

EXECUTIVE SUMMARY

The **2035 Regional Transportation Plan (RTP) for Placer County** has been developed by the Placer County Transportation Planning Agency (PCTPA) to document the policy direction, actions, and funding recommendations that are intended to meet the short and long range needs of Placer County's transportation systems over the next twenty years. This document is designed to guide the systematic development of a balanced, comprehensive, multi-modal transportation system for the current and future needs of Placer County.

The 2035 RTP includes projects that PCTPA anticipates can reasonably be funded within the twenty year time frame. Also included is a list of projects that could be implemented if additional funds were to become available. While funding at all levels is constrained, the transportation needs of Placer County will continue to increase as a result of anticipated growth in population, employment, and housing.

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

CHAPTERS OF THE 2035 RTP

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

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

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

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

Chapter 5 Policy Element details the goals, objectives, policies, and performance measures that guided the development of the 2035 RTP. 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. Performance measures are also identified and apply to the entire RTP in order to assess priorities for implementation.

Chapter 6 Action Element provides a discussion of each transportation mode including both a short and long range action plan. A list of specific projects, both funded and unfunded is also provided for each mode. Short and long range action plans for each mode are listed below.

Regional Roadway Action Plan

Short Range

1. Continually develop and implement innovative approaches to delivering projects (as shown in Table 6.1-3 as quickly and cost effectively as possible. (*PCTPA, project sponsors*))
2. Identify and pursue additional funding sources, as appropriate. (*PCTPA, Caltrans, jurisdictions*)
3. Obtain funding for and construct regionally significant roadway projects shown in Figures 6.1c through 6.1e. (*PCTPA, SPRTA, Caltrans, jurisdictions*)
4. Identify deficiencies and/or future congestion impacts on the regional road network. (*PCTPA, Caltrans, jurisdictions*)
5. Maintain street and highway system, including vegetation management. (*Caltrans, jurisdictions*)
6. Identify and implement operational improvements on local streets and roads. (*Jurisdictions*)
7. Implement capacity increasing strategies that encourage the use of alternative modes, such as High Occupancy Vehicle (HOV) lanes. (*PCTPA, Caltrans, jurisdictions*)
8. Develop parallel capacity to I-80 and SR65 to reduce congestion and reliance on I-80 and SR65 for local trip purposes. (*PCTPA, SPRTA, jurisdictions*)
9. Consider the concept of complete streets when developing and implementing local roadway improvement projects. (*Jurisdictions*)

10. Improve select rural roads to an urban standard that serve new Blueprint development on the urban edge. (*Jurisdictions*)
11. Continue to participate in the Caltrans system planning and corridor planning processes. (*PCTPA, jurisdictions, Caltrans*)
12. Consider access management strategies along older retail corridors to improve economic performance. (*Jurisdictions, transit operators, Caltrans*)
13. Maintain pavement conditions at a good or better Pavement Condition Index. (*Jurisdictions, Caltrans*)

Long Range

1. Construct the Placer Parkway, in phases, connecting from SR65 to SR70/99. (*PCTPA, SPRTA, Caltrans, jurisdictions, other state/federal agencies*)
2. Continue to implement the actions called for in the short range action plan. (*PCTPA, Caltrans, jurisdictions, other state/federal agencies*)

Public Transit Action Plan

Short Range

1. Continue to maximize available Federal Transit Administration (FTA) funds through the Section 5311 (rural transit), Section 5307 (urban transit), and other FTA discretionary programs. (*PCTPA, transit operators*)
2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs. (*PCTPA, transit operators, CTSA*)
3. Update the short range transit plans for Auburn, Lincoln, Roseville, Placer County, and the Western Placer CTSA. (*PCTPA, jurisdictions, transit operators, CTSA*)
4. Monitor transit services regularly and make adjustments to routes and schedules to improve operational efficiency and on-time performance, and maintain a discipline of cost recovery, including meeting fare box recovery ratios as outlined in the Transportation Development Act and productivity standards established in the adopted Short Range Transit Plans. (*PCTPA, transit operators, CTSA*)
5. Conduct an independent performance audit every three years of the activities of each of the five transit operators under PCTPA jurisdiction that it allocates LTF (funds). (*PCTPA, transit operators, CTSA*)

