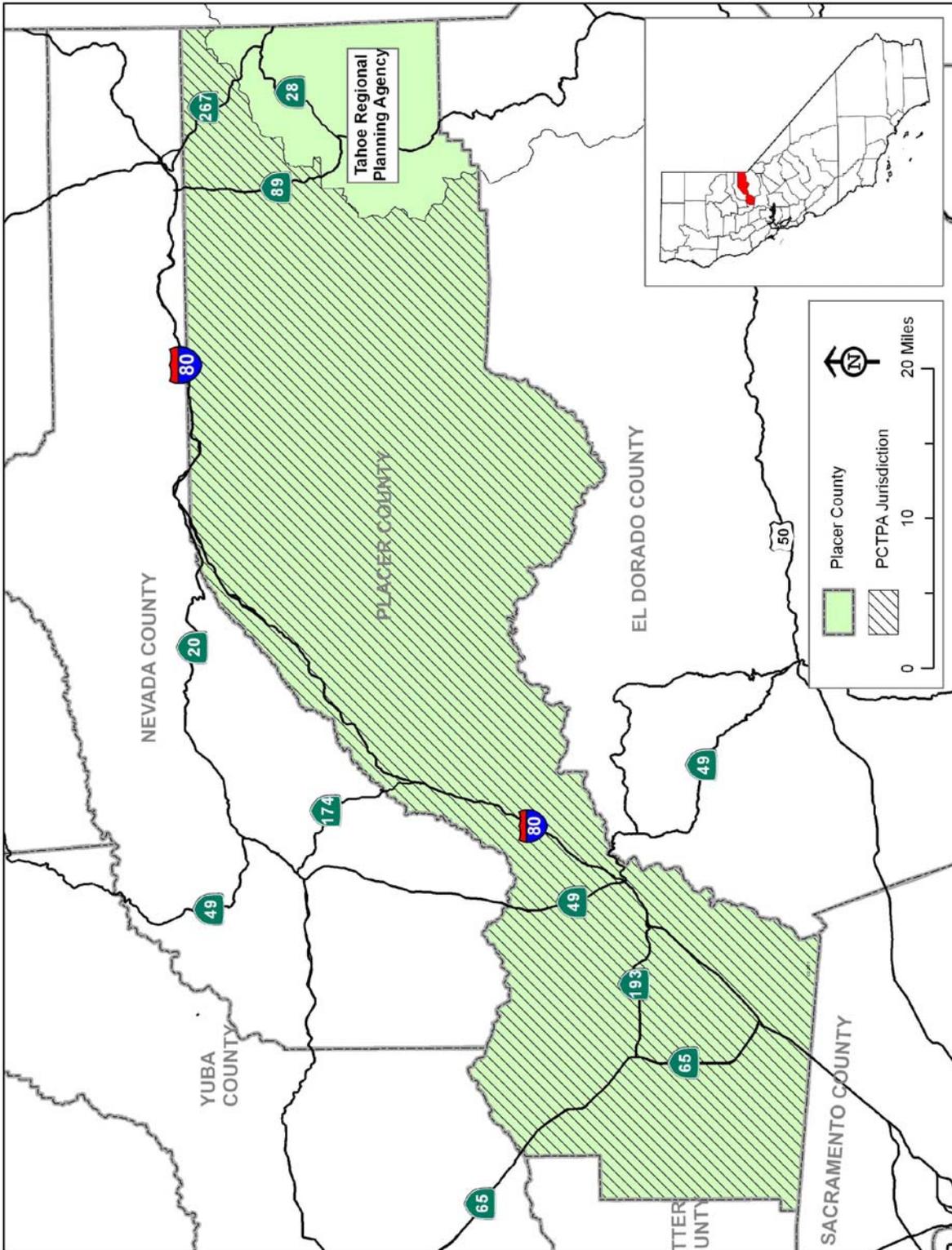
*To protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible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

PCTPA was designated the ALUC for the Auburn Municipal, Lincoln Regional, and Blue Canyon airports in January, 1997. As ALUC, PCTPA has two principal powers. PCTPA acts as the hearing body for land use planning for Placer County airports. PCTPA is also responsible for development of airport land use plans for Placer County airports, and must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan. The Placer County ALUC (PCTPA Board of Directors) adopted the updated Placer County Airport Land Use Compatibility Plan in October, 2000.

## **Relationship of ALUC and RTP**

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

Figure 2.1  
PCTPA Jurisdiction (Area Covered by RTP)



## 2.3 Congestion Management Agency (CMA) Designation

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

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

### Relationship of CMA and RTP

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

## 2.4 Passenger Rail Administration

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

### Relationship of CCJPA and RTP

The RTP Action Element includes a Passenger Rail Chapter, which incorporates regionally significant and passenger rail improvement projects, including services provided by the CCJPA. CCJPA projects are included in the 2035 RTP. Freight rail improvements are identified in the Goods Movement Chapter.

