



Executive Summary



RTTP 2040

Placer County Regional Transportation Plan

Introduction

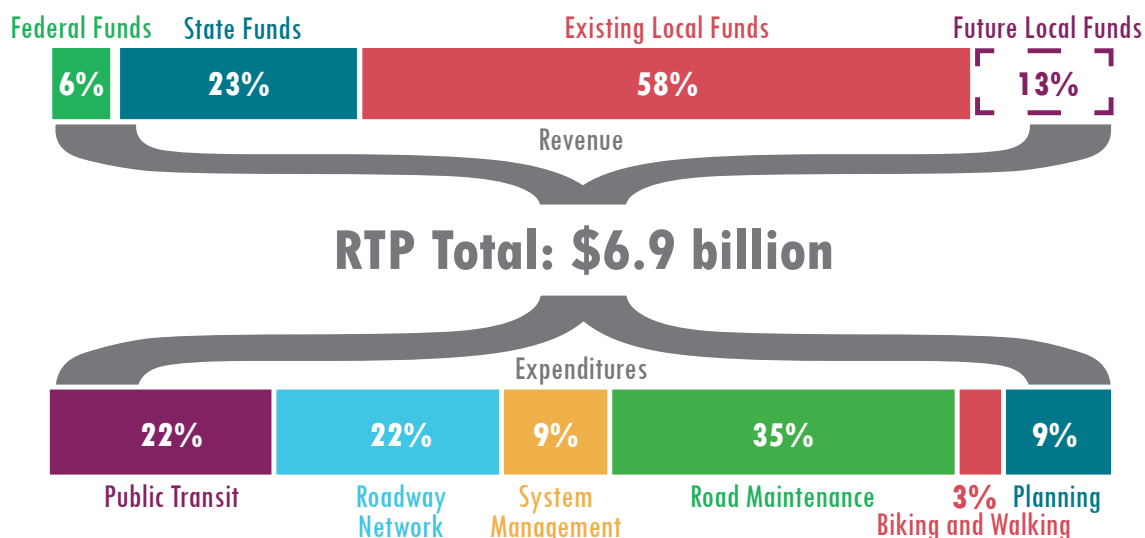


About PCTPA

PCTPA, or the Placer County Transportation Planning Agency, is a special district created by the cities and the county and authorized by the State. PCTPA develops and administers the Regional Transportation Plan, among its other duties as the county's regional transportation planning agency and congestion management agency. PCTPA is managed by a nine-member board of local elected officials, including a citizen representative. PCTPA is a leader in delivering projects on time and on budget. PCTPA's record of success includes Phase 1 of the Interstate 80/ Highway 65 Interchange Project, the Highway 65 Lincoln Bypass, the I-80 Bottleneck Project, and the Douglas and Sierra College Interchange Improvements. To learn more about PCTPA's work to build a safe and efficient transportation network, visit pctpa.net.

The Regional Transportation Plan

The Placer County 2040 Regional Transportation Plan (RTP) has been developed by 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 fiscally-constrained 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.



SACOG and the MTP

Placer County's 2040 Regional Transportation Plan (RTP) was updated jointly with the Sacramento Area Council of Government's (SACOG) Metropolitan Transportation Plan (MTP). The RTP is a statement of local transportation priorities that are incorporated into the MTP. While the RTP focuses just on Placer County, the MTP plans for transportation investments across the six-county Sacramento Region. PCTPA and SACOG work together closely to ensure that the two documents align. In addition to dealing with the larger six-county region, the MTP also differs from the RTP in that it deals with land use, housing, environmental sustainability, and equity in addition to transportation. This difference reflects the fact that SACOG, as a Metropolitan Planning Organization (MPO), has greater federal and state responsibilities and requirements than PCTPA, including Federal Clean Air Act and California Senate Bill 375 regulations. For more information on the MTP, including information about projected housing development and land use patterns in Placer County, visit sacog.org/mtpscs.

A Vision For 2040

The 2040 RTP defines the goals of the transportation system and sets priorities for project implementation within the context of six regional planning principles:

- 1 Support well-planned growth and land use patterns
- 2 Improve environmental quality through better stewardship of the transportation system
- 3 Fit within a financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain
- 4 Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets
- 5 Improve access and mobility opportunities for all people to jobs, services and housing
- 6 Provide real, viable travel choices for all people within a diverse county.

PHASE 2 Prosperity Strategy

Ongoing, Due Mid 2019

DRIVERS



Food and Ag Cluster



Health Sciences Cluster



Innovation



Workforce

ENABLERS



Infrastructure



Governance

PHASE 3

Start Mid 2019



Implementation

The Prosperity Plan

SACOG, the Greater Sacramento Economic Council, the Sacramento Metro Chamber of Commerce, and Valley Vision have partnered to accelerate job growth, encourage innovation, and boost new investment across the Sacramento Region. The Prosperity Plan guides this effort and includes a market assessment of the six-county Sacramento region. The Plan's findings show the Sacramento region can take advantage of changing market, technology and demographic trends to ensure future economic growth, regional competitiveness, and prosperity. Placer County's jurisdictions are committed to implementing the strategies of the Prosperity Plan. As a reliable transportation network is key to economic development, PCTPA is also actively engaged in this effort. For more information, visit sacramentoplan.com.

