



Staff Report

April 14, 2020

TO: Honorable Mayor and Members of the Town Council
FROM: Brit Snipes, Public Works Director
DATE: April 14, 2020
RE: South Placer District Transportation Sales Tax Expenditure and Ballot Measure

Recommendation

Staff recommends the Town of Loomis Council adopt a resolution approving the expenditure plan for a proposed sales tax in the South Placer County District.

Issue Statement and Discussion

The proposed South County District, if approved by voters in the District, will comprehensively address the gap in local matching funding needs for transportation in the District. Without a local source of funding, the South County will continue to fall significantly behind in addressing traffic congestion which has been increasing exponentially over the last few years.

As you know, Loomis will not be included in the Sales Tax District. This means Loomis businesses will not collect the sales tax, nor will Loomis receive any distribution of revenue or have a position on the tax district board. However, Loomis residents will be paying the sales tax when shopping in Rocklin, Lincoln and Roseville and will be using the transportation network and improvements that are part of the district.

Subcounty District Legislation – AB 1413

Assembly Bill 1413 was signed into law in October 2019 by Governor Newsom permitting the formation of a sub-county sales tax district in the counties of San Diego, Solano and Placer Counties. The proposed district must contain only contiguous cities, and either all the unincorporated area of the county or none of the unincorporated area of the county. If authorized by 2/3 of the voters in the proposed district, AB 1413 permits the expenditure plan to fund transportation projects that would benefit the proposed district. In the case of Placer County, according to prior Board direction, this would mean the district could be composed of one or more of the contiguous cities/town of Roseville, Rocklin, Lincoln and Loomis. Loomis was eliminated from the proposed District due to low support in January 2020.

Sales Tax Projections for Contiguous Cities/Town

Approximately \$1.2 billion was projected for a theoretical 30-year ½ cent sales tax district in the South Placer County. This very conservative revenue analysis was performed by HDL Companies as an update to their 2017 projection which came in at approximately \$1.4 billion. Due to the unknown nature of the land use that would generate sales tax in the unincorporated area and HDL's experience in doing so in other counties examining the feasibility of transportation sales tax measures in California, HDL did not project any increase in sales tax for developing areas in the South Placer unincorporated area. With that in mind, HDL revised their projection of sales tax revenue without the unincorporated area which stayed essentially the same at \$1.2 billion over 30 years to cover the gap in local matching funds needed for transportation projects in the proposed South Placer County District. Staff examined the feasibility of a ¼ cent measure in prior years but it fell far short of the \$1.2 billion needed and would require a second

sales tax measure in approximately 10-15 years to provide a local match to build out the planned transportation system for South Placer County.

Transfer of Incremental Increase in Local Transportation Funding to Areas Outside the Proposed District

PCTPA was created over 25 years ago to provide local control over transportation priorities and funding within the County. Leaders in Placer strongly felt that local control would benefit the County rather than Placer being dictated priorities by others in the Sacramento Region. Over the last twenty-five years, this has worked very well with both large and small transportation priorities being constructed on-time and on-budget including Interstate 80 Improvements, the Lincoln Bypass, the Sierra College Boulevard/I80 Interchange, the Douglas Boulevard Interchange, portions of Sierra College Boulevard, State Route 49, Nevada Street(Auburn), Highway 65 Interchanges, the Colfax Roundabout, Phase 1 of the 80/65 Interchange and many more projects. All these projects required and received the unanimous commitment of every jurisdiction to ensure each project's successful completion.

It an effort to provide support to Colfax, Auburn and Loomis, which are the only Placer jurisdictions outside the South Placer County District, it is proposed that an annual amount of \$750,000 in Local Transportation Funding (LTF) be transferred by PCTPA to those jurisdictions. The proposed resolution to the City Councils, Town Council and Board of Supervisors will include language that would support PCTPA amending its current guidelines to provide the additional LTF funding to Colfax, Loomis and Auburn. If the measure is placed on the ballot and voters in Roseville, Rocklin and Lincoln approved the measure, the Town is estimated to receive up to an additional \$191,000 through this funding transfer.