## **2.5 South Placer Regional Transportation Authority (SPRTA) Administration**

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

### **Relationship of SPRTA and RTP**

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

## **2.6 Transportation Sales Tax Authority Administration**

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

### **Relationship of Transportation Sales Tax Expenditure Plan and RTP**

The RTP includes an Action Element, which incorporates regionally significant and local transportation improvement projects. Several of the projects included in the RTP could be potentially funded via a transportation sales tax. In May 2006, the transportation sales tax was found to be consistent with the description of local fund sources included in the 2027 RTP's financial element.

## 2.7 Western Placer Consolidated Transportation Services Agency (WPCTSA) Administration

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

### Relationship of WPCTSA and RTP

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

## 2.8 Other Agencies

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

### MEMBER JURISDICTIONS

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

### Relationship of Member Jurisdictions and RTP

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

the jurisdictions. The participation and agreement of all jurisdictions, therefore, is critical in implementing the RTP.

## **CALIFORNIA TRANSPORTATION COMMISSION (CTC)**

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

### Relationship of CTC and RTP

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

## **CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)**

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

### California Transportation Plan

Caltrans is also responsible for preparing the California Transportation Plan (CTP). The CTP is a statewide, long range transportation plan for meeting California's future mobility needs. The CTP provides a vision for the State's future transportation system; a fully integrated, multimodal, sustainable transportation system that supports a prosperous economy, a quality environment, and furthers social equity. The CTP offers a policy framework to guide future transportation decisions and investments, better link transportation and land use, improve air quality, and reduce petroleum energy consumption. The CTP also provides guidance for developing RTPs. The CTP is currently being updated for a planning horizon year of 2035. The update is scheduled to be completed in 2010, and is being developed in consultation with regional transportation planning agencies through the Rural Counties Task Force.

## **Caltrans System Planning Process**

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

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

Most Caltrans projects identified in the District Mobility Action Plan, the Transportation Corridor Concept Reports, the Transportation System Development Program, and the Corridor System Management Plans for District 3 are included in the 2035 RTP.

### Relationship of Caltrans and RTP

The RTP is consistent with Caltrans mission to “improve mobility across California;” and specifically, the RTP goals, objectives and policies are consistent with Caltrans goals to: provide a safe transportation system; maximize system performance, mobility, and accessibility; efficiently deliver transportation projects and services; and preserve and enhance California’s resources and assets.

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

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

## **SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)**

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

### Relationship of SACOG and RTP

PCTPA has the responsibility for the development and adoption of the RTP and the RTIP for Placer County. SACOG has the responsibility for the development and adoption of the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). SACOG also has the responsibility for making findings of conformity required under Section 176 of the Federal Clean Air Act with the designated Federal Ozone Non-attainment Area. Under the terms of a Memorandum of Understanding between PCTPA and SACOG entered into in 1993 and amended in 2001, PCTPA submits the RTP for inclusion into the SACOG MTP. PCTPA also represents the Placer jurisdictions in various federal planning and programming issues. The RTP is designed to be consistent with SACOG’s adopted 2035 MTP and the MTIP, as amended.

## **PLACER COUNTY AIR POLLUTION CONTROL DISTRICT (PCAPCD)**

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

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

### Relationship of PCAPCD and RTP

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

## **OTHER AGENCIES' REGIONAL TRANSPORTATION PLANS**

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

### Relationship of Other Agencies and RTP

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

## **TRIBAL GOVERNMENTS**

PCTPA consults with the United Auburn Indian Community of the Auburn Rancheria on regional transportation planning and project activities within Placer County.

### Relationship of Other Agencies and RTP

PCTPA conducts appropriate consultation and coordination with the United Auburn Indian Community as part of the RTP planning process and during the normal course of overall work program planning activities. In addition, many of the projects shown in the RTP's Action Element are federally funded; therefore, consultation and coordination with tribal governments also occurs through SACOG's MTP and MTIP processes.

## **LOCAL GENERAL PLANS AND CAPITAL IMPROVEMENT PROGRAMS (CIP)**

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

### Relationship of Local General Plans and CIP and RTP

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

## **OTHER PLANS AND PROGRAMS**

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

### Relationship of Other Agencies and RTP

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

## **GENERAL PUBLIC**

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

### Relationship of General Public and RTP

PCTPA is continuously exploring new methods of reaching out to the general public. PCTPA actively solicits the participation of the general public as part of its ongoing transportation planning work program to ensure the public has the opportunity to participate in the development of plans, projects and programs. The reader should refer to Appendix A for a description of PCTPA's Community Information and Participation Program, and to Appendix B documenting the milestones in the Interagency and Public Involvement Process for the 2035.

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