About Placer County

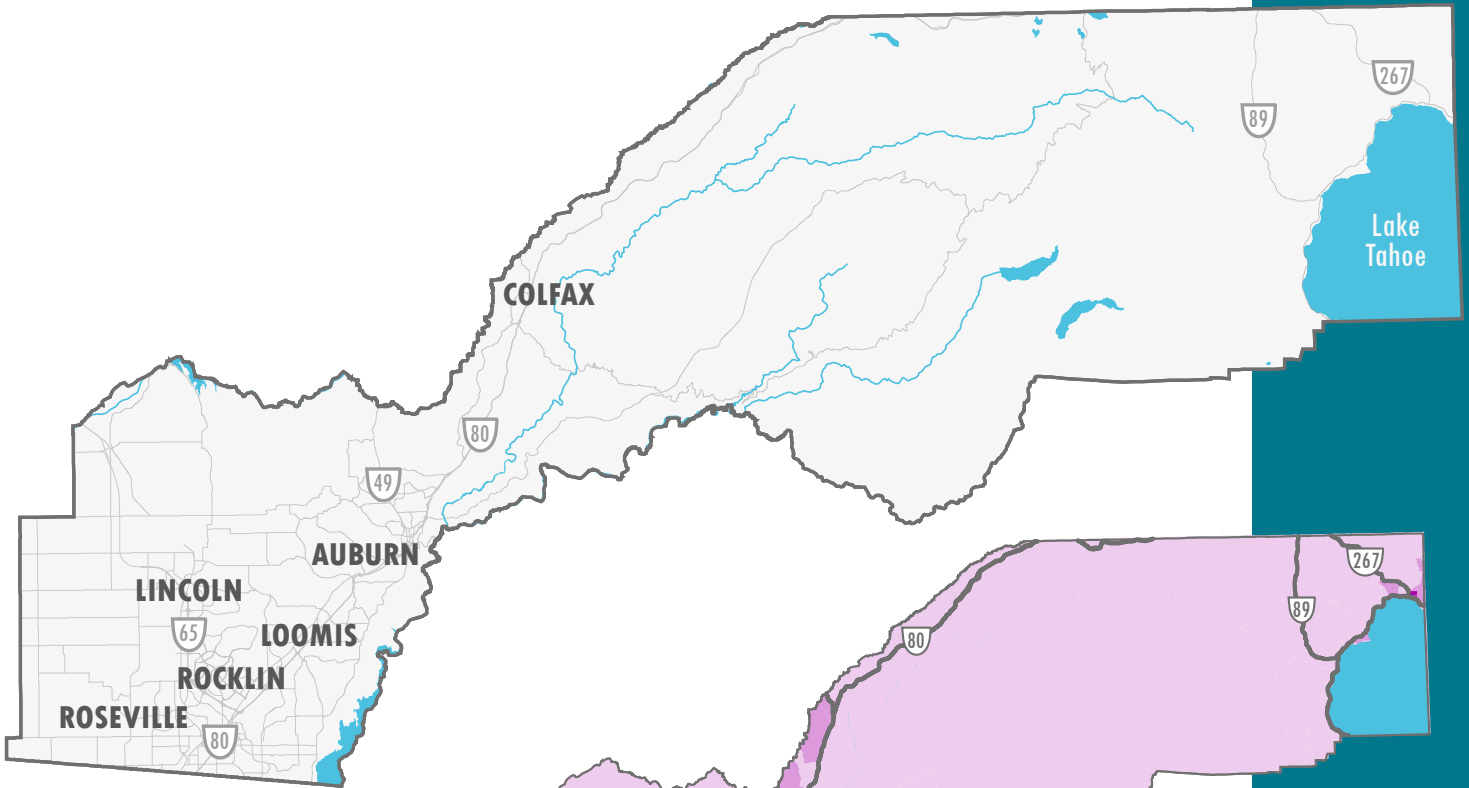
Placer County Today

A properly functioning and well-maintained transportation system in Placer County is a key component of our high quality of life and ability to attract jobs to our region. For several decades now, Placer County has remained one of the fastest growing counties in California. Population growth has been more than 35% per decade for every census since the end of World War II. But, aside from two major investments (the Highway 65 Lincoln Bypass and the I-80 Roseville Bottleneck project) and new surface streets largely paid for by builders, Placer County is basically operating under the same transportation infrastructure that it has had since the 1980s.



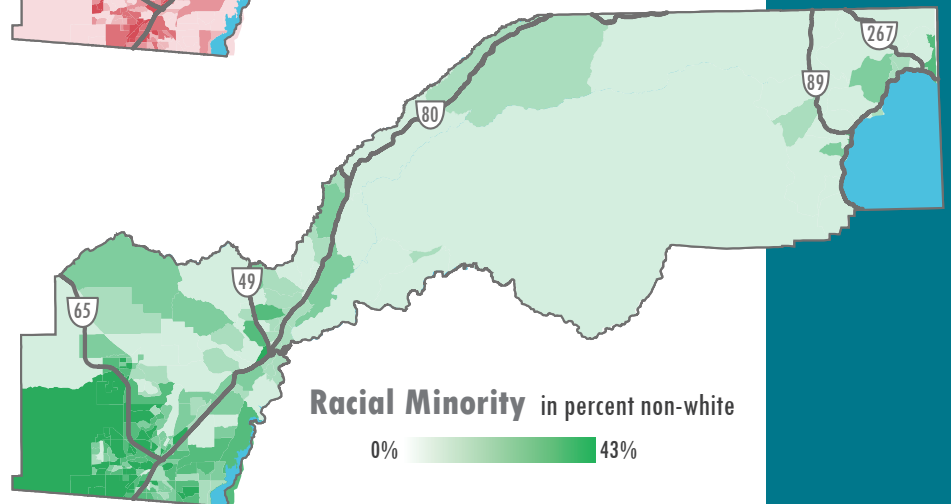
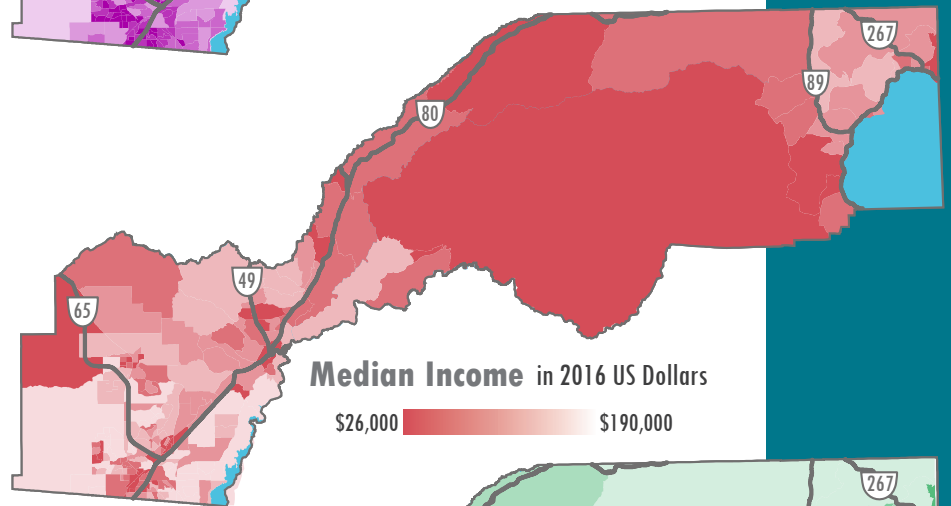
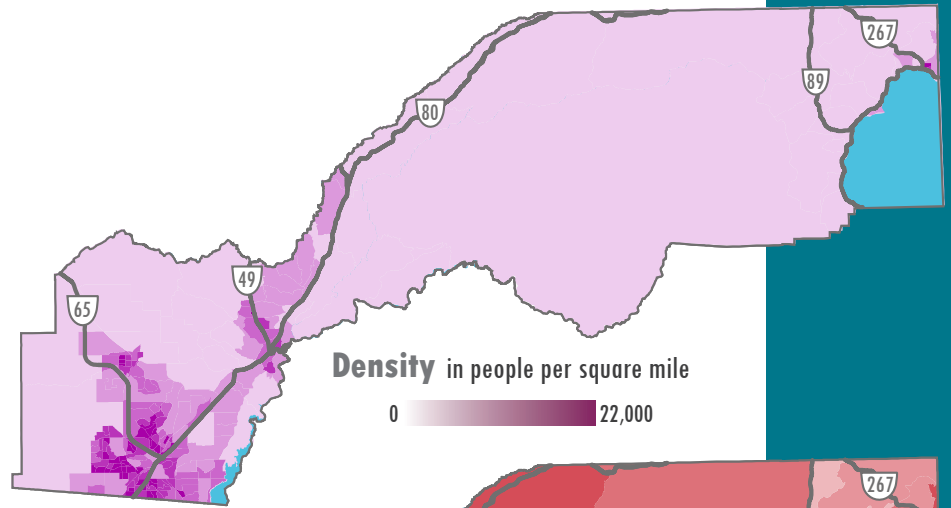
The Sacramento Region

