



STAFF REPORT

TOWN COUNCIL MEETING OF MAY 10, 2016

To: Town Council

From: Public Works Director

Subject: Draft Expenditure Plan for the Potential Placer County Transportation Sales Tax

Date: May 10, 2016

RECONEDATIONED ACTIONS:

Staff recommends that Town Council adopt the attached resolution approving the Draft Expenditure Plan for the potential 30-year, half-percent Transportation Sales Tax (TST) in Placer County.

DISCUSSION:

The Placer County Transportation Planning Agency (PCTPA) oversees construction of regional transportation improvements (e.g., freeways and state highways) throughout Placer County. It has become clear that Federal and State funding cannot be relied upon for Placer County's existing and future transportation improvement needs. The existing gasoline taxes falls short of providing sufficient funding (gas tax funds don't provide enough money to maintain the existing roads and highways, this leaves no gas tax funds available for constructing capacity improvements). Developer-paid traffic impact fees are levied to the extent allowable by law but, those revenues are not enough to provide for the transportation needs throughout Placer County.

The long term (30 year) funding gap is \$3.5 billion. The County expects \$1.4 billion through gas tax and other state/federal/local funds, leaving a \$2.1 billion gap over the next 30 years. The TST, if approved by voters, would generate \$1.6 billion over 30 years, and PCTPA expects to attract another \$500 million of discretionary dollars when leveraging additional match money. This is expected to make up the \$2.1 million funding gap. As a side note, the \$3.5 billion gap does not solve every transportation issue everywhere in the county for 30 years – that is estimated at around \$8 billion. The \$3.5 billion amount is just to address the highest priority transportation needs in Placer County.

About 85% of California's population resides in counties that have had a TST in place for many years. Placer County is one of the largest counties in California that does not have a TST. In light of that, and due to the funding gap discussed above, the PCTPA has spent the past two years evaluating the feasibility of having a 30-year, half percent TST in Placer County. During that time, the PCTPA conducted extensive outreach and polling regarding a potential TST in Placer County. That polling shows that a majority (63%) of the public throughout Placer County supports having a TST in Placer County.

The PCTPA has also spent the past two years working closely with its member agencies in developing the Draft Expenditure Plan (DEP), a copy of which is attached. The DEP lists what the TST funds would be used for in the event the TST is voted in by the public. Based on recent polling, the primary concern of the public is traffic congestion, so the DEP places an emphasis on constructing improvements to our transportation system in Placer County to not only reduce today's traffic congestion, but also handle future traffic volumes.

The DEP contains a list of major (regional) roadway infrastructure improvements that would provide significant benefits to the region. Those projects are the 80/65 interchange, Hwy 65 widening, Placer Parkway, the Third Track Project, and the I-80 Auxiliary Lanes Project.

The DEP also includes funds being sent directly back to the local jurisdictions. Loomis's share is estimated to be \$310,000 per year for 30 years. We would be able to use those funds to construct local roadway improvements to reduce traffic congestion and to resurface our roadways. We would also be able to use those funds for bikeway/pedestrian improvements, and safety programs such as safe routes to school.

It is important to note the following:

- 100% of the TST funds would stay in Placer County (the State cannot take any of it)
- TST funds could only be used for improvements listed in the DEP
- Having a TST would allow financing which would allow improvements to be constructed sooner rather than later
- The TST ordinance would include an oversight committee to ensure compliance

At their April 27, 2016 Board meeting, the PCTPA Board reviewed the DEP and directed PCTPA staff to obtain approvals of the DEP from PCTPA member jurisdictions. That is the purpose of this agenda item – to obtain the Loomis Town Council's approval of the DEP. Please note that by you voting on this agenda item as a Loomis Councilmember, you are not voting whether to support or oppose having a TST in Placer County. You are only voting whether or not to approve the DEP that has been prepared by the PCTPA.