6. Conduct an independent financial audit annually of the TDA funds allocated to each jurisdiction to determine compliance with statutes, rules and regulations of TDA and the allocation instructions of PCTPA. *(PCTPA, jurisdictions, transit operators, CTSA)*
7. Continue to obtain public input on public transportation systems by holding annual unmet transit needs workshops and hearings. Implement expanded services to respond to needs that are reasonable to meet. *(PCTPA, transit operators, jurisdictions, CTSA)*
8. Continue active participation in local and regional coordinating groups (e.g., SACOG Transit Coordinating Committee, Transit Operators Working Group, Best Step Transportation Collaborative). *(PCTPA, transit operators, CTSA)*
9. Work with public transit operators and social service transportation providers to improve or increase transit services to rural areas of Placer County. *(PCTPA, transit operators, CTSA)*
10. Implement and/or modify paratransit services to continually meet the requirements of the Americans with Disabilities Act. *(PCTPA, transit operators)*
11. Continue to coordinate and consolidate social service transportation whenever possible. *(PCTPA, CTSA, social service agencies)*
12. Implement the recommendations outlined in the South Placer Regional Dial-a-Ride Study to avoid duplication and coordinate respective Dial-a-Ride services. *(PCTPA, transit operators, CTSA)*
13. Encourage the transit operators to work cooperatively to optimize service delivery, offer complementary services and fare media to improve ease of connectivity among transit systems. *(PCTPA, transit operators, CTSA)*
14. Implement a discounted College Transit Pass Program in partnership with local colleges, universities, trade and technical schools to increase student awareness and use of Placer County public transit services. *(PCTPA, transit operators, Sierra Community College District, California State University Sacramento, other local colleges, universities, trade and technical schools)*

Long Range

1. Continue to update the short range transit plans for the transit operators with continued emphasis on meeting the transit needs of the growing and changing population, public education, enhancing the convenience of regional travel, offering alternatives to the automobile, and improving connections between various modes of travel. *(PCTPA, transit operators, CTSA, jurisdictions)*
2. Pursue the recommendations outlined for Scenario 2 in the Transit Master Plan in the development of future transit services in Placer County through the year 2035, with a

focus on coordination and integration opportunities. (*PCTPA, transit operators, CTSA, jurisdictions*)

Passenger Rail Action Plan

Short and Long Range

1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. (*PCTPA, CCJPA, Caltrans, jurisdictions*)
2. Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. (*PCTPA, CCJPA, Caltrans, jurisdictions, UPRR*)
3. Continue to partner with CCJPA to promote destination and rail travel to / from Placer County. (*PCTPA and CCJPA*)
4. 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*)
5. Support Capitol Corridor program / project applications for high-speed rail and other funding opportunities from the Federal Railroad Administration (FRA). (*PCTPA, CCJPA, jurisdictions, federal representatives*)
6. 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 and jurisdictions*)
7. 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*)
8. Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. (*PCTPA, Caltrans, Yuba County, jurisdictions, UPRR*)
9. 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). (*PCTPA, jurisdictions, CCJPA, CPUC, Caltrans, FRA, UPRR*)
10. Continue to evaluate capital improvement requirements and amenities at passenger rail stations. (*PCTPA, jurisdictions, CCJPA, CPUC, Caltrans, FRA, UPRR*)