Residents in the South County District Cities, incorporated cities and towns outside the South County District and residents in the unincorporated area will all be paying the proposed ½ cent sales tax when shopping in the South County District. The County developing communities adjacent to the proposed South Placer District would enjoy a direct benefit from transportation infrastructure funded by South Placer District without directly paying into the proposed District. The County therefore would receive no shift of LTF. County roads connecting and thus directly benefitting the cities in the South Placer District would receive a limited amount of funding from the proposed South Placer District as shown in the proposed expenditure plan.

Each city council, town and the Board of Supervisors is being asked to approve the expenditure plan and to consider recommending the PCLTA Board place the measure on the November 2020 ballot. Final action by the PCTPA Board to place the matter on the ballot would occur on May 27th and the Board of Supervisors will consider all election items on July 27th. A schedule for this process is attached to this report as Attachment 2 and was prepared by staff and PCLTA legal counsel with input from the Placer County Elections Office and the Clerks of each jurisdiction. The City/County Managers Group have been briefed on the process and polling and concur with this approach.

Proposed Expenditure Plan

An updated draft expenditure plan is attached to this report as Attachment 2. The expenditure plan in summary includes the following:

TRANSPORTATION TAX REVENUE ALLOCATIONS	
Major Highway/Road Program	54%
CCJPA Rail and Transit Program	10%
Bicycle and Pedestrian Program	5%
Local Transportation Program	25%
Competitive Projects Program	5%
Transparency, Accountability, and Administration	1%
TOTAL	100.000%

While Loomis does receive any direct benefit from the expenditure plan, the Town will see increased LTF revenue through the transfer mentioned above. The Town will also see a decrease in cut through traffic

as congestion is reduced on the surrounding road network. Loomis will also benefit from reduced response times for emergency vehicles if they are coming from neighboring jurisdictions.

CEQA Requirements

There are no CEQA implications associated with the recommended action.

Financial and/or Policy Implications

There are no financial or policy impacts with the recommended action.

Attachments

- A. Resolution
- B. Schedule

TOWN OF LOOMIS

RESOLUTION NO. 20 - ____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS APPROVING THE EXPENDITURE PLAN FOR THE SOUTH PLACER DISTRICT FOR THE CITIES OF LINCOLN, ROCKLIN AND ROSEVILLE

WHEREAS, in 2006, the Placer County Board of Supervisors designated the Placer County Transportation Planning Agency (PCTPA) as the Local Transportation Authority, in anticipation of placing a potential sales tax measure on the ballot, and a countywide measure was put on the ballot in 2016 and was defeated; and

WHEREAS, competition for State and Federal highway funds is increasing as available funding decreases. At this time, 26 counties in California have a local sales and use tax for local highway and transportation purposes, which can be utilized as matching funds for State and Federal funds, have been and will continue to be more successful in securing such State and Federal funds for improvements putting Placer County at a competitive disadvantage for funding transportation projects; and

WHEREAS, the Placer County Transportation Planning Agency has determined that most of the transportation infrastructure needs of the County lie in the incorporated cities of Lincoln, Roseville and Rocklin and that a district approach to funding those improvements is therefore warranted; and

WHEREAS, Assembly Bill 1413 was signed by the Governor in October 2019, allowing a district sales tax measure for transportation purposes within the contiguous cities of Lincoln, Roseville and Rocklin in Placer County instead of a countywide measure be put on the ballot by the Placer County Transportation Planning Agency; and

WHEREAS, the proposed Expenditure Plan (attached as Exhibit A) was formulated with a broad spectrum of countywide public input over the course of the five years, and both the Expenditure Plan and proposed Ordinance have been reviewed by legal counsel for each jurisdiction in the County; and

WHEREAS, the Expenditure Plan will implement a one-half of one percent (0.5%) retail transactions and use tax for transportation improvements ("Transportation Tax") within the South Placer County District, consisting of the cities of Lincoln, Rocklin and Roseville, to meet the County's transportation needs, including major highway and road projects, local road maintenance and transportation improvement projects, rail and transit projects (including services for commuters, seniors, disabled and for providing innovative transit projects), bicycle and pedestrian projects, and other unanticipated but needed improvements; and