The DEP must receive approval by the town or city councils representing both a majority of the towns and cities in Placer County and representing a majority of the population residing in the incorporated areas within Placer County. In addition to that, the DEP must also receive approval by the Placer County Board of Supervisors (PCBOS). Once that occurs, then the next step would be for the PCTPA Board to adopt the TST ordinance and Expenditure Plan (tentatively slated for their June 22, 2016 Board meeting) and then request the PCBOS to take action (tentatively slated for their July 12 Board meeting) to place the initiative on the November 2016 general election ballot to let the voting public decide whether or not to have a half-percent transportation sales tax (TST) in Placer County for the next 30 years. It would then take a supermajority vote of the public (67%) to pass.

CEQA

No environmental review is required for this action. Individual projects constructed using TST funds would undergo their own environmental review as required by law.

FINANCIAL IMPLICATIONS

A half-percent TST in Placer County would provide an estimated \$1.6 billion over the 30-year life of the program. The program estimates the funding coming directly back to Loomis is \$310,000 per year.

TOWN OF LOOMIS

RESOLUTION 16 - ____

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS APPROVING THE DRAFT EXPENDITURE PLAN FOR THE POTENTIAL 30-YEAR, HALF-PERCENT TRANSPORTATION SALES TAX (TST) IN PLACER COUNTY

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 in 2008. Given the economic downturn, however, the exploration of a potential sales tax measure was put on hold; and

WHEREAS, this effort has resumed at this time to generate revenue to allow the region to maintain, repair, and expand existing roadways and improvements, and to prevent the County's existing infrastructure from falling into disrepair in the future; and

WHEREAS, Competition for State and Federal highway funds is increasing as available funding decreases. Projects in regions of the State that have a local sales and use tax, 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; 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 three years, and both the Expenditure Plan and Ordinance have been reviewed by legal counsel for each jurisdiction in the County; and

WHEREAS, The Expenditure Plan will impose a one-half of one percent (0.5%) retail transactions and use tax for transportation improvements 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 the elderly and disabled), 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 PCTPA, acting as the Local Transportation Authority, can consider adopting the Proposed Ordinance, the proposed 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, 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 its June 22nd meeting; and

WHEREAS, Following adoption of the Ordinance, the Board of Supervisors will be asked to place the Ordinance on the November 2016 ballot. The deadline for placing the proposed Ordinance on the ballot is August 12, 2016; and

WHEREAS, The Expenditure Plan 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; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Loomis that said Expenditure Plan, attached here to as Exhibit A and incorporated herein by this reference, is hereby approved by the Town of Loomis; and

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of Loomis on the 10th day of May, 2016, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Mayor

Town Clerk

**EXPENDITURE PLAN
EXHIBIT A TO
ORDINANCE NO. 16-001**

**Placer County
Transportation Improvement Plan**

This TRANSPORTATION IMPROVEMENT PLAN, which shall act as the County's 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") to be collected for thirty (30) years, if approved by the voters on November 8, 2016. 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 in the cities, town, and unincorporated areas.

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, town, 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 X of the Ordinance, net of the amount of fees paid to the State Board of Equalization 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 XIII 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 County 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 County.

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

Return to the Tahoe Area a proportional share of the Transportation Tax generated in that area.

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, town, and the County and other local agencies designated by a city, town, 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 State Board of Equalization, 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 8, 2016. 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 X of the Ordinance.

2.3 INDEPENDENT CITIZEN OVERSIGHT COMMITTEE

An eight (8) 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 one registered voter appointed by the governing body of each city and town, and two appointed by the Placer County Board of Supervisors. The two appointees of the County shall include at least one representing the Tahoe Area. Persons currently employed by the County of Placer or any incorporated city or town therein, or currently serving as a city or town councilmember or member of the Board of Supervisors, are not eligible for membership on the Citizen Oversight Committee.