The Greater Sacramento region is made up of six counties: Placer, Sacramento, Yolo, El Dorado, Yuba, and Sutter. Renewed investment in the Sacramento region and increasing cost-of-living in the San Francisco Bay Area, have resulted in dramatic population growth in the region. The Sacramento Region grew by more than 25,000 people in 2017, outpacing any other region and the state of California as a whole. Continuing to attract new residents while maintaining the region's high quality of life will require coordination between counties and cities, and partnerships with non-profits and business.



Geographic Diversity

Placer County covers 1,506 square miles stretching from the Sacramento Valley, through the foothills, to Lake Tahoe in the Sierra Nevada Mountains. Given this diverse geography, it is not surprising that Placer County has a wide range of land uses and development patterns. The county's population is concentrated in its suburban cities and town. The unincorporated areas in between these cities vary greatly, from residential and commercial developments near the cities, to farms and rural uses in the foothills, to forests and protected open space in the mountains. While Placer County residents are relatively affluent, there are concentrations of low-income residents in both urban and rural areas. Placer County has a predominately white population, with growing Asian and Latino/Hispanic communities in Roseville, Rocklin, and Lincoln.



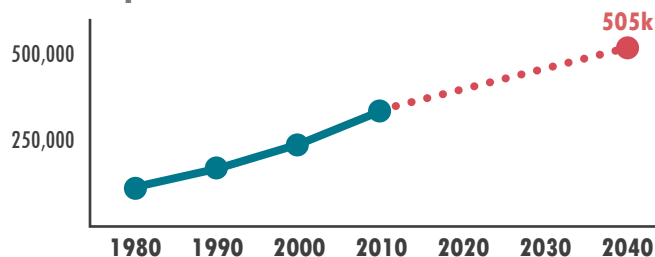
Source: US Census 2016 5-year American Community Survey

A Growing Region

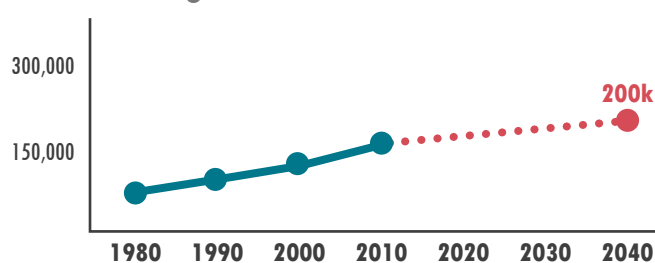
Growth Projected to 2040

Placer County is home to just under 400,000 residents, an increase of more than 50% since 2000. Over the same period, housing units grew by 30% as the county's cities developed surrounding areas to accommodate this growth. Jobs have also grown by about 30% since 2000, though many Placer County residents are still employed outside the county. This steady growth in population, jobs, and housing continues to put greater demand on Placer County's transportation network, increasing the need for greater roadway capacity and increased investment in alternative travel options like transit and biking. According to projections, Placer will continue to grow through 2040, only increasing the need for greater investment in transportation to sustainably accommodate new residents, jobs, and housing.