WHEREAS, the Expenditure Plan and Ordinance also provide for the formation of an Independent Citizen Oversight Committee which will review the independent annual fiscal audit of the expenditure of the Transportation Tax funds, and will issue an annual report on its findings regarding compliance with the Expenditure Plan and the requirements of the Ordinance; and

WHEREAS, before the Placer County Transportation Planning Agency, acting as the Local Transportation Authority, can consider adopting the proposed Ordinance, the Expenditure Plan must be approved by the Board of Supervisors and the City and Town Councils representing both a majority of the cities and towns in the County, and a majority of the population residing in the incorporated areas of the County; and

WHEREAS, commencing on July 1, 2022, and each year thereafter, the Placer County Transportation Planning Agency would annually reallocate an additional \$750,000 in Local Transportation Funding (LTF) off the total LTF for the entire County (after mandatory set asides), to those cities, towns and a portion of the unincorporated area that is not within the South Placer County District. There would be no extra allocation for the unincorporated area as the county roads benefitting the cities will receive an allocation of the transportation sales tax revenue. This LTF allocation transfer would be enacted by PCTPA amending its LTF Guidelines with input from each of its members agencies; and

WHEREAS, if the Expenditure Plan is approved by the Board of Supervisors and the City and Town Councils representing both a majority of the cities and towns in the County and a majority of the population residing in the incorporated areas of the County, PCTPA, acting as the Local Transportation Authority, will consider adopting the Ordinance at a meeting prior to June 30, 2020; and

WHEREAS, following adoption of the Ordinance, PCTPA will request the Board of Supervisors place the Ordinance approving the Transportation Tax on the November 2020 ballot. The deadline for placing the proposed Ordinance on the ballot is June 30, 2020; and

WHEREAS, the Expenditure Plan, as a funding mechanism which does not commit any agency to funding or approving any specific project or activity listed herein, is not a project within the meaning of the California Environmental Quality Act (CEQA) and is therefore exempt from CEQA review. Prior to the commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed

NOW, THEREFORE, the Loomis Town Council resolves as follows:

The Expenditure Plan, attached hereto as Exhibit B and incorporated herein by this reference, is hereby approved.

PASSED AND ADOPTED by the Town Council of the Town of Loomis this 14th day of April 2020 by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Mayor

ATTEST:

Town Clerk

**EXPENDITURE PLAN
EXHIBIT A TO
ORDINANCE NO. 20-01**

**South Placer County District
Transportation Expenditure Plan**

This Expenditure Plan shall act as the South Placer County District Expenditure Plan (the "Plan"), was prepared by the Placer County Local Transportation Authority (the "Authority") for the purpose of establishing a one-half of one percent (0.5%) retail transactions and use tax for transportation purposes (the "Transportation Tax") within the incorporated territory of the Cities of Lincoln, Rocklin and Roseville (collectively referred to as the "District") , to be collected for thirty (30) years, if approved by the voters on November 3, 2020. This is proposed by the Authority as a means to fill the shortfall in funding needed to: implement necessary highway, rail, and transit projects; secure new transportation corridors through environmental clearance and right of way purchases; provide adequate maintenance and improvements on the local street and road system; promote economic growth throughout the County; and meet the needs of commuters and the specialized needs of the growing senior and disabled population.

CHAPTER 1: GOALS AND OBJECTIVES

**1.1 *MAINTAIN AND IMPROVE THE QUALITY OF LIFE IN PLACER COUNTY BY
SUPPLEMENTING EXISTING FUNDS FOR TRANSPORTATION***

Reduce current congestion and provide adequate transportation facilities to accommodate reasonable growth in the future.

Provide funding for the adequate maintenance and improvement of local streets and roads, transit infrastructure and operations within, or for the benefit of, the City of Lincoln, City of Rocklin and City of Roseville, and unincorporated areas benefiting such District cities.

Enhance Placer County's ability to secure state and federal funding for transportation by offering local matching funds.

