

# GOALS, OBJECTIVES AND POLICIES

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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 provided for each goal in order to assess the priorities in the action element.

## OVERALL GOALS

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- Provide an integrated, multi-modal transportation system which facilitates the movement of people, information, goods, and services in and through the region.
- Preserve existing transportation systems and facilities in order to maintain an effective system.
- Make the most economical and efficient use of transportation revenues in providing transportation services and facilities, optimizing the movement of people, goods, and information.
- Provide an efficient and effective transportation system that meets the mobility needs of people of all incomes, ages, and physical conditions.
- Support the achievement of state and federal air-quality standards.

- Provide the safest possible transportation system for all.
- Provide for transportation services, facilities, and vehicles that cause the least amount of environmental damage and yield environmental benefits wherever feasible.
- Strengthen coordination and cooperation between agencies to avoid interagency conflict and to assure the most effective use of transportation resources.
- Promote a transportation system which facilitates a balance of jobs and housing in Placer County.
- Support intelligent transportation system solutions that address regional transportation needs.
- Promote a transportation system which minimizes the dependency of long-distance, single occupant vehicle commute trips.

**GOAL 1: *Roadways***

**Provide and maintain a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and 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, and plan their improvement through 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 and maintain roadways at acceptable 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.
  4. Monitor pavement condition through a Pavement Management System.
  5. Develop a Capital Improvement Program for roadway improvements and safety projects.

OBJECTIVE C: Promote economic development through the efficient movement of freight and tourist travel through, within, and into and out of Placer County.

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. Establish a funding/implementation strategy for the Placer Parkway, which will connect the Lincoln/Roseville/Rocklin area with Sutter County and the Sacramento International Airport.
4. Provide for convenient access, on all modes of travel, to tourist and recreational destinations within Placer County.

ROADWAYS PERFORMANCE MEASURES:

- ◆ Improve traffic safety and operations throughout the region.
- ◆ Maintain level of service standards as adopted by jurisdictions.
- ◆ Maintain reliable traffic operations in order to decrease travel time variability.
- ◆ Ensure adequate funding to maintain regional roadways in accordance with each jurisdiction's adopted Pavement Management System.

## **GOAL 2: *Transit***

**Provide effective, convenient transit with emphasis placed on those sectors of the population that are most reliant on public transportation.**

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 provision to the area’s population characteristics.

- POLICIES:
1. Encourage jurisdictions to prioritize fixed route and dial-a-ride transit service to areas where the greatest operational efficiencies exist (i.e., urbanized areas).
  2. In non-urbanized areas where transit needs exist, encourage jurisdictions to develop alternative transit systems, such as subsidized taxi services or volunteer medical transport programs.
  3. Support transit projects which will serve visitors and employees within the “Resort Triangle” for both commute and recreation trip purposes.

OBJECTIVE C: Provide a transit system that is responsive to the needs of transit dependent persons.

- 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.

OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile.

OBJECTIVE E: Maximize transit ridership.

- POLICIES:
1. Implement and maintain transit services at levels recommended in adopted Short Range Transit Plans.
  2. Encourage transit operators to provide transit routes which are responsive to the needs of commuters.
  3. Develop and implement a 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 farebox recovery ratios.
  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 F: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.

- POLICIES:
1. Work with transit operators to develop and adopt rules and regulations to provide for transfers between the

various transit systems as required by the Transportation Development Act.

2. Work with the Transit Operators Working Group to develop programs and policies aimed at development of adequate transit systems for the area.
3. Establish and maintain a performance monitoring system which evaluates the effectiveness of transit service as outlined in the Transportation Development Act.

#### TRANSIT PERFORMANCE MEASURES:

- ◆ Maintain public transit ridership productivity that meets the standards established in the adopted short range transit plans.
- ◆ Maintain a ratio of public transit fare revenue to operating cost sufficient to meet State and Federal funding requirements.
- ◆ Provide public transit service within one block of regional transfer points and intercity bus/rail stops.

#### **GOAL 3: *Goods Movement***

##### **Provide for the safe and efficient movement of goods through 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 produces 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 movement of goods and service throughout the region.

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. Assist jurisdictions with pavement management systems that identify and prioritize road maintenance projects.
  3. Encourage jurisdictions to provide proper road geometry on roadways intended to accommodate truck traffic.

#### GOODS MOVEMENT PERFORMANCE MEASURES

- ◆ Improve operations for commercial/agricultural vehicles.
- ◆ Maintain reliable travel times for freight mobility.