Aviation Action Plan

Short Range

1. Continue efforts to avoid conflicts over noise issues. *(PCTPA, jurisdictions, airport operators, vicinity property owners)*
2. Continue to protect airspace and runway approaches. *(PCTPA, FAA, jurisdictions, airport operator, vicinity property owners)*
3. Promote compatible land uses that are consistent with the Placer County Airport Land Use Compatibility Plan. *(PCTPA, airport operators, jurisdictions, Caltrans)*
4. Continue to upgrade navigational equipment as needed. *(Jurisdictions, airport operators)*
5. Promote public awareness of airport services and benefits for business, recreation and goods movement use. *(PCTPA, jurisdictions, airport operators)*
6. Maintain and improve existing airport facilities in accordance with adopted airport master plans, as updated. *(Jurisdictions, airport operators)*
7. Assist operators of public use airports in pursuing funding sources. *(PCTPA, airport operators)*
8. Explore opportunities to improve passenger and cargo airport ground access to relieve potential bottlenecks around airports through local road and intersection improvements. *(PCTPA, jurisdictions)*
9. Promote the development of general aviation airport security for functional areas such as personnel, aircraft, airports/facilities, surveillance, security plans and communications, and specialty operations. *(Caltrans Division of Aeronautics, jurisdictions)*
10. 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. *(PCTPA, jurisdictions, SACOG, Sacramento County)*
11. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts. *(PCTPA, airport operators)*
12. Work cooperatively with NCTC to address Truckee-Tahoe Airport ALUCP coordination issues. *(PCTPA, NCTC)*

13. 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. *(PCTPA, Placer County)*
14. Prepare a comprehensive update of the Placer County ALUCP, once the Caltrans Division of Aeronautics State Handbook update is completed, and review the ALUCP every five years and update as needed. *(PCTPA, jurisdictions, airport operators, Caltrans Division of Aeronautics, Sacramento County, SACOG)*

Long Range

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

Goods Movement Action Plan

Short Range

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

9. Act as a resource to local jurisdictions for interrelationship of industrial and wholesale land use and transportation planning. *(PCTPA)*

Long Range

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

Non-Motorized and Low-Speed Transportation Action Plan

Short Range

1. Identify issues and problems pertaining to non-motorized and low-speed transportation. *(PCTPA, jurisdictions)*
2. Develop policies for the allocation of funds and processing of claims for non-motorized and low-speed projects. *(PCTPA, jurisdictions)*
3. Promote non-motorized and low-speed transportation as a viable transportation control measure for the mitigation of air quality and congestion problems. *(PCTPA, jurisdictions, PCAPCD, SACOG)*
4. Ensure that jurisdictions have current Bikeway Master Plans that comply with state requirements. *(PCTPA, jurisdictions, Caltrans)*
5. Work with jurisdictions and Caltrans to connect the urbanized centers of the region through non-motorized and low-speed transportation facilities, with an emphasis on closing gaps. *(PCTPA, jurisdictions, Caltrans)*
6. Work with PCTPA 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)*

7. Encourage PCTPA jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay and maintenance projects. *(PCTPA, jurisdictions)*
8. Pursue new revenue sources for non-motorized and low-speed transportation development. *(PCTPA, jurisdictions)*
9. Review existing abandoned railroad corridors for possible conversion to non-motorized and low-speed transportation facilities. *(PCTPA, jurisdictions)*
10. Promote the beneficial aspects of non-motorized and low-speed transportation through Spare the Air, Bike-to-Work Month, and other similar programs. *(PCTPA, jurisdictions, Caltrans)*
11. Expand the use of the Safe Routes to Schools program, conduct bicycling and walking audits, in an effort to make bicycling, walking and crossing the street safer enroute to and from school. *(Jurisdictions, school districts, Caltrans, local law enforcement, CHP, PCTPA)*
12. Encourage jurisdictions to identify and upgrade intersections that have sub-standard or are missing pedestrian crosswalks and curb cuts. *(Jurisdictions, Caltrans)*

Long Range

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

Transportation System Management (TSM) Action Plan

Short and Long Range

1. Work cooperatively with neighboring jurisdictions to implement ITS improvements that would support TSM efforts in the region. *(PCTPA, SACOG, TRPA, NCTC, EDCTC, Sierra County, Caltrans)*
2. Continue to work cooperatively with SACOG, SMAQMD, and the City of Roseville on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation. *(SACOG, SMAQMD, PCTPA, City of Roseville, local employers)*
3. Continue to work cooperatively with area school districts on outreach to children in educating them about the benefits realized through the use of alternative transportation. *(PCTPA, school districts, transit operators)*