**1.2 *PROVIDE FOR ACCOUNTABILITY IN THE EXPENDITURE OF TAXPAYER
FUNDS***

Provide for mandatory dedication of Transportation Tax funds only for the transportation improvements and programs identified in this Plan and no other purpose.

Provide for a mandatory, annual financial audit of program expenditures to insure that all funds are spent in accordance with this voter adopted Plan and associated legal ordinance.

Provide for an independent Citizen Oversight Committee to review the mandatory annual financial audits of program expenditures and to produce an annual report of findings to the Board and the public.

Provide for a Maintenance of Effort requirement in funds made available to city and County governments for local street and road programs to insure the new money for this purpose is adding to current funding levels.

Provide for the strict limitation of administrative staff costs in implementing this Plan, by limiting, in law, funds expended for salaries and benefits to no more than one percent (1%) of the annual amount of revenues raised by the Transportation Tax as provided in Section IX of the Ordinance, net of the amount of fees paid to the California Department of Tax and Fee Administration (CDTFA) for collection of the sales tax.

Provide for this Plan to be reviewed at least every ten (10) years for the period it is in effect to ensure that the changing needs and priorities of the jurisdictions are met, as provided in Section XII of the Ordinance.

Provide for the mandatory termination of the Transportation Tax in thirty (30) years from the operative date, requiring additional voter approval at a general election for any extension.

1.3 PROVIDE FOR EQUITY IN THE DISTRIBUTION OF TRANSPORTATION TAX REVENUES

Address the unique needs of each of the areas of the District.

Provide a reasonable balance between competing highway, rail, transit, bicycle/pedestrian, and local streets and road needs.

1.4 PROVIDE FOR LOCAL CONTROL OF THE TRANSPORTATION IMPROVEMENT PLAN

Provide for cost effective, local administration of the Plan through the existing Placer County Transportation Planning Authority. No new agency would be required to administer these funds.

Delegate appropriate administrative responsibility to the cities and the County and other local agencies designated by a city, the County, or the Authority for local programs.

CHAPTER 2: TAXPAYER ACCOUNTABILITY SAFEGUARDS

2.1 LEGAL DEDICATION OF FUNDS

Funds generated by the Transportation Tax, net of the amount of fees paid to the California Department of Tax and Fee Administration (CDTFA), may only be used for transportation purposes as described in the Ordinance governing this Plan, including the acquisition, construction, environmental mitigation, maintenance, and operation of streets, roads, highways, including state highways and public transit systems and equipment, and for related transportation purposes. These purposes include but are not limited to expenditures for planning, environmental reviews, engineering and design costs, related right-of-way acquisition, and construction, engineering, project management, and administration.

2.2 MANDATORY ANNUAL FISCAL AUDIT

No less than annually, the Authority shall conduct an independent fiscal audit of the expenditure of all funds generated by the Transportation Tax. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 3, 2020. In addition, the audit shall determine compliance with the Maintenance of Effort requirements and requirements described in Section 3.3 of this Plan entitled "Local Transportation Programs." The audit shall also ensure that no more than one percent (1%) of the annual amount of Transportation Tax is used for administrative staff salaries and benefits in implementing this Plan, as required under Section IX of the Ordinance.

2.3 INDEPENDENT CITIZEN OVERSIGHT COMMITTEE

A seven (7) member Independent Citizen Oversight Committee shall be formed to review the annual independent fiscal audit of the expenditure of the Transportation Tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance to the Authority Board of Directors. The annual report shall also be made available to the public. Membership in the Independent Citizen Oversight Committee shall be composed of two registered voters appointed by the governing body of each District city and one appointed by the Placer County Board of Supervisors. The appointee of the County shall reside in the District. Persons currently employed by the Placer County Transportation Planning Agency, County of Placer or any District incorporated city therein, or currently serving as a city councilmember or member of the Board of Supervisors, are not eligible for membership on the Citizen Oversight Committee.

In the event a contiguous city or town is added to the District, the Independent Citizen Oversight Committee membership would be expanded to include two registered voters appointed by the governing body of that new city or town.

