

TO: Rocklin City Council**DATE: October 25, 2022****FROM: Cory Peterson, Senior Transportation Planner
Mike Costa, Senior Transportation Planner****SUBJECT: PRESENTATION: PCTPA 2050 REGIONAL TRANSPORTATION PLAN
(RTP) DEVELOPMENT PROCESS & ANNUAL UNMET TRANSIT
NEEDS (UTN) ASSESSMENT PROCESS****BACKGROUND****Regional Transportation Plan vs. Metropolitan Transportation Plan/Sustainable Communities Strategy**

As the State-designated Regional Transportation Planning Agency (RTPA) for Placer County, the Placer County Transportation Planning Agency (PCTPA) is required to prepare and adopt a Regional Transportation Plan (RTP) every five years. The RTP is a long range (20-year minimum), transportation funding plan that identifies the priorities for addressing existing and future traffic congestion on, mobility needs for, and maintenance of the transportation infrastructure, programs, and services located in the incorporated cities of Roseville, Rocklin, Lincoln, Auburn, and Colfax, the town of Loomis, and unincorporated areas of Placer County (excluding the Lake Tahoe basin). Not only does the RTP comply with state statutes for continuous, cooperative, and comprehensive planning, it also provides the mechanism by which state and federal funds are allocated to local transportation projects. PCTPA's current RTP was adopted in December 2019, and contains the Placer region's financially-constrained transportation investments (projects list) planned for delivery through 2040.

The Placer County RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). SACOG is the state designated RTPA for Sacramento, Sutter, Yolo, and Yuba counties and also serves as the federally designated Metropolitan Planning Organization (MPO) for the six-county region, which includes Placer and El Dorado counties. As an RTPA and MPO, SACOG updates the MTP/SCS every four years to satisfy its federal planning responsibilities for the six-county region and to address state greenhouse gas emissions reduction requirements for the SCS pursuant to Senate Bill 375 (SB 375). For these reasons, the financially constrained transportation project lists produced in both Placer County's RTP and SACOG's MTP/SCS (for the Placer County region) are the same. However, unlike the Placer County RTP, SACOG's MTP/SCS also considers how planned land-use development, combined with the transportation investments identified in the project lists, comprehensively address greenhouse gas emission reduction targets for the six-county region per SB 375.

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Annual Unmet Transit Needs Assessment

Each year, PCTPA works with the Placer region's transit operators, social service transportation providers, and other public/private stakeholders to identify any transit needs that are currently not being met by existing public transit services. This process, known as the Unmet Transit Needs (UTN) Assessment, is required by the Transportation Development Act (TDA) because of the specific funding that PCTPA annually administers through the TDA, which can be utilized for street and roadway projects only after PCTPA determines that there are no "unmet transit needs" that are "reasonable to meet" within Placer County (excluding the Tahoe Basin).

PCTPA defines an unmet transit need as a request for public transit service that is not already provided by the existing transit system, specifically in an area that is more than a 0.75-mile walking distance of an existing transit stop or service. A request is also considered an unmet transit need if it is for a service that is needed for compliance with the Americans with Disabilities Act (ADA). For a request to be considered reasonable to meet, PCTPA evaluates any new potential transit service implemented to address the unmet transit need based on meeting all the following criteria:

- The new transit service must meet the fare recovery standards established by PCTPA pursuant to the TDA,
- The new service must be paid for by existing transit funding available through the TDA and be a reasonable use of taxpayer funds,
- There must be strong and broad support for the new transit service (not just a request from a few individuals and/or specific stakeholder interest groups), and
- Implementing the new service must be consistent with both the RTP and short-range transit plan applicable for the jurisdiction where the potential unmet transit need is identified.

If an unmet transit need that is reasonable to meet is identified, then TDA funding must be allocated for that new transit service prior to funding being available for street and road purposes. Please note that general operational issues (e.g., improved bus stop amenities, service reliability, modifications to route schedules and/or bus stops along a given route, customer service, etc.) are not considered unmet transit needs. However, any comments pertaining to these issues are provided to the transit operators for their review and consideration to address.

DISCUSSION

2050 Regional Transportation Plan

The next RTP (known as the 2050 RTP or Plan) extends the Placer region's planning horizon for transportation investments to 2050. The 2050 RTP planning effort will re-examine and update the prior RTP's goals and policies as needed, identify specific performance metrics to track the progress of the Plan, and incorporate community input on long standing transportation priorities in Placer

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County. The Plan will also address any new state and/or federal planning requirements and/or funding sources adopted since 2019. The 2050 RTP consists of three primary elements:

- Policy Element: Identifies the mobility goals, objectives, and policies of the region
- Action Element: Details the projects, programs, and actions to implement the RTP
- Financial Element: Summarizes the cost of implementing the RTP projects, considering fiscal constraints

Completion of the 2050 RTP is currently anticipated to occur by December 2024. Throughout the process, PCTPA staff will be coordinating with the six cities/town, Placer County, and numerous other agencies/organizations to update project lists, conduct public outreach/engagement for, and ultimately craft Placer County's transportation vision for the next 26 years through the 2050 RTP.

As part of the Plan's initial public engagement/outreach effort, PCTPA staff is presenting an overview of the RTP development process, milestones, coordination opportunities, and soliciting public input at Placer's local agencies, which corresponds to similar efforts being conducted by SACOG for their MTP/SCS development. These efforts are being coordinated due to the integrated nature and function of both the RTP and MTP/SCS processes. Additionally, PCTPA plans to release a public survey in early November to solicit input on the 2050 RTP's goals, project priorities, and overall direction to assist staff with planning efforts moving forward. For more information about the 2050 RTP and to find the survey (when it becomes available), please visit: <https://pctpa.net/rtp2050/>.

Unmet Transit Needs

This year's UTN Assessment process has begun with the launch of a public transit survey on October 1st, which will be available until November 18th. The survey provides an opportunity for the public to identify their potential unmet transit needs. Survey results will be evaluated by PCTPA staff, the region's transit operators, social service transportation providers, and some key public stakeholders to determine if there are any unmet transit needs that are reasonable to meet based on the criteria described earlier. Findings from this evaluation process will be presented in the annual UTN report provided to the PCTPA Board of Directors for review and adoption in February 2023. All members of the public are encouraged to participate in the survey, which can be accessed at www.pctpa.net/utn. More information regarding the annual UTN Assessment process, as well as past UTN reports can be found online at: <https://pctpa.net/utn2/>.