4. Promote alternative modes of transportation to help meet the transportation needs of rural agricultural workers in Placer County. *(PCTPA, transit operators, agricultural industry, Placer County Farm Bureau, Placer County Agricultural Commissioner, Placer County Agriculture Department, Caltrans, SACOG)*
5. Implement traffic flow improvements on regionally significant roadways. *(PCTPA, jurisdictions, Caltrans)*
6. Improve and expand public transportation systems (bus and rail) as feasible, to maintain existing and increase new ridership. *(PCTPA, CCJPA, transit operators)*
7. 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. *(PCTPA, CCJPA, jurisdictions, Caltrans)*
8. Increase the awareness to media, employers and the general public of alternative transportation options in Placer County through outreach, educational and incentive programs. *(PCTPA, jurisdictions, transit operators)*
9. 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. *(SACOG, jurisdictions, transit operators, PCTPA, Caltrans)*
10. Promote a transportation system which minimizes the dependency of long-distance, single-occupant vehicle trips and vehicle miles traveled in Placer County toward achieving SACOG's 10 percent regional trip reduction goal. *(SACOG, jurisdictions, transit operators, PCTPA, Caltrans)*

Transportation Safety & Security Action Plan

Short and Long Range

1. Reduce accident rates to below the statewide average or better through implementation of safety improvements and measures. *(PCTPA, jurisdictions, transit operators, Caltrans)*
2. Encourage jurisdictions to develop a systematic approach to identify and review existing or potential high incident accident locations, including rural areas to prevent animal-vehicle collisions. *(Jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)*
3. Prioritize projects that implement preventative and routine maintenance and address safety standards. *(Jurisdictions, transit operators, CCJPA, Caltrans, PCTPA and SACOG)*
4. Prioritize infrastructure in need of replacement, relocation or upgrade to meet current safety and design standards, including implementation of safety measures, enforcement,

and educational activities. (*Jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG*)

5. Continue to participate in the SHSP planning process and various interagency coordination efforts to exchange information on ongoing safety activities and best practices, as well as identify training opportunities, and exercise capabilities. (*Jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG*)
6. Encourage a regional approach to maximize public outreach and education and related enforcement initiatives that target high risk behavior issues and that improve safe driving practices. (*Jurisdictions, CCJPA, Caltrans, CHP, PCTPA and SACOG*)
7. Encourage jurisdictions and transportation agencies to continue to coordinate with the Placer County OES and CAL FIRE on emergency preparedness activities. (*Jurisdictions, transit operators, Caltrans, CHP, Placer County OES, CAL FIRE, PCTPA*)
8. Encourage the preparation of transportation security assessments, and emergency preparedness plans, including continuity of operations, business resumption and recovery. (*Jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG*)
9. Improve the security preparedness of transportation facilities. (*Jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG*)

Intelligent Transportation Systems (ITS) Action Plan

Short Range

1. Maximize the operating efficiency of the existing surface transportation system by incorporating ITS strategies where feasible. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans*)
2. Improve the safety of travel into, through, and out of the Tahoe Gateway Region. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans*)
3. Ensure that accurate and reliable traveler information regarding traffic and weather conditions is available to those entering the region as well as those traveling within the region. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans*)
4. Provide more effective and convenient transit services. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, transit operators, SACOG*)
5. Ensure efficient commercial vehicle operations into, through and out of the Tahoe Gateway Region. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans*)

6. Ensure the long-term viability of ITS in the Tahoe Gateway Region. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, FHWA)*
7. Maintain an ITS program that is compatible and supported by National ITS efforts. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans, FHWA)*
8. Coordinate with communication utilities to include rural broadband, where possible, as part of the implementation of jurisdiction ITS projects. *(PCTPA, jurisdictions, communication utilities)*