2.4 MANDATORY PLAN UPDATE AND TERMINATION OF TRANSPORTATION TAX

This Plan shall be reviewed by the Authority at least every ten (10) years that the Transportation Tax is in effect to reflect current and changing transportation priorities and needs in the District, as defined by the duly elected local government representatives on the Authority Board. Any changes to this Plan must be adopted in accordance with Section XII of the Ordinance and with current law in effect at the time of the update, and must be based on findings of necessity for change by the Authority. The Transportation Tax authorized to be collected by the voters shall expire in exactly thirty (30) years, unless the voters approve an extension of the Transportation Tax prior to the expiration date, as may be required under state law in effect at the time of the vote for extension.

CHAPTER 3: SPECIFIC TRANSPORTATION PROGRAMS TO BE FUNDED

The Transportation Tax shall be allocated by the Authority based on a recommendation from the District Policy Advisory Committee for projects within or benefiting the District cities consistent with the following provisions.

3.1 MAJOR HIGHWAY/ ROAD PROGRAMS – Fifty-Four Percent (54%)

Many more state highway improvement projects are needed to deal with congestion and safety problems in the District than existing state and federal revenues can fund. Programmed and projected formula funds from these sources over the thirty (30) years are estimated to be **one hundred and twenty seven million dollars (\$127 million)** and will fund about **fifty-four percent (54%)** of the improvements needed and identified in this Plan. Funds generated by the Transportation Tax will supplement those funding sources with an estimated **\$648 million** and, along with an estimated **one billion one hundred and fifteen million dollars (\$1.115 billion)** in developer impact fees, state, federal and other sources, will cover the remaining costs estimated to accomplish these improvements. **The actual amount of funds available for expenditure on state highway improvement projects from the identified sources and the amount expended for such purposes may vary from these estimates.**

Fifty-four percent (54 %) of the Transportation Tax is allocated to Major Highway/Road Projects. The Major Highway/Road projects to be implemented with the Transportation Tax revenues are as follows:

ROUTE	LIMITS	PROJECT
I-80/SR 65	Interchange Phase 2-3	Improve interchange operations and capacity
I-80	I-80/Rocklin Road Interchange	Improve interchange capacity and operations
I-80	Douglas Blvd to Riverside Ave (westbound) SR 65 to Rocklin Rd (eastbound)	Add/extend auxiliary lanes
SR 65	Galleria Blvd to Ferrari Ranch Road.	Widen to 3-5 lanes each direction
SR 65	SR 65/Nelson Lane Interchange SR65/Nicholas Road Interchange	Improve to grade separated interchange
Baseline Road	Foothills Blvd to SR 70/99	Widen to 4-6 lanes and grade separation at UPRR
Placer Parkway	SR 65 to SR 70/99	Construct 4-6 lane expressway

The final scope and project limits of all improvements proposed for the State Highway system will be determined through the environmental clearance process.

The Authority may add additional Major Highway/Road projects, should the Transportation Tax produce more revenue than now predicted or the Authority be more successful than anticipated in attracting state/federal matching funds, developer impact fees, or obtaining other grants and funds for transportation infrastructure purposes, or due to unforeseen circumstances

3.2. *RAIL AND TRANSIT PROGRAM – 10%*

This Plan will provide an estimated **one hundred and twenty million dollars (\$120 million)** of Transportation Taxes to expand rail, add bus rapid transit, and implement services and continue and expand programs to meet the transit needs of seniors, disabled persons and commuters.

3.2.a. Transportation Services for Seniors, Disabled Persons and Local Residents

Seniors and disabled persons are becoming an increasing percentage of the population each year, and will drive demand for more frequent transit service to more areas. In addition, a number of transportation programs have been implemented which meet specialized needs for transportation to medical services, social service agencies and programs, shopping and other purposes that cannot be met by conventional transit. Local residents are also in need of improvements in local transit service. An estimated **sixty million dollars (\$60 million)** in Transportation Tax funds will be used to expand these transit services.