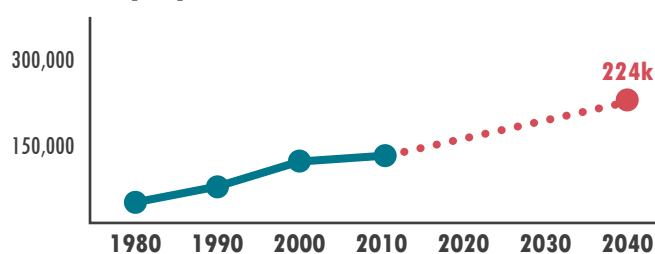
Population



Housing



Employment



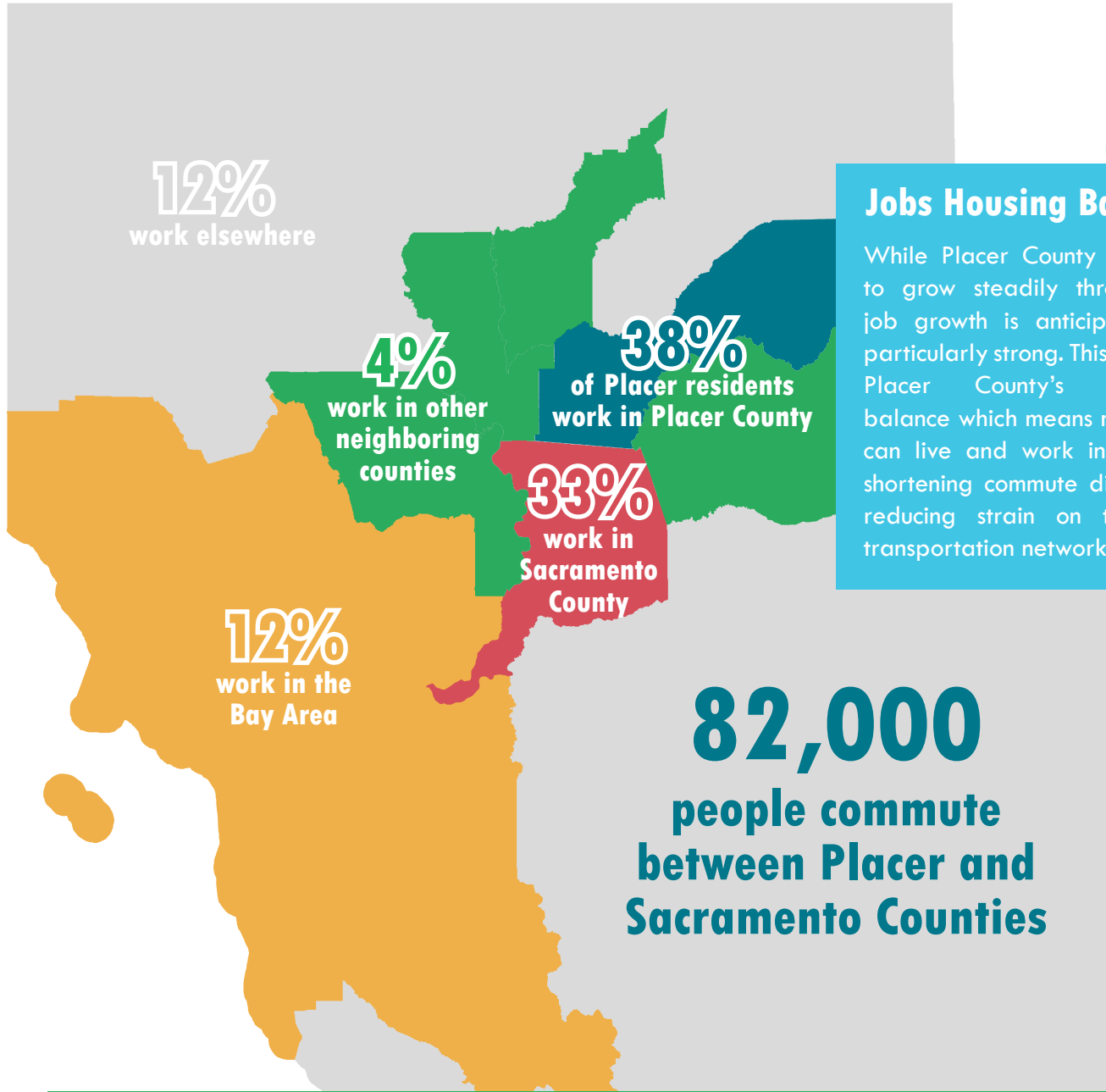
Source: Decennial Census, SACOG MTP Projections

Adding Travel Options

Increasing travel options in Placer County and across the Greater Sacramento region is critical to ensuring a safe and efficient transportation network as the population grows. Having affordable and convenient bus, train, vanpool, and biking options not only makes more efficient use of existing roads and highways, but also ensures that expensive improvements to those roads and highways actually reduce congestion and travel times. Investing in sidewalks, bike lanes, bus routes, and passenger rail also protects the quality of life of people who may not be able to drive, including seniors, people with disabilities, low-income families, and young people.



Image: Capitol Corridor J



Jobs Housing Balance

While Placer County is expected to grow steadily through 2040, job growth is anticipated to be particularly strong. This will improve Placer County’s jobs-housing balance which means more people can live and work in the county, shortening commute distances and reducing strain on the county’s transportation network.

The Northern California Megaregion



The Northern California Megaregion—which includes the Bay Area, the Greater Sacramento region, the Northern San Joaquin Valley, and the Monterey Bay Area—has one of the fastest growing economies in the US. As population and jobs have boomed in this region over the past two decades, these once distinct areas are merging into one ‘megaregion’. Increasing opportunities for remote work and rising housing costs means more people are living in the Sacramento and San Joaquin Valleys and working in the Bay Area. Improved transportation connections between Greater Sacramento and the Bay Area will support and sustain this rapid economic growth across the megaregion. Placer County and the Sacramento Region must learn from the Bay Area’s growth patterns as they find economic identities of their own.

Roadway Network

The High Cost of Congestion



When more people drive on a roadway than it was designed to handle, those cars back up and cause congestion. With a rapidly growing population and high levels of car use, congestion is all-too-common in Placer County. During commute times, it takes drivers an extra 22 minutes to get from Lincoln to the Placer County line, due to increasing congestion on Interstate 80 and Highway 65, which is expected to cost the local economy more than \$350 million in time lost over the next 20 years. In addition to costing residents and visitors time and money, traffic congestion also creates safety issues. Between 2009 and 2015, 1,600 accidents occurred along I-80 and Highway 65 in Placer County, including thirteen fatalities. The collision rates for I-80 and Highway 65 are well above the statewide average for similar routes. Around 80% of these are rear end or side swipe collisions, both of which are often caused by congestion and gridlock in the area. This increasing traffic congestion also makes it difficult for deliveries and employees to arrive on time, making Placer County a less desirable location for employers.

Freight and Goods Movement

Interstate 80 is a critical national goods movement corridor connecting the Western United States with important economic centers and ports in the San Francisco Bay Area. It is one of the busiest east-west routes in the US and the only all-weather crossing of the Sierra Nevada mountain range for 1,100 miles. I-80 also connects the Bay Area with Sacramento, the two largest economic and population centers in Northern California. It is estimated that \$4.7 billion dollars of goods travel every hour on I-80 through Placer County. The reliability of the corridor depends on continued investment in congestion-relief and safety projects. In addition to this key freight route, Placer County is home to the largest rail yard west of the Mississippi River: the J.R. Davis Yard in Roseville. Produce from the Central Valley's farms are shipped from this rail yard all over the country.

