

CHAPTER 5

POLICY ELEMENT

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

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

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

5.1 Overall Goals

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

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

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

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

- Improve access and mobility opportunities for all people to jobs, services and housing; and
- Provide real, viable travel choices for all people within a diverse county.

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

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

The RTP contains ten specific goals, each with supporting policies and objectives, for roadways, public transit, rail transportation, aviation, goods movement, non-motorized transportation, transportation systems management (TSM), recreation, integrated land use, air quality, and

transportation planning, and funding. There are no specific goals defined for Safety and for Intelligent Transportation Systems (ITS). Rather, Safety and ITS are addressed within the goals, objectives and policies of the other subject areas of the Policy Element.

5.2 Goals, Objectives & Policies

GOAL 1: HIGHWAYS/STREETS/ROADWAYS

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

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

Policies:

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

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

Policies:

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

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

Policies:

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

GOAL 2: PUBLIC TRANSIT

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

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

Policies:

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

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

Policies:

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

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

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

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

1. Implement and maintain transit services at levels recommended in adopted Short Range and Long Range Transit Master Plan, and update these plans at regular intervals.

2. Work with transit operators and jurisdictions to develop and fund routes that serve key commute corridors.
3. Develop and implement a coordinated marketing program to promote public transit as a viable transportation option, raise public awareness of the various systems, and increase understanding of how to use them.
4. Ensure that transit services continue to meet all state and federal requirements for funding, including those for fare box recovery ratios, while developing fares and pricing that encourage non-riders to give transit a try.
5. Work with transit operators to develop and enforce ridership rules that ensure the safety of passengers and transit employees alike.
6. Develop working relationships with the business and industrial sector of the region to meet the transportation needs of their employees and clients.

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

Policies:

1. Provide convenient, coordinated transit schedules that provide for seamless regional connections both within Placer County and the Sacramento region.
2. Encourage transit operators to develop agreements that maximize convenience and minimize transfers when making trips that involve crossing jurisdictional boundaries.
3. Coordinate public transit schedules and rail passenger schedules to allow passengers to utilize bus service to access rail services.
4. Work with transit operators and other RTPAs in the region to develop and implement a centralized, one-stop consumer access center for transit information and trip planning.
5. Work with social service agencies and the CTSA to utilize available resources and coordinate social service transportation to the extent feasible.
6. Establish and maintain a performance monitoring system which evaluates the effectiveness of transit service as outlined in the Transportation Development Act.

GOAL 3: PASSENGER RAIL

Improve the availability and convenience of passenger rail service.

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

Policies:

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

GOAL 4: AVIATION

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

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

Policies:

1. Promote the development of aviation system facilities and services necessary to satisfy user requirements.
2. Recognize and support the role of privately-owned, public use airports in accommodating the county's general and agricultural aviation needs.

3. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts.

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

Policies:

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

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

Policies:

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

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

Policies:

1. Update, as necessary, the PCALUCP to provide for orderly growth around public use airports and to safeguard public welfare.
2. Encourage local agency general plan consistency with the PCALUCP.

Review proposed local agency planning documents, regulations, and certain land use actions for consistency with the PCALUCP.

GOAL 5: GOODS MOVEMENT

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

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

Policies:

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

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

Policies:

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

GOAL 6: NON-MOTORIZED TRANSPORTATION AND LOW-SPEED VEHICLES (PEDESTRIAN, BICYCLE, AND NEVs)

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

Objective A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.

Policies:

1. Work with jurisdictions to update their Bicycle Master Plans in compliance state standards.
2. Encourage the completion of existing non-motorized systems and facilities (including bikeways and sidewalks), with an emphasis on closing gaps.
3. Consider Class I and II bikeways as preferred linkages in the bicycle facilities network. Use Class III bike routes as connectors only when necessary.
4. Regularly update the Placer County Bike Map.
5. Encourage jurisdictions to develop an implementation plan for accommodating Neighborhood Electric Vehicles (NEV) on appropriate roads.
6. Encourage the development of abandoned railroad right-of-way for non-motorized facilities.
7. Encourage the development of trails to increase access to wilderness and recreational areas of the region.

Objective B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.

Policies:

1. Encourage the adoption of bicycle and NEV ordinances.
2. Encourage local jurisdictions to install bicycle safe drain grates.
3. Encourage secure facilities for bicycle and NEV storage at industrial, governmental, commercial, recreational, and educational locations.

4. Require all bicycle facilities funded through the Transportation Development Act to be designed in accordance with the state and federal bikeway design criteria.

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

Policies:

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

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

Policies:

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

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

Policies:

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

GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

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

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

Policies:

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

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

Policies:

1. Support the use of public transportation as a transportation control measure to reduce traffic congestion and vehicle emissions.
2. Prepare and distribute transit service information to educational, commercial, recreational, and large employment centers.
3. Work with Caltrans and local jurisdictions to locate and develop park-and-ride lots.
4. Work with the Regional Rideshare Task Force to coordinate ridesharing activities and goals.
5. Provide outreach to media, employers, and the general public to promote awareness of alternative transportation.
6. Continue to organize, coordinate, and publicize alternative transportation events and programs such as Bike Commute Week, Spare the Air, and School Pool.
7. Work toward decreasing the amount of single-occupant vehicle trips and vehicle miles traveled in Placer County toward achieving SACOG's 10 percent trip reduction goal.

Objective C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.Policies:

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

GOAL 8: RECREATIONAL TRAVEL

Promote a transportation system that integrates and facilitates recreational travel and uses, both motorized and non-motorized.

