

EXECUTIVE SUMMARY

The **2027 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 2027 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 rapidly 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 2027 RTP

Chapter 1 Introduction of the 2027 RTP provides background information and data on organizational relationships, physical and economic setting, and growth assumptions. It also includes a description of the various transportation modes and a discussion of current regional issues.

Chapter 2 Policy Element details the goals, objectives, policies, and performance measures that guided the development of the 2027 RTP. The overall goals of the 2027 RTP are:

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, as 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 air 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.

Chapter 3 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.

Roadway Action Plan

Short Range:

1. Continually develop and implement innovative approaches to delivering projects (as shown in Table 3.1-2) as quickly and cost effectively as possible. (*PCTPA, project sponsors*)
2. Obtain funding for and construct regionally significant roadway projects shown in Figures 3.1c and 3.1d. (*PCTPA, Caltrans, jurisdictions*)
3. Identify deficiencies and/or future congestion impacts on the regional road network. (*PCTPA, Caltrans, jurisdictions*)
4. Identify and pursue additional funding sources, as appropriate. (*PCTPA, Caltrans, jurisdictions*)
5. Maintain street and highway system, including vegetation management. (*Caltrans, jurisdictions*)
6. Develop Regional Transportation Improvement Program. (*PCTPA, jurisdictions*)
7. Identify and implement operational improvements on local streets and roads. (*Jurisdictions*)
8. Construct local roadway improvement projects. (*Jurisdictions*)

Long Range:

1. Construct the Placer Parkway connecting from SR 65 to SR 70/99. (*PCTPA, 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*)

Transit

Short Range:

1. Continue to maximize the available Federal Transit Administration (FTA) funds through the Section 5311 (rural transit) and Section 5307 (urban transit) programs. (*PCTPA, transit operators*)
2. Implement the service, capital, and financial plans outlined in the FY 2004/05 through FY 2009/10 short range transit plans for Auburn, Lincoln, Roseville, Placer County, and the CTSA. (*PCTPA, jurisdictions, transit operators*)
3. Monitor transit services regularly and make adjustments to routes and schedules as needed. (*Transit operators*)
4. 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*)
5. 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*)
6. Implement and/or modify paratransit services to continually meet the requirements of the Americans with Disabilities Act. (*PCTPA, transit operators*)
7. Continue to coordinate and consolidate social service transportation whenever possible. (*PCTPA, CTSA, social service agencies*)

Long Range:

1. 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. Work with the transit operators to develop long range plans as needed – with a particular focus on capital and infrastructure needs. (*PCTPA, transit operators, CTSA, jurisdictions*)

Rail

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. 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)*
3. Support federal legislation to provide funding for high-speed rail corridors, which includes the Capitol Corridor. *(PCTPA, CCJPA, Nevada County Transportation Commission, Regional Transportation Commission, jurisdictions, federal representatives)*
4. 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)*
5. Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. *(PCTPA, Caltrans, Yuba County, jurisdictions)*

Aviation

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 operators, vicinity property owners)*
3. Continue to upgrade navigational equipment as needed. *(Jurisdictions, airport operators)*
4. Promote public awareness of airport services and benefits. *(PCTPA, jurisdictions, airport operators)*
5. Maintain and improve existing airport facilities in accordance with airport master plans. *(Jurisdictions, airport operators)*
6. Assist operators of public use airports in pursuing funding sources. *(PCTPA, airport operators)*
7. Explore opportunities to improve passenger and cargo airport ground access. *(PCTPA, jurisdictions)*
8. 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)*

Long Range:

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

Goods Movement

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. Study the need for grade separation projects where indicated. (*PCTPA, jurisdictions, Caltrans*)
4. Support the development of grade separations of railroad tracks where necessary. (*PCTPA, jurisdictions, Caltrans*)
5. Support the designation of hazardous waste routes by federal and state regulators. (*PCTPA, jurisdictions*)
6. Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods. (*PCTPA, jurisdictions, Caltrans*)
7. 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*)

Non-Motorized and Low-Speed Transportation

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, air district*)
4. Work with PCTPA member agencies to connect the urbanized centers of the region through non-motorized and low-speed transportation facilities. (*PCTPA, jurisdictions, Caltrans*)

5. Pursue new revenue sources for non-motorized and low-speed transportation development. (*PCTPA, jurisdictions*)
6. Review existing abandoned railroad corridors for possible conversion to non-motorized and low-speed vehicle transportation facilities. (*PCTPA, jurisdictions*)

Long Range:

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

Transportation Systems Management

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. Implement traffic flow improvements on regionally significant roadways. (*PCTPA, jurisdictions, Caltrans*)
5. Improve and expand public transportation systems (bus and rail) as feasible. (*PCTPA, CCJPA, transit operators*)
6. Expand the use of alternative fuels to reduce impacts on air quality. (*PCTPA, SACOG, PCAPCD, SMAQMD, transit operators, jurisdictions*)
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*)

Intelligent Transportation Systems

Short Range:

1. Maximize the operating efficiency of the existing surface transportation system. (*PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, 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, Caltrans)*
4. Provide more effective and convenient transit services. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, transit operators)*
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)*