3.2.b. Capitol Corridor Rail and Bus Rapid Transit Service

The existing Capitol Corridor rail service has provided a viable alternative to the automobile for daily commuters to downtown Sacramento and reduces traffic on I-80. The current service level needs to be augmented by expanding capacity between Sacramento and Roseville to bring ten (10) round trips per day to Placer County. In addition, establishment of frequent and timely bus rapid transit service that provides a reasonable alternative to the automobile for existing and future daily commuters who travel to and within the South Placer area is needed. An estimated **sixty million dollars (\$60 million)** of Transportation Tax funds will be made available for capital and operations of these rail and bus rapid transit services and to match available federal funds.

3.2.c. Commuter/Express Bus Service

Placer County's existing commuter bus services provide a safe, convenient, and comfortable alternative to driving and removes congestion from highways. There is strong demand to expand this highly popular effective service to connect more residential areas and major employment centers. An estimated **sixty million dollars (\$60 million)** of Transportation Tax funds will be made available for capital and operations of commuter and express bus services, and to match available federal and state funds.

The actual amount of funds available for expenditure on transit and other projects described in this Section from the identified sources and the amount expended for such purposes may vary from these estimates.

3.3. *LOCAL TRANSPORTATION PROGRAM – twenty-five percent (25%)*

The local transportation systems, particularly local streets and roads, are critical to the everyday movement of people within the District cities and the County in an area benefiting the District.

Much of the road system is aging, has potholes, and is in need of expanded maintenance and rehabilitation. New local roads adjacent to new residential and business developments will continue to be constructed and paid for by the developers. Current resources, without the establishment of Transportation Tax revenues for transportation, cannot provide adequate funding to maintain the local street and road system at the level necessary to adequately serve the public.

The priorities for local transportation vary among individual local jurisdictions. While overlay, reconstruction, repair, and maintenance of the local road system are needs common to all and is specifically allowable as an expenditure of these funds, there are additional needs as well. Transportation Tax funds can be used for transportation projects, transit operations, projects that support transportation/land use coordination, and air quality improvement projects, as designated by this Plan. Some examples of allowable projects include bike paths, transit centers, widening of existing local roads, local matching funds for transportation grants or earmarks, fueling stations for electric vehicles, compressed natural gas or other alternative fuels, sidewalks and pedestrian paths, transportation demand management programs, lighting, landscaping, security for transportation facilities, park and ride lots, Safe Routes to School programs, and traffic signal synchronization.

This Plan will provide an estimated **three hundred million dollars (\$300 million)** of Transportation Taxes specifically for these purposes. The funds will be distributed to the cities and the County for connecting roadways, trails and transit systems within or benefiting the District cities by a formula based on an equal weighting of each jurisdiction's proportionate share of the total County population and road miles, with a minimum allocation of **Five Hundred Thousand Dollars (\$500,000)** for each jurisdiction. Allocations will be updated annually based on California Department of Finance population data and reported road miles.

The actual amount of funds available for expenditure on local transportation projects from the identified sources and the amount expended for such purposes may vary from these estimates.

In order to be eligible for these funds, each jurisdiction shall satisfy and continue to satisfy the following requirements:

1. On July 1 of each year, file a Five-Year Capital Improvement Program including all capital transportation projects, including projects funded by the jurisdiction's share of the Transportation Tax.
2. The portion of funds under this Program shall be put into a "Placer County Roads (Benefitting Contiguous Cities) Fund." Expenditures from this Fund may include to the expansion, repair, safety, complete streets and maintenance of existing county roads connecting the cities within the District or which benefit the District cities.
3. Adopt and administer a development impact fee program that requires new development to pay a fair share of necessary transportation improvements attributable to the new development.
4. On July 1 of each year, file with the Authority an annual Expenditure Report for the prior fiscal year identifying the amount of Transportation Taxes, developer impact fees and other local agency funds expended by the jurisdiction and certify that the maintenance of effort requirements of the Ordinance and the Expenditure have been satisfied.

3.5 *BICYCLE AND PEDESTRIAN PROGRAM – five percent (5%)*

Bicycle, pedestrian, and neighborhood electric vehicle (NEV) travel provide a viable alternative for short distance trips and enhance the quality of life in our neighborhoods. Safe, easy to use facilities in key areas support the attractiveness of these clean and healthy transportation modes. An estimated **sixty million dollars (\$60 million)** in net Transportation Tax funds will be used to match local, state, and federal funds to construct and improve bicycle, pedestrian, and neighborhood electric vehicle facilities and otherwise to support walkable and bikeable communities including Safe Routes to School.