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

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

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

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

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

Policies:

1. Where possible, support jurisdictions' efforts to maintain their adopted Level of Service (LOS) on local streets and roads in accordance with the applicable general plan Circulation Element.
2. Provide comment on the consistency of county and local general and specific plans with airport land use plans.
3. Encourage jurisdictions to require land uses which produce significant trip generation to be served by roadways with adequate capacity and design standards to provide safe usage for all modes of travel.
4. Encourage jurisdictions to protect corridors and rights-of-way, when identified, for future road and transit corridors through the adoption of specific plans and general plans.
5. Encourage jurisdictions to include transit-oriented development Blueprint principles in designing neighborhoods and communities to reduce vehicle miles traveled (VMT) and to deal with more short trips
6. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities.

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

Policies:

1. Encourage jurisdictions to develop roadways and transit investments that complement Blueprint growth patterns, infill development, economic development programs, and requirements of infrastructure to support planned land uses.

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

Objective C: Ensure that transportation projects do not contribute to increased vehicle emissions.

Policies:

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

Objective D: Work with local jurisdictions, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that Placer County jurisdictions

have maximum participation and control in the transportation decision-making process.

Policies:

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

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

Policies:

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

GOAL 10: FUNDING

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

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

Policies:

1. Maximize use of federal and state transportation funding sources to achieve RTP policies and objectives, and advocate for full funding of transportation programs, including the State Transportation Improvement Program (STIP).
2. Assist jurisdictions to identify and obtain grant funding.
3. Seek funding for public transportation implemented to serve social service programs from the agencies responsible for the programs.
4. Work with the California Transportation Commission, Caltrans, local jurisdictions, the United Auburn Indian Community, and other regional agencies to maximize allocations of statewide funds, such as State Highway Operation Protection Program and Interregional Transportation Improvement Program, for Placer County projects.
5. Promote the funding of operational improvements that will improve traffic flows and increase the capacity of person trips at relatively low cost.
6. Promote the funding of operational improvements, maintenance, and modernization of public transit services and facilities.
7. Promote funding of maintenance for existing infrastructure as a top priority.
8. Promote funding for transportation investments in non-urbanized/rural areas.
9. Promote the funding of non-motorized projects which are part of a regional or community-wide plan.
10. Promote the funding of non-motorized projects which increase accessibility to recreational, commercial, or educational facilities.
11. Work with State and Federal officials to resist attempts to divert or reduce transportation funding.
12. Manage Federal and State funding so as to simplify, expedite, and maximize project delivery, including working out ways to exchange various types of funds among jurisdictions and projects.
13. Continue to fund some project development to create a shelf list of key ready to implement projects for ad hoc funding opportunities.

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

Policies:

1. Encourage jurisdictions to devise user charges that link the financing of new or expanded facilities and services to the development that creates or increases the need for such.
2. Consider alternative customized transportation fund sources such as development impact fees, establishment of assessment districts, license and vehicle registration fees.
3. Work with the League of California Cities, California State Association of Counties, legislators, transportation groups, and other interested parties to develop new sources of funding for road rehabilitation, maintenance and operation of the existing transportation system and expansion to meet future needs.
4. Consider implementing a local option sales tax for transportation purposes.
5. Initiate a public education and outreach campaign to inform citizens of the need for additional funding for transportation projects.
6. Encourage multi-agency package of projects for federal and State funding programs, where a regional strategy may improve chances of success.
7. Consider using innovative “best-value” implementation methods, such as design-build or design-sequencing for the design and construction of transportation projects.

5.3 Performance Measures

Transportation performance measures consist of a set of objective, measurable criteria used to evaluate the performance and effectiveness of the transportation system, policies, plans, projects, and programs.

Performance measures in the RTP set the context for judging the effectiveness of the plan as a “program,” by furthering goals, objectives and policies. The STIP Guidelines identify performance measures to evaluate the effectiveness of specific projects in achieving the RTP’s goals, objectives and policies.

PCTPA has developed the following performance criteria to set priorities for implementation of projects included in the RTP:

1. Improve transportation safety throughout the region.
2. Relieve congestion on roadways and continuously improve air quality.
3. Enhance regional integration for all modes, and increase multi-modal travel opportunities.

4. Maintain existing transportation facilities to comply with all applicable standards.
5. Implement transportation projects that preserve natural and cultural resources.
6. Provide opportunities for public participation in all stages and phases of transportation planning and project development and implementation.

Appendix E summarizes year 2005 system performance, establishing a baseline from which future performance trends can be observed and informed decisions can be made regarding transportation investments and project selection.

In evaluating the performance of the RTP, PCTPA will use multiple tools and datasets to quantify information where available. For example, PCTPA uses the data available through the Highway Performance Monitoring System (HPMS) as a monitoring and management tool. PCTPA also uses the transit operator financial audits to monitor fare box recovery; and uses the Triennial Performance Audit process to evaluate the effectiveness, efficiency and economy of transit operations.

In addition, SACOG has recently assembled a Regional Transportation Monitoring Report documenting demographics, growth and transportation data and trends in the Sacramento region from 2002 to 2009. Data compiled in the Monitoring Report include: household income, age, gasoline prices, and transit service; as well as data for key measures of transportation behavior, such as trips by mode, vehicle miles traveled, commute travel times and congestion levels. The Monitoring Report provides a useful understanding of how the transportation system in the region is being used; and what changes and trends are in evidence based on the most credible data sources available to the Sacramento region.

SACOG anticipates the Regional Transportation Monitoring Report will be updated every two years and include county-level breakouts of the data. The county-level breakouts will provide another resource for PCTPA to use to track and monitor the progress of transportation system performance.