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. Continuing 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)*
3. Mainstreaming or incorporating 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)*
4. Ensuring that a Regional ITS Architecture Maintenance Plan is developed and implemented. *(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)*

Recreational Travel

Short and Long Range:

1. Promote and use intelligent transportation systems (ITS) to improve recreational travel. *(PCTPA, 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)*

4. Expand the availability of options (transit, rail, bike, pedestrian, airport shuttles) to driving the personal (private or rental) automobile. (*transit operators, PCTPA, jurisdictions, Capitol Corridor, employers, resorts*)
5. Provide coordinated feeder transit services to parks and attractions. (*transit operators, resorts, employers, Caltrans*)
6. 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*)

Integrated Land Use, Air Quality, and Transportation Planning

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, PCPCAPCD, CCJPA, Nevada County, Sacramento County, El Dorado County, Yuba County, Sutter County*)
2. Review 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 project. (*PCTPA, jurisdictions, SACOG*)
5. Develop guidelines and/or implement policies to prioritize transportation projects that have air quality benefits. (*PCTPA, PCAPCD*)
6. Provide support for projects consistent with Placer County's Ozone Reduction Ordinance. (*PCTPA, PCAPCD*)
7. Encourage jurisdictions to develop transportation corridors that complement planned growth patterns and economic development programs. (*PCTPA, jurisdictions*)
8. Encourage jurisdictions to review and assess the impact of new development proposals on transit system demand and supply as well as air quality. (*PCTPA, jurisdictions, transit operators, PCAPCD*)
9. 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*)
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*)

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 air 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 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.

Chapter 4 Air Quality Conformance explains the air quality regulatory structure and relationships needed to make determinations with regard to air quality conformity in the Sacramento metropolitan region.

Chapter 5 Financial Element details the types and amounts of funding likely to be available during the next twenty years from federal, state, and local sources. Committed sources of funding are listed in this chapter. Approximately \$977 million in committed and discretionary funds plus \$776 million in Transportation Development Act and Federal Transit Administration funds are expected to be available to implement the funding constrained projects listed in the Action Element (Chapter 3). Unfunded projects total \$1.32 billion.

Further, Chapter 5 details the depth of the funding crisis for transportation projects. Under currently projected conditions, nearly half of the transportation needs for Placer County through 2027 will remain unfunded. What is more critical is the result of the funding shortfall over time: the continued worsening condition of traffic congestion on Placer roads. The dramatic increase in population in Placer, compounded by freight traffic and population increases in other areas, will double vehicle miles of travel (VMT). It is projected that even with needed transportation improvements, congested miles of travel (Level of Service [LOS] D or worse) will increase by 6% (from 32% to 38%) and gridlock (LOS F) will increase by about 10%. However, without additional funding, the conditions are far worse, with congested miles increasing by 10% and gridlock increasing by a whopping 26%. This lack of funding will translate to reduced mobility for both people and freight, reduced productivity and, ultimately, a lower quality of life for Placer County residents.

Chapter 6 Environmental Clearance references the Supplemental Program Environmental Impact Report prepared in concert with the 2027 RTP. This supplements the Environmental

Impact Report prepared for the 2022 RTP. It addresses minor project additions and includes a summary of an alternatives analysis exercise that was conducted as part of this planning effort.

PUBLIC INVOLVEMENT IN 2027 RTP DEVELOPMENT

On an ongoing basis, PCTPA invites public participation in the regional transportation planning process. These ongoing venues were used to provide input for preparation of the 2027 RTP and include:

- Consideration and adoption of updated goals, policies, and objectives at a PCTPA Board meeting. This involvement occurred early on in the development of the RTP and offered an opportunity for public comment on this key policy document that guided the development of the RTP.
- The annual unmet transit needs process involves several public workshops held in various locations in Placer County. The input from the most recent unmet transit needs process was considered as the RTP was updated.
- In early 2005, each transit operator completed an updated short range transit plan. Public comments and workshops were part of that planning process, and the plan recommendations were incorporated in this RTP.
- The PCTPA's Regional Funding Strategy Update Steering Committee includes representatives from local business, industry, government, non-profits, and community organizations. This group is conducting public surveys and investigating options for additional funding for needed transportation improvements, and their input was included in the development of this RTP.

Specifically for the 2027 RTP, PCTPA initiated the formation of an RTP Technical Advisory Committee (RTP TAC). The RTP TAC included representatives from local government, tribal government, business, industry, social services agencies, and environmental organizations. The RTP TAC met four times to advise PCTPA staff on goals, objectives, and performance measures. They also provided guidance during the development of the alternatives analysis and modeling exercise that was completed and is summarized in the Supplemental Programmatic Environmental Impact Report. A list of RTP TAC members is provided in the Acknowledgements section of the RTP.

Finally, the PCTPA Board circulated the Draft 2027 RTP for public comment and held a public hearing on June 22, 2005, at which time members of the public were invited to comment in person or in written form (via letter, fax, or e-mail). Comments were incorporated in the Final 2027 RTP.