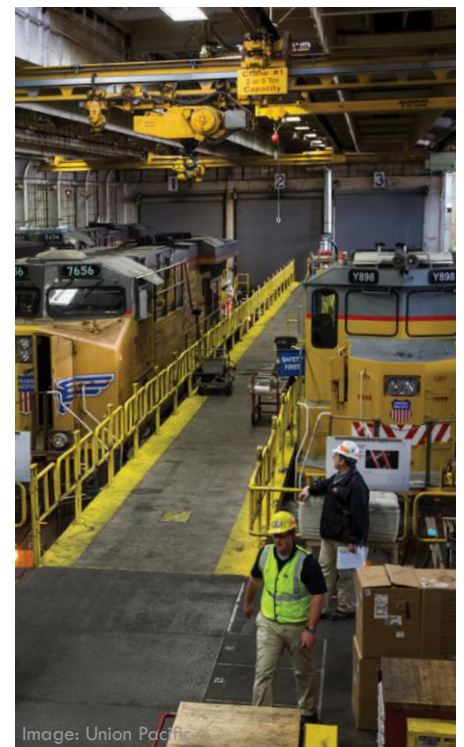
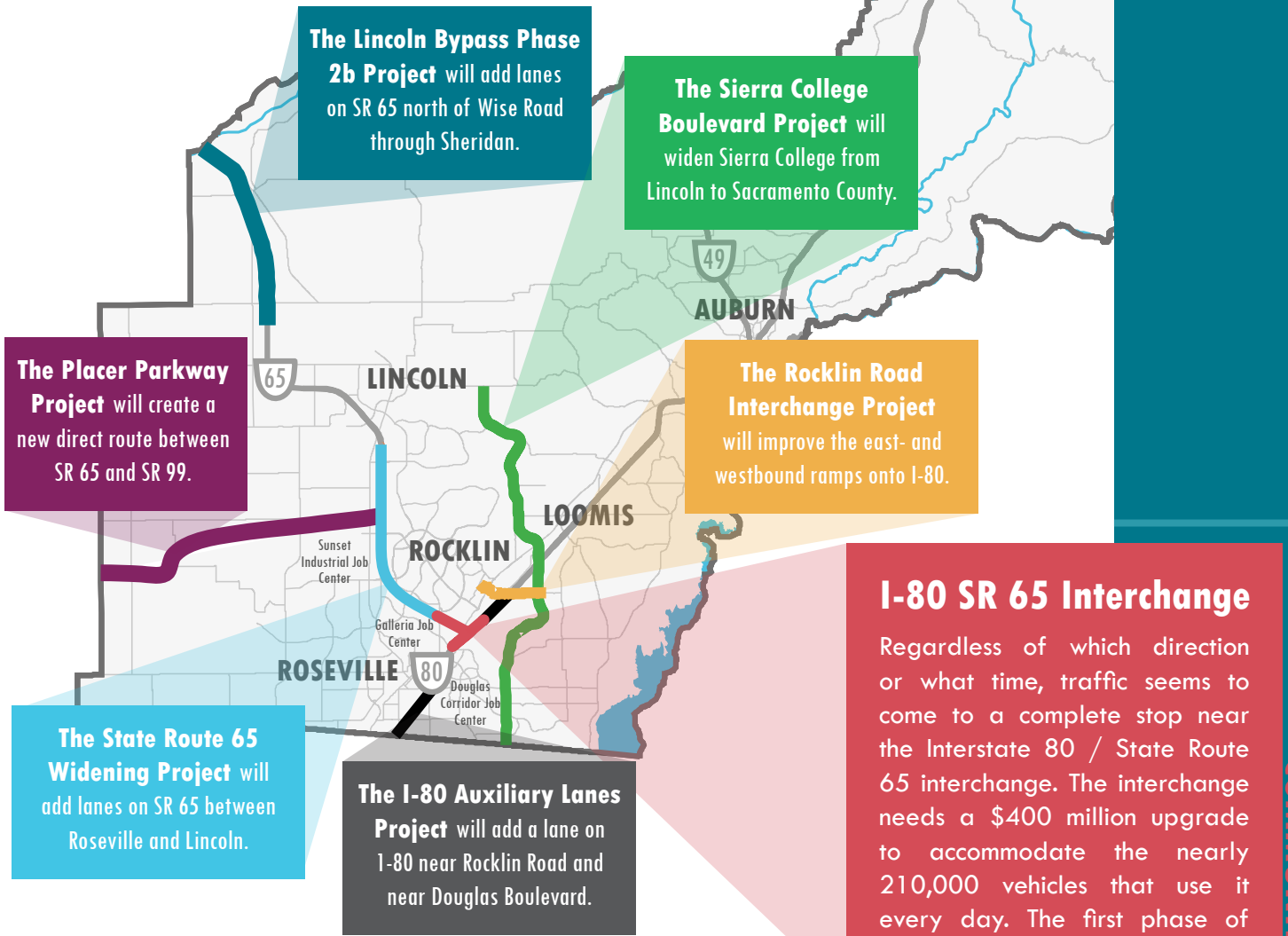


Image: Union Pacific

High Priority Regional Roadway Projects



Managed Lanes

With increasing traffic and limited space, PCTPA and its partners are considering “managed lanes” techniques to reduce traffic congestion, maximize use of existing carpool lane facilities, and generate funding for roadway maintenance. This regional approach is considering the feasibility of various managed lanes strategies including:

- High Occupancy Vehicle (HOV) Lanes where access is restricted to vehicles with a certain number of occupants (aka carpool lanes)
- Express Lanes where access is limited to high-occupancy vehicles and vehicles that have paid a toll to use the lane
- Reversible Lanes where the direction of the lane can be switched at different times depending on which direction has more traffic

I-80 SR 65 Interchange

Regardless of which direction or what time, traffic seems to come to a complete stop near the Interstate 80 / State Route 65 interchange. The interchange needs a \$400 million upgrade to accommodate the nearly 210,000 vehicles that use it every day. The first phase of this upgrade—which will provide a third lane on northbound Highway 65 and improve the Galleria Blvd/Stanford Ranch Rd interchange—was completed in fall 2019. PCTPA, Caltrans, and the cities of Rocklin and Roseville have kept residents and visitors updated throughout construction. This consistent email and social media engagement has helped keep the project on-time and minimize disruptions.

Road Maintenance



Road Repair Funding

With the enactment of Senate Bill 1 (SB 1) (Road Repair and Accountability Act of 2017), additional funding has been made available for transportation investments across the state, including maintenance and repair of highways and local streets. Placer County and its cities are anticipated to receive \$200 million over the next 10 years from SB 1 for roadway maintenance. While this increase in funding was long overdue and much needed, it still does not cover the cost of maintaining the more than 4,000 miles of roads in Placer County. In fact, Placer County will need \$815 million over the next 10 years just to maintain the existing local roadways. Due to the importance of maintaining safe roadways, about 35% of the \$6.9 billion in transportation funding revenue anticipated by this RTP by 2040 will be spent on state and local roadway maintenance.

Rehabilitating Placer's Historic Downtowns



Downtown Lincoln

The opening of the Highway 65 Lincoln Bypass offered the City of Lincoln an opportunity to make Lincoln Boulevard more pedestrian-, bicycle-, and Neighborhood Electric Vehicles (NEV)-friendly. The multi-phase Lincoln Boulevard Streetscape Improvements Project, which began construction in 2014, will improve sidewalks, crosswalks, and bike lanes along Lincoln Boulevard between Sterling Parkway and Seventh Street.



Loomis Town Center

Taylor Road functions as the Town of Loomis' main street and is a vital link between Rocklin, Penryn, and Newcastle. The lack of sidewalks and uneven pavement made it difficult for residents and visitors to access businesses in Loomis' historic downtown area. The multi-phase Loomis Town Center project, which began construction in 2017, will add sidewalks, bike lanes, landscaping, and lighting to make Taylor Road safer and more walkable.