#### **GOAL 4: *Aviation***

**Promote general and commercial aviation facilities and services that are complementary to 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 air space and compatibility of adjacent airports through the enforcement of Airport Land Use Plans.

AVIATION PERFORMANCE MEASURES:

- ◆ Ensure that new or modified land uses and densities in overflight zones are compatible with applicable comprehensive land use plans.
- ◆ Maintain or increase airport operations for business, recreation, and goods movement, within safety and capacity guidelines.

**GOAL 5: *Pedestrian and Bikeways***

**Promote a safe, convenient, and efficient non-motorized transportation system which is part of a balanced overall transportation system.**

OBJECTIVE A: Plan and develop a continuous and easily-accessible pedestrian and bikeway system within the region.

- POLICIES:
1. Work with jurisdictions to ensure they have current Bikeway Master Plans which comply with state standards.
  2. Encourage the completion of existing non-motorized systems and facilities, 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. Develop a visually clear, simple, and recognizable bicycle route map.
5. Encourage the development of abandoned railroad right-of-way for non-motorized facilities.
6. Encourage the development of trails to increase access to wilderness and recreational areas of the region.

OBJECTIVE B: Provide a pedestrian and bikeway system that emphasizes the safety of people and property.

- POLICIES:
1. Encourage the adoption of local bicycle ordinances.
  2. Encourage local jurisdictions to install bicycle safe drain grates.
  3. Encourage secure facilities for bicycle 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 Bikeway Design Criteria.

OBJECTIVE C: Integrate pedestrian and bicycle facilities into a multi-modal transportation system.

- POLICIES:
1. Improvements to the existing roadway network should consider provisions to properly accommodate bicycles and pedestrians.
  2. Priority should be placed on roadway and street designs that avoid bicycle-auto, pedestrian-auto, and bicycle-pedestrian conflicts.
  3. Street improvement projects should incorporate non-motorized facilities where possible and feasible.

4. Promote the public use of abandoned railroad corridors for pedestrian and bikeway or other transportation or recreational uses.

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

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 and bicyclists that identifies the proper role and responsibilities of each in the transportation environment.

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

#### PEDESTRIAN AND BIKEWAYS PERFORMANCE MEASURES:

- ◆ Improve bicycle and pedestrian options for commuter and recreational travel.
- ◆ Add facilities, such as bike lockers, to support bicycling in Placer County.
- ◆ Close gaps in county bicycle network.

#### **GOAL 6: *Alternative Transportation***

**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. Prepare and distribute transit service information to educational, commercial, recreational, and large employment centers.

2. Consider proximity to major travel origins and destinations in siting of new multi-modal transportation facilities.
3. Encourage jurisdictions to consider multi-modal transit 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.

#### ALTERNATIVE TRANSPORTATION PERFORMANCE MEASURES

- ◆ Develop Transportation Demand Management baseline performance measures.
- ◆ Annually measure the effectiveness of alternative transportation methods against the established baseline performance measures.

#### **GOAL 7: *Rail Transportation***

**Improve the availability and convenience of passenger rail service.**

OBJECTIVE A: Provide more frequent passenger service to and through Placer County.

- POLICIES:
1. Support the Capital Corridor Joint Powers Board’s plan to increase the number of trains serving the entire Capital Corridor route.
  2. Support extension of regular Capital Corridor rail service to Reno.
  3. Support increased frequency of Amtrak bus connector service to the Capital Corridor route.
  4. Continue to explore the feasibility of establishing commuter rail service between Auburn and Dixon.

OBJECTIVE B: Provide more convenient passenger service to and through Placer County.

- POLICIES:
1. Work with the Capital Corridor Joint Powers Board, Amtrak, Union Pacific, and other agencies to improve schedule times for trains serving Placer County.
  2. Encourage implementation of improved passenger information systems, such as changeable message signs, at rail stations.
  3. Work with jurisdictions to improve facilities, including parking, lighting, and amenities, at rail stations.

RAIL TRANSPORTATION PERFORMANCE MEASURES:

- ◆ Increase ridership commensurate with the increase in overall Capitol Corridor ridership and with service expansion in Placer County.
- ◆ Increase the number of trains serving Placer County.

**GOAL 8: *Air Quality***

**Achieve and maintain air quality that meets federal and state standards.**

OBJECTIVE A: 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, such as alternative fuel programs.
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.
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.
5. Solicit the input of the Placer County Air Pollution Control District on all transportation plans.