In the event a new city or town is incorporated, the Independent Citizen Oversight Committee membership would be expanded to include one voter 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 County, 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 XIII 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

3.1 MAJOR HIGHWAY/ ROAD PROGRAMS – 44.75%

Many more state highway improvement projects are needed to deal with congestion and safety problems in Placer County 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 \$117 million and will fund about 8% of the improvements needed and identified in this Plan. Funds generated by the Transportation Tax will supplement those funding sources with an estimated \$716 million and, along with an estimated \$715 million in developer impact fees, 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.**

44.75% 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 1-3	Improve interchange operations and capacity
I-80	I-80/SR 174 Interchange I-80/Rocklin Road Interchange I-80/Horseshoe Bar Rd 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/Stanford Ranch Blvd to Lincoln Blvd.	Widen to 3-5 lanes each direction
SR 65	SR 65/Nelson Lane Interchange	Improve to grade separated interchange
SR 49	I-80 to Dry Creek Road	Operational and safety improvements including widening, bikeways, sidewalks, signal synchronization and complete streets
Baseline Road	Foothills Blvd to SR 70/99	Widen to 4-6 lanes
Placer Parkway	SR 65 to SR 70/99	Construct 4 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.

3.2. RAIL AND TRANSIT PROGRAM – 11.875%

This Plan will provide an estimated \$190 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 and Disabled Persons

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. An estimated \$55 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 \$90 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 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 \$45 million of Transportation Tax funds will be made available for capital and operations of commuter 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 – 30%

The local transportation systems, particularly local streets and roads, are critical to the everyday movement of people within the cities, town, and the County.

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 \$ 480 million of Transportation Taxes specifically for these purposes. The funds will be distributed to the cities, town, and the County 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 \$250,000 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 designated to the Non-Tahoe portion of Placer County shall include a minimum of 50% into a "Placer County Rural Roads Maintenance and Repair Fund." Expenditures from this Fund shall be restricted to the repair, safety, and maintenance of existing county roads, and not used for capacity increasing transportation improvements, in the areas represented by the following Municipal Advisory Councils (MACs):
 - [Donner Summit](#)
 - [Foresthill Forum](#)
 - [Horseshoe Bar/Penryn](#)
 - [Meadow Vista](#)
 - [Newcastle/Ophir](#)
 - [North Auburn](#)
 - [Rural Lincoln](#)
 - [Sheridan](#)
 - [Weimar/Applegate/Colfax](#)
 - [West Placer](#)

The County shall consult with each MAC at least once annually as part of the development of the MAC's Five-Year Capital Improvement Program to identify local priorities for resurfacing, pothole repair, and other road maintenance and repair.

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.

3.4 TAHOE AREA PROGRAM – 3%

The Tahoe Area of Placer County is that area east of the summit of the Sierra Nevada Mountains located within Placer County, including but not limited to Tahoe City, Kings Beach, Carnelian Bay, Squaw Valley, Martis Valley, Northstar, and Alpine Meadows. This Plan is designed to recognize the unique transportation challenges and priorities for the Tahoe Area by providing an estimated \$48 million for improvements such as:

- Provide funding for the improvement and expansion of the bicycle and pedestrian trail system, including maintenance and snow removal
- Improve and Expand Public and Specialty Transit Service
- Provide funding for Local Streets and Roads Improvements, including road rehabilitation
- Improve Safety and Visibility at Major Intersections and Arterial Roads, including snow removal

In order to be eligible for these funds, the Tahoe Area, as represented by the County of Placer, will be required to file a Five-Year Capital Improvement Program, updated annually, with the Authority outlining anticipated expenditures. The North Lake Tahoe Transportation Authority, created pursuant to Government Code Section 67964, will not have any role in developing or administering said programs or funds unless expressly designated by subsequent action of the Placer County Board of Supervisors.

3.5 BICYCLE AND PEDESTRIAN PROGRAM – 4.75%

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 \$75 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 – 4.625%

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 \$75 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	44.75%
Rail and Transit Program	11.875%
Bicycle and Pedestrian Program	4.75%
Local Transportation Program/ Rural Roads Maintenance and Repair Program	30%
Tahoe Area Program	3%
Competitive Projects Program	