Pavement Condition in Placer County

When Placer County was growing and building new roads in the early 2000's, the condition of roads in the county was "good to excellent" with an average score of 79 out of 100. Today, the roads have aged significantly and state and federal gas taxes revenues have not been able to keep up. As a result, roadway conditions have deteriorated to an "at risk" average score of 64 out of 100, with "failed" pavements conditions in some rural communities. It is much more expensive to rehabilitate "at risk" and "failed" roads than to maintain "good to excellent" roads.

Road Quality and Car Maintenance

Based on a survey by TRIP, 33 percent of major roads in the U.S. are in poor condition. TRIP also calculated the average cost of deteriorated roadways to a typical driver, estimating that the average motorist loses \$599 a year to damage caused by driving on unkempt roads. As a result, good road maintenance is not only an issue of safety and aesthetics, but a means of maintaining an affordable quality of life in Placer County.

Condition

Example

Good



At Risk



Poor



Failed



General Cost to Repair

\$3.85 per square yard

Roads that are in Good or Excellent condition only require preventative maintenance repairs which are much less expensive.

\$17.50 per square yard

Roads that are in At Risk condition require only a thin overlay of asphalt to be in Good condition.

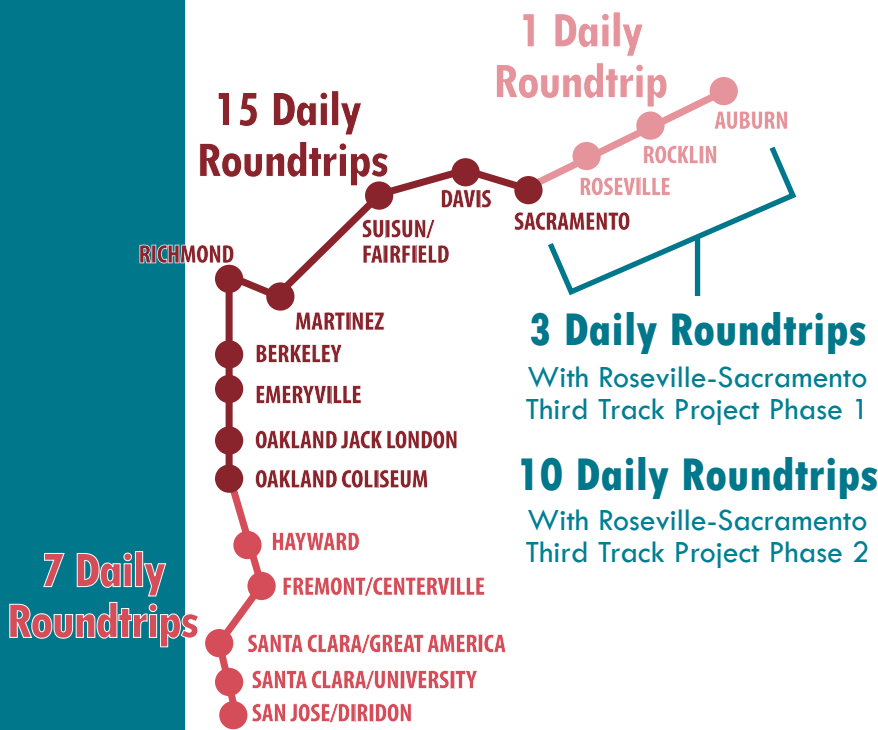
\$27.50 per square yard

Roads that are in Poor condition require a thick overlay of asphalt to be in Good condition.

\$57.50 per square yard

Roads that are in Failed condition must be reconstructed where some or all of the asphalt is removed and replaced.

Public Transit



Capitol Corridor

Capitol Corridor is a passenger rail line that provides a relaxed alternative to driving between Placer County and the Sacramento and Bay Area regions and is the fastest growing intercity rail service year after year in the nation. Currently, only one train round trip and seven throughway buses come to Placer County. The Roseville-Sacramento Third Track Project will upgrade the rail tracks for more frequent train service to Placer County. The first phase of that project is in design and funded through construction. The Third Track Project will add two more roundtrip Capitol Corridor trains to Roseville in phase 1 and up to ten roundtrips to Roseville in Phase 2.

Commuter Bus Service to Sacramento



Image: City of Roseville

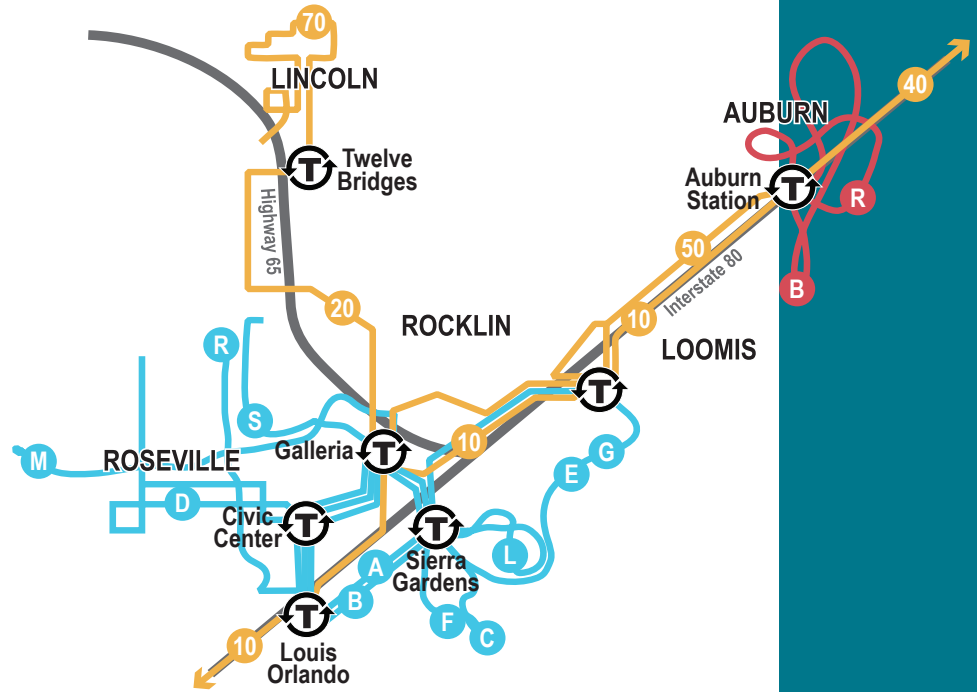
On weekdays, 14 commuter buses depart from various locations throughout Placer County to downtown Sacramento. The commuter buses provide a stress-free option to the congestion on Interstate 80. Aside from the personal benefits of not driving in traffic, each bus carries approximately 50 passengers, taking about 700 cars off the road during peak commute times. The commuter bus services are also one of the most efficient transit operations, recouping between 56% and 80% of the costs to operate the service. Whether you live in Colfax, Auburn, Loomis, Rocklin, or Roseville, Placer County Transit and Roseville Transit have a seat for you.