Long Range

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

Recreational Travel Action Plan

Short and Long Range

1. Promote and use intelligent transportation systems (ITS) to improve recreational travel. *(PCTPA, jurisdictions, Caltrans, SACOG, TRPA, FHWA)*
2. Work with SACOG and other regional partners to implement and expand the 511 traveler information system (electronic information system) so it can be used to provide accurate and timely information on roads, traffic, transit, and alternative routes. *(SACOG, Caltrans, PCTPA, transit operators)*

3. Provide education and marketing of alternatives to the personal automobile. (*PCTPA, employers, resorts, TNT TMA, transit operators, United Auburn Indian Community of the Auburn Rancheria*)
4. Identify public infrastructure in need of expansion, as well as maintenance and repair to support tourism and recreation. (*PCTPA, jurisdictions, Caltrans, transit operators*)
5. Expand the availability of alternative transportation options (transit, rail, bike, pedestrian, airport shuttles) to driving the personal (private or rental) automobile. (*Transit operators, PCTPA, jurisdictions, Capitol Corridor, employers, resorts, United Auburn Indian Community of the Auburn Rancheria*)
6. Provide coordinated feeder transit services to parks and attractions. (*Transit operators, resorts, employers, Caltrans, United Auburn Indian Community of the Auburn Rancheria*)
7. Coordinate transportation planning with the tourism and resort industry to cooperatively develop, recommend, and implement transportation-related programs for improving recreational travel. (*Resorts, employers, Caltrans, TNT TMA, transit operators, United Auburn Indian Community of the Auburn Rancheria*)
8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. (*PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers, United Auburn Indian Community of the Auburn Rancheria*)
9. Work with primary marketing organizations to develop travel guides, way finding signage and to designate tourism routes. (*PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resort, business and merchant associations, visitors bureau, chambers of commerce's, recreation providers, United Auburn Indian Community of the Auburn Rancheria*)

Integrated Land Use, Air Quality, & Transportation Action Plan

Short Range

1. Continue to coordinate with jurisdictions and agencies inside and outside of Placer County to help establish county-wide transportation priorities, implement studies and projects in cooperation with other counties, facilitate joint transportation projects, and anticipate impacts on Placer County from governmental decisions. (*PCTPA, jurisdictions, SACOG, Caltrans, PCAPCD, CCJPA, Nevada County, Sacramento County, El Dorado County, Yuba County, Sutter County*)
2. Review local general and specific plans, and land use entitlement applications for consistency with airport land use plans. (*PCTPA, jurisdictions*)

3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. (*PCTPA, jurisdictions, PCAPCD, Caltrans*)
4. Continue to participate in the SACOG regional Blueprint planning efforts. (*PCTPA, jurisdictions, SACOG*)
5. Develop guidelines and/or implement policies to prioritize transportation projects that have air quality benefits, while providing cost effective movement of people and goods. (*PCTPA, PCAPCD*)
6. Provide support for projects consistent with Placer County's Ozone Reduction Ordinance, and also lead to reduced Greenhouse Gas emissions. (*PCTPA, PCAPCD*)
7. Encourage jurisdictions to develop transportation corridors that complement Blueprint planned growth patterns, infill development, economic development programs, and requirements of infrastructure to support planned land uses. (*PCTPA, jurisdictions*)
8. Encourage jurisdictions to review and assess the impact of new development proposals consistency with Blueprint principles, and the impact on local circulation plans and transit system demand and supply. (*PCTPA, jurisdictions, transit operators*)
9. Continue active participation in local and regional coordinating groups as well as statewide forums to maximize opportunities for transportation improvements in Placer County. (*PCTPA*)
10. Provide written support for development projects which may increase residential and employment densities near existing transit and rail stations, as well as future rail stations that may emerge as a result of expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (*PCTPA*)
11. Plan for new/expanded facilities such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations where development projects will provide increased residential and/or employment densities. (*PCTPA, jurisdictions, Caltrans, CCJPA*)
12. Encourage thorough examination, context sensitive design, and mitigation of environmental impacts when planning and constructing transportation improvements through or near established residential communities. (*PCTPA, jurisdictions*)
13. Encourage jurisdictions to avoid or minimize impacts of transportation projects and programs on special-status plant populations, special-status fish and wildlife species and habitat, riparian and woodland communities, and waters of the United States. (*PCTPA, jurisdictions, Caltrans*)
14. Work with jurisdictions to include the needs of all transportation users in the planning, design, construction and maintenance of roadway (complete streets) and transit facilities where feasible. (*PCTPA, jurisdictions, transit operators, Caltrans*)

15. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities. *(PCTPA, jurisdictions, transit operators)*
16. Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. *(PCTPA, jurisdictions, transit operators, Caltrans)*
17. Where possible, support jurisdictions' efforts to maintain their adopted Level of Service (LOS) on local streets and roads in accordance with the applicable General Plan Circulation Element. *(PCTPA, jurisdictions)*
18. Encourage jurisdictions to require land uses which produce significant trip generation to be served by roadways with adequate capacity and design standards to provide safe usage for all modes of travel. *(PCTPA, jurisdictions, Caltrans)*
19. Encourage jurisdictions to include transit-oriented development Blueprint principles in designing neighborhoods and communities to reduce vehicle miles traveled (VMT) and to deal with more short trips. *(PCTPA, jurisdictions, transit operators, Caltrans)*

Long Range

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

Chapter 7 Air Quality Element describes federal and State air quality related law, the roles of air quality regulators, and the impact of these laws on the RTP. This chapter describes the required determination that must be made by the Sacramento Area Council of Governments that the RTP conforms to federal air quality regulations. This chapter also provides short and long range action plans, shown below, and a list of specific air quality related projects.

Air Quality Action Plan

Short Range and Long Range

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

11. Encourage jurisdictions and Caltrans to use lighter colored pavement with increased reflectivity in pavement rehabilitation projects, to reduce the urban heat island effect. *(PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)*
12. Encourage jurisdictions and Caltrans to protect, preserve, and incorporate trees and natural landscaping into transportation projects to provide shade, buffer winds, encourage people to walk, and to sequester CO₂. *(PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)*

Chapter 8 Financial Element assesses the financial issues associated with implementing the transportation projects and programs that implement the goals, objectives, and policies contained in the 2035 RTP. This chapter also examines current and potential funding sources; identifies transportation improvements that would be implemented under various financial “availability” scenarios; and provides a summary of estimated revenues considered to be reasonably available to fund the implementation of the RTP. Several actions are identified below to further support the objectives and policies contained within the Policy Element.

Financial Element Action Plan

Short and Long Range

1. Promote funding of transportation projects identified in the RTP’s Action Element consistent with the provisions included in the Plan’s Policy Element. *(PCTPA, jurisdictions, transit operators, Caltrans)*
2. Maximize the use of federal and state transportation funding sources. *(PCTPA, jurisdictions, transit operators, Caltrans)*
3. Make the most efficient use of federal, state, regional and local transportation revenues and allocations in the programming and delivering projects. *(PCTPA, jurisdictions, Caltrans, SACOG)*
4. Encourage multi-agency packaging of projects for federal and State funding programs, where a regional strategy may improve chances of funding success. *(PCTPA, jurisdictions, Caltrans, SACOG)*
5. Assist local jurisdictions to identify and obtain federal and state grant funding. *(PCTPA)*
6. Develop and update the Regional Transportation Improvement Program, the Metropolitan Improvement Program, and the Project Delivery Plan. *(PCTPA, jurisdictions, Caltrans, SACOG)*

Chapter 9 Environmental Considerations summarizes environmental considerations in the developing the 2035 RTP, including prior CEQA reviews and alternatives previously considered. SAFETEA-LU requires that the RTP include an environmental mitigation program that links transportation planning to the environment. This chapter serves this purpose. This chapter also

discusses program and project level activities that may potentially affect the environment; the recommended strategies needed to mitigate any resultant impacts, and summarizes potential growth related impacts of the Plan. Further, air quality documentation requirements to demonstrate the RTP's conformity to the SIP is described.

PUBLIC INVOLVEMENT IN 2035 RTP DEVELOPMENT

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