The Authority shall establish, in the first year after the adoption of this Ordinance, the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The eligibility and selection criteria shall include safety, connectivity to schools and to the overall system estimated demand/usage, ability to attract matching funds, and lack of other funding in the overall Transportation Expenditure Plan.

3.6 *COMPETITIVE PROJECTS PROGRAM – five percent (5 %)*

It is recognized that the Plan cannot anticipate every factor that could affect transportation needs over its thirty (30) year life. New technologies, new travel

patterns, and new transportation modes are amongst the many possibilities that may arise in the future. To provide the flexibility to meet those unanticipated needs and opportunities, the Transportation Plan is anticipated to provide approximately **sixty million dollars (\$60 million)** to a Competitive Projects Program. The Authority shall establish, in the first year after the adoption of this Ordinance, the criteria by which projects are deemed eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The eligibility and selection criteria shall include safety, congestion relief, ability to attract matching funds, and lack of other funding in this overall Transportation Expenditure Plan. Any Competitive Projects Program funds unspent at the conclusion of the thirty (30) year Plan would be added to the Local Transportation Program.

CHAPTER 4: BOND FINANCING

Construction of the highway and rail projects and implementation of the local streets and roads and other programs identified in this Plan are needed as soon as possible. In order to accomplish this, some level of borrowing will be required, with debt to be repaid with Transportation Tax revenues. The Authority will determine the extent of borrowing that is reasonable and that can be supported by Transportation Tax revenues as the Plan is implemented.

CHAPTER 5: ALLOCATIONS SUMMARY

TRANSPORTATION TAX REVENUE ALLOCATIONS	
Major Highway/Road Program	54%
Rail and Transit Program	10%
Bicycle and Pedestrian Program	5%
Local Transportation Program/Rural Roads Maintenance and Repair Program	25%
Competitive Projects Program	5%
Transparency, Accountability, and Administration	1%
TOTAL	100.000%

The Authority may reallocate the expenditure of Transportation Taxes in any given year on a different percentage basis provided that the percentage allocations set forth above are achieved over the duration of the Ordinance.

CHAPTER 6. FUNDING FLEXIBILITY AND BONDING TO EXPEDITE PROJECTS

To more quickly deliver transportation projects for the benefit of Placer County residents, visitors, and businesses, the Authority may temporarily shift Transportation Tax revenues and developer impact fees administered by the South Placer Regional Transportation Authority (SPRTA) amongst projects in any given year. However, the proportionate shares for funding contributions and purposes over the 30-year period may not be changed without an amendment of this Plan as required by law and Section XII of the Ordinance. Transportation Tax revenues subject to this temporary shift specifically exclude those annually allocated to the cities and County under the Local Transportation Program (Section 3.3 of this Plan). Shifts may not be made without previous consultation with the affected local agencies and two-thirds majority approval of the Authority Board of Directors.

CHAPTER 7. INFORMING THE PUBLIC OF LOCAL FUNDING SUPPORT

All projects using \$1 million or more of Transportation Tax revenues shall be signed to inform the public that Transportation Tax revenues support the project.

CHAPTER 8. SEVERANCE PROVISIONS

If any provision of this Plan, or the application thereof, is for any reason held invalid and unenforceable by a court of competent jurisdiction to a person or circumstance, the remainder of the Plan and the application of such provision to other persons or circumstances shall not be affected thereby, and the Authority declares that it would have passed each part of this Plan irrespective of the validity of any other part.