Local Bus Network

Placer County has three local bus systems: Placer County Transit (shown on the right in orange), Roseville Transit (blue), and Auburn Transit (red). These buses are fully accessible and most have bike racks, making transit trips possible for many Placer County residents looking for an alternative to driving. In keeping with national trends, Placer's local public transit systems have been challenged with low ridership in recent years. Bus routes need to be realigned to get people to the places they want to go and to improve ridership.

New Technology

In a highly digital age, residents are choosing the responsiveness and speed of Transportation Network Companies (TNC) such as Uber and Lyft over traditional Dial-a-Ride and fixed route bus service. To respond, the cities of West Sacramento and Citrus Heights have completed successful pilot projects of on-demand transit services. Automated vehicles, like the Ollie bus, are being tested off-roadway, on the Sacramento State University campus. PCTPA and Placer County jurisdictions are monitoring pilot programs like these for lessons learned and awaiting final state regulations. As technology and residents expectations change, the public transit of the future needs to be responsive to stay relevant.



Senior and Specialized Services

A full suite of senior and specialized services compliments the traditional and commuter services. These programs are vitally important to maintain mobility for seniors, who are nearly one-third of Placer County's population. Dial-a-Ride, or origin-to-destination services, are offered in Roseville, Rocklin, Lincoln, Loomis, Auburn, and portions of unincorporated communities. Health Express and My Rides provide non-emergency service to medical appointments. These programs bridge an important gap by providing "last resort" service for some of Placer County's most vulnerable residents.



Biking and Walking

Active Transportation

Active transportation refers to all non-motorized forms of travel—typically the term refers to biking and walking, but it also includes using a wheelchair, skateboarding, scootering, roller blading, and any other human-powered way of moving. Active transportation is low-cost, has little impact on the environment, reduces congestion, and promotes exercise and a healthy lifestyle. Active transportation provides the “last mile of service” connecting bus stops and destinations. With so many benefits, investments in active transportation like sidewalks, trails, and bike lanes have become a focus in transportation. California’s highly-competitive Active Transportation Program (ATP) has funded about half of the \$52 million dollars of active transportation projects in Placer County. While providing safe walking and biking infrastructure is essential, increasing active transportation also requires thoughtful planning to ensure more destinations are in walkable and bikeable distances.



Image: City of Roseville

Roseville’s Downtown Bridges

This ATP project is the result of decades worth of outreach and planning to improve Downtown Roseville. It will add two new pedestrian bridges between Royer Park and downtown Roseville, relocate a historic pedestrian bridge, and constructing a new trail segment to close a gap in the city’s 10 mile Dry Creek regional trail system.



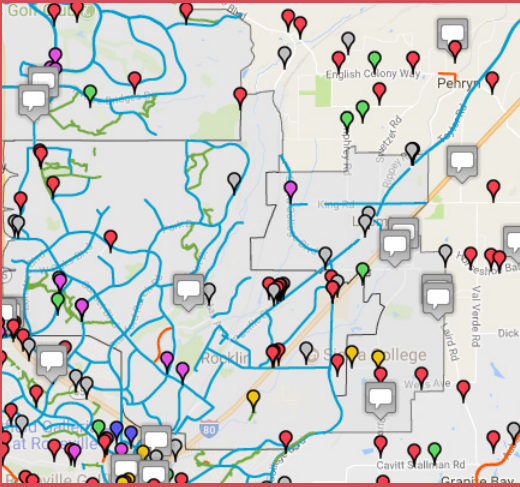
Colfax’s Main Street Bike Lane

North Main Street is one of the main roads to downtown Colfax and features a transit station, shopping, restaurants, community center, and schools. The ATP project added bike lanes to the street to give cyclists and pedestrians a safer alternative to crossing the Highway 174 bridge in a one-foot shoulder.



Auburn’s Highway 49 Sidewalks

This ATP project will construct approximately 2.8 miles of sidewalk along Highway 49. This will increase sidewalk coverage from 39 % to 75% and provide a safe route for residents to walk to the schools, bus stops, stores, and social services offices on the corridor. The project also includes a Safe Routes to School Program to educate local students about safely walking and biking to school.



Bikeway Master Plan Update

In 2017 PCTPA and Placer County updated the decade and a half old Regional Bikeway Plan to layout a path to improving bikeways throughout the county. The plan's proposed network consists of 457 miles of bikeways to not only improve mobility when built out, but enhance the scenic bikeways as a tourist destination. The Bikeway Master Plan update process included 11 stakeholder presentations and an on-line workshop, where more than 750 people identified issues with the existing network, recommended improvements, and prioritized funding. This community input helped create a priority list of regionally-significant bikeway projects to pursue in the coming years.

Air Quality and Greenhouse Gases

A balanced transportation system helps the Sacramento Region comply with the federal Clean Air Act's pollution standards and state's Senate Bill 375 greenhouse gas (GHG) reduction requirements, which is necessary to maintain transportation funding. Reducing the amount of vehicle miles traveled is the primary strategy to reduce GHG emissions and pollutants. Strategies like improving bus and passenger rail service, encouraging carpooling, adding more jobs within the county, and increasing fuel-efficiency in vehicles can all reduce the impacts of these pollutants.

Electric Vehicles

Placer County's local agencies and businesses are supporting the shift from traditional to electric vehicles by installing charging stations for employees and shoppers. The Cities of Rocklin and Lincoln have built a Neighborhood Electric Vehicle (NEV) network to allow residents to make short trips in golf-cart-like electric vehicles. Tesla's regional dealership has large charging stations in Rocklin and at the Galleria in Roseville to support Placer's growing number of electric vehicles. These efforts to electrify the vehicle fleet in Placer County and improve charging help to reduce vehicle emissions, including GHG forming pollutants.

Improving Public Health

People live and move to Placer County for its high quality of life. Since 2011 Placer County has ranked within the top five healthiest counties in the state for the last seven years according to the Robert Johnson Foundation's annual report. Placer County has nearly 500 miles of bikeways where residents can get the recommended 150 minutes of exercise per week. Maintaining and expanding these active transportation facilities is key to keeping Placer's status as one of the healthiest counties in the state.