**AIR QUALITY PERFORMANCE MEASURES:**

- ◆ Implement strategies to offset any future emissions increases due to population and employment growth and expected increases in vehicle miles traveled.
- ◆ Support transportation projects which are consistent with the motor vehicle emissions budget in the State Implementation Plan.

**GOAL 9: *Land Use Coordination***

**Facilitate the development of the most efficient and effective transportation system possible through existing and future land development forms.**

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

- POLICIES:**
1. Where possible, work with jurisdictions 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 serviced by

roadways of adequate capacity and design standards and provide safe access for all modes of travel.

4. Encourage jurisdictions to protect corridors and rights-of-way, when identified, for future expressway and highway corridors through the adoption of specific plans and general plans.

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

- POLICIES:
1. Encourage jurisdictions to develop roadways that complement planned growth patterns, economic development programs, and requirements of infrastructure to support those land uses.
  2. Encourage jurisdictions to review and assess the impact of new development proposals on transit system demand.
  3. Encourage jurisdictions to require street patterns for new roadways, especially in commercial, industrial, and high-density residential areas, to take into consideration the requirements of public transit.

#### LAND USE COORDINATION PERFORMANCE MEASURES:

- ◆ Utilize land use forecasts consistent with adopted general plans as the basis for multi-modal transportation planning.

#### **GOAL 10: *Coordination***

#### **Facilitate communication, coordination and cooperation with adjacent jurisdictions and the community on all transportation related issues.**

OBJECTIVE A: 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 analyze their impacts on local and regional transportation programs.

OBJECTIVE B: 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. Work with appropriate agencies, including Caltrans, to insure coordination of interjurisdictional transportation projects.

COORDINATION PERFORMANCE MEASURES:

- ◆ Implement multi-jurisdictional transportation projects and programs in accordance with agreements between local jurisdictions.

**GOAL 11: *Funding***

**Secure maximum available funding for necessary transportation facilities and services.**

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

- POLICIES:
1. Maximize use of federal and state transportation funding sources.
  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, jurisdictions, 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 the funding of non-motorized projects which are part of a regional or community-wide plan.
9. Promote the funding of non-motorized projects which increase accessibility to recreational, commercial, or educational facilities.

**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 which link the financing of new or expanded facilities and services to the development which creates or increases the need for such.
  2. In the event funding shortfalls for needed projects occur, consider viable alternative fund sources such as fees, establishment of assessment districts, and/or sales tax increases.
  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 and maintenance.

4. Explore the feasibility of implementing a local option sales tax for transportation purposes.

**FUNDING PERFORMANCE MEASURES:**

- ◆ Pursue all funding opportunities for transportation facilities and services in Placer County.
- ◆ Pursue development and implementation of new funding sources.

**GOAL 12: *Information Transfer***

**Facilitate the use of electronic information transfer services as an alternative to vehicular trips.**

**OBJECTIVE A:** 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 the use of teleconferencing to replace 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, bank, obtain travel information, and other personal business tasks.
  5. Encourage the development and use of technological advances that enable students to participate in classroom instruction from their homes.

**INFORMATION TRANSFER PERFORMANCE MEASURES:**

- ◆ Support appropriate funding opportunities for electronic information transfer systems.

# PROJECT CONSISTENCY

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The eligibility criteria for many funding programs include a requirement that the project be consistent with the goals, objectives, and policies of the Regional Transportation Plan. The following list of project types are consistent with this RTP document:

(in no priority order)

- Projects that meet the needs of persons whose mobility is limited by inaccessible transportation systems.
- Transportation maintenance and preservation projects.
- Capacity increasing projects only where alternative solutions would not be practical or cost-effective in resolving the problem.
- Connections between different urbanized areas of the county of at least highway standard roads and reasonable public transit service to meet demand.
- Projects to enhance the movement of agricultural, commercial, and industrial goods.
- Projects that maintain the interregional and interstate integrity of the state highway system.
- Projects to enhance surface connections to airports.
- System management, demand management, and other transportation control measures included in trip reduction ordinances and/or air quality attainment plans.
- Multi-occupant vehicle systems, such as public transit, ridesharing projects, and park-and-ride facilities.
- Bicycle and pedestrian projects.
- Transportation projects that facilitate higher density or mixed-use development, to the extent desired by local communities.
- Other projects that are shown to reduce congestion without construction of new facilities for single-occupant vehicles.

- Projects that reduce mobile source emissions without construction of new facilities for single-occupant vehicles.
- Proposals to improve transportation safety.
- Transportation enhancement proposals, to integrate transportation facilities into surrounding communities in an environmentally sensitive way.