PCTPA/SOUTH PLACER DRAFT TRANSPORTATION SALES TAX DISTRICT TRANSPORTATION INVESTMENT PLAN (March 2020)

Category	Project	Total Project Cost	Estimated Funding from Other Sources (in millions)	Shortage	Sales Tax Contribution (in millions)	Percentage of Sales Tax Revenue	Sources of Other Revenues/Matching Funds	Annual Amount Sales Tax Revenues (in millions)
MAJOR HIGHWAY PROJECTS Environmental, design, right of way, and construction	TOTAL MAJOR HIGHWAY PROJECTS	\$ 1,762.0	\$ 1,117.0	\$ 648.0	\$ 648.0	54%	Various	
	I-80/SR 65 Interchange Phase 2	\$ 495.0	\$ 248.0	\$ 247.0	\$ 247.0		State/federal matching funds, developer fees	
	I-80/SR 65 Interchange Phase 3	\$ 85.0	\$ 60.0	\$ 25.0	\$ 25.0			
	SR 65 Widening Galleria Blvd to Ferrari Ranch Road	\$ 115.0	\$ 82.0	\$ 33.0	\$ 33.0		Developer fees	
	Placer Parkway	\$ 595.0	\$ 570.0	\$ 25.0	\$ 25.0		Developer fees, Sutter Co fees	
	Baseline Road Widening	\$ 100.0	\$ 90.0	\$ 10.0	\$ 10.0		Developer fees, Sutter Co fees	
	I-80 Auxiliary Lanes	\$ 32.0	\$ 12.0	\$ 23.0	\$ 23.0		State/federal matching funds	
	Interchange Program I-80/Rocklin Road SR 65/Nelson Lane SR 65/Nicolaus Road	\$ 140.0	\$ 55.0	\$ 85.0	\$ 85.0		Developer fees	
	Financing for Early Construction	\$ 200.0	\$ -	\$ 200.0	\$ 200.0		None	
	TOTAL SENIOR/DISABLED TRANSIT, BICYCLE/PEDESTRIAN AND COMMUTER IMPROVEMENTS	\$ 540.0	\$ 360.0		\$ 180.0	15%	All Transit, Bicycle/Ped and Commuter Improvements	
ALTERNATIVE TRANSPORTATION PROJECTS Senior/Disabled/Other Transit Environmental, design, right of way, construction, capital projects and operation Bicycle/Pedestrian Projects Environmental, design, right of way, capital projects and construction Commuter Improvements (Rail, Bus, Operations) Environmental, design, right of way, capital projects, operations	Senior/Disabled Transit Enhancements	\$ 100.0	\$ 40.0		\$ 60.0	5%	Transit Funds	
	Various Countywide	\$ 140.0	\$ 80.0		\$ 60.0	5%	State/federal matching funds	
	TOTAL COMMUTER IMPROVEMENTS	\$ 300.0	\$ 240.0		\$ 60.0		Various	
	Commuter Bus/Innovative Transit Projects	\$ 75.0	\$ 55.0		\$ 20.0	5%	Cap & Trade, transit funds	
	Capital Corridor Rail/Bus Rapid Transit	\$ 225.0	\$ 185.0		\$ 40.0		Cap & Trade, transit funds	
	TOTAL DISTRICT	\$ 728.4	\$ 428.4		\$ 300.0		State and Federal funds (Reduced due to SB1) (Numbers will adjust over time)	\$ 10.0
	City of Lincoln	\$ 128.7	\$ 72.4		\$ 56.2			\$ 1.9
	City of Rocklin	\$ 181.9	\$ 109.2		\$ 72.7	25%		\$ 2.4
	City of Roseville	\$ 293.3	\$ 145.5		\$ 147.8			\$ 4.9
	Placer County Roads (Benefitting Contiguous Cities Only)	\$ 124.5	\$ 101.3		\$ 23.2			\$ 0.8
COMPETITIVE PROJECTS PROGRAM Transportation improvements TRANSPARENCY, OVERSIGHT, AND ADMINISTRATION	Various Countywide	\$ 135.0	\$ 75.0		\$ 60.0	5%	State/federal matching funds, developer fees	
		\$ 12.0	\$ -		\$ 12.0	1%	None	\$ 0.4
TOTAL PROGRAM		\$ 3,177	\$ 1,980		\$ 1,200	100%		

Version - Mar-20 - Local project match: 2018 gas tax formula, 1857 formula, TDA non-transit, Bike/ped match: CMAQ bike/ped 2017-2019, TDA bike ped