Planning and Operations

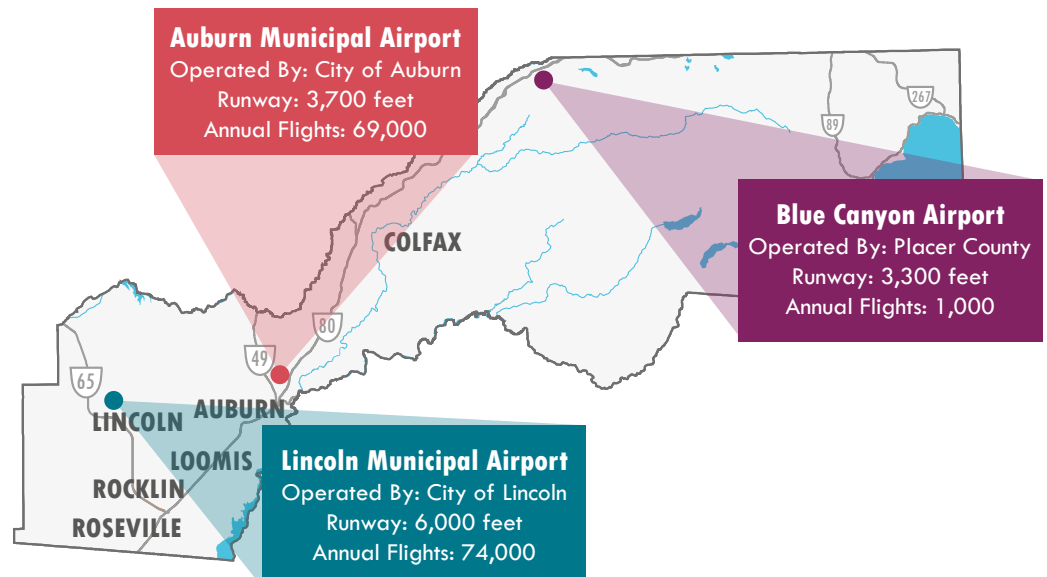


Freeway Service Patrol

The Freeway Service Patrol (FSP) is a program designed to reduce rush-hour congestion on Placer County area freeways. A special team of tow truck operators continuously patrol the local freeway system during peak commute hours, looking for disabled vehicles and minor accidents. Such incidents cause about half of all freeway congestion. FSP operators make quick repairs to disabled vehicles or tow them to a designated safe zone. In addition to reducing congestion, FSP makes our freeways safer while providing valuable motorist assistance. By reducing congestion, it also helps improve air quality. Senate Bill 1 has increased funding for Freeway Service Patrol service across California, providing more resources to this valuable program.

Airport Land Use Commission

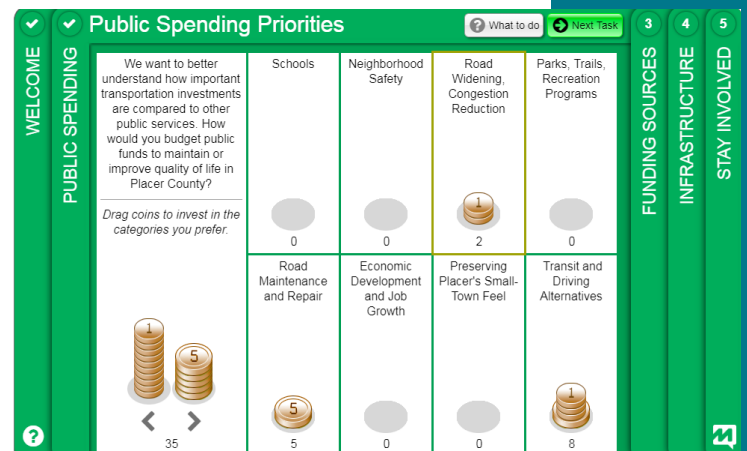
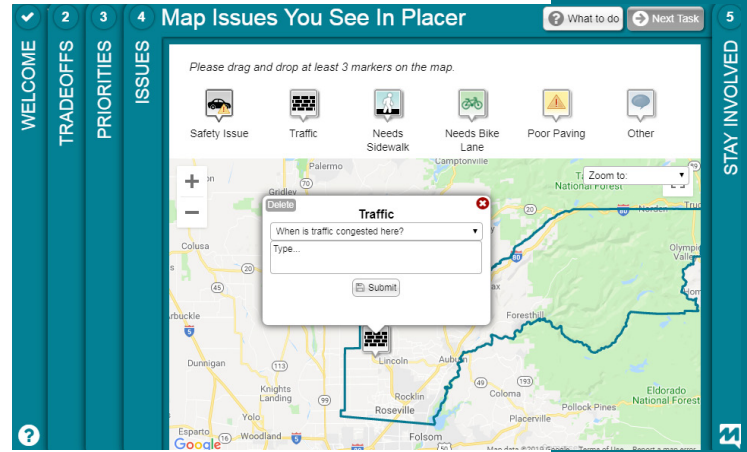
Placer County has three general purpose airports: Auburn Municipal Airport, Lincoln Regional Airport, and Blue Canyon Airport. As the Airport Land Use Commission (ALUC) for Placer County, PCTPA works with Placer County's jurisdictions to ensure land use around the airports does not impact their use. Although small, these airports play an important role in emergency response for police and wildfire agencies, and providing landing and refueling opportunities for recreational and business travelers. The ALUC evaluates proposed development around the airports to determine whether they are consistent with the rules and regulations defined in the Airport Land Use Compatibility Plans (ALUCP).



RTP Outreach Process

PCTPA conducted three online surveys to get community input on the RTP. The surveys were open for two weeks each and widely publicized on local email lists, newsletters, and social media accounts. Each survey sought feedback on a different aspect of the RTP; the first asked responders about their goals and priorities, the second discussed funding and budgeting, and the third reviewed specific projects included in the RTP. Over this three-month outreach process, PCTPA received more than 2,000 responses to the online survey.

While this community feedback varied, there are a few consistent conclusions from the outreach. First, that traffic congestion remains a top concern for Placer County's communities. In particular, congestion along the Highway 65 and Interstate 80 corridors is a priority for residents. These two findings illustrate how consistent the RTP's goals and priorities are with public concerns. Comments during the survey also made clear that transportation funding remains confusing for residents, which further supports PCTPA's ongoing efforts to educate the public.



Placer-Sacramento Gateway Plan

Placer and Sacramento Counties and their cities are working together to improve the Interstate 80 and Highway 65 corridors that connect them. This year-long effort, called the Placer-Sacramento Gateway Plan, will combine research, data analysis, and extensive community outreach to develop a combination of projects that can reduce congestion and improve travel options between Placer and Sacramento counties. To date, this engagement has included a region-wide online survey and a joint meeting for all local stakeholder groups. Once complete, this plan will be used to better position these corridors to be competitive for state funding to construct priority improvements to the regional transportation system.



**Placer County
Transportation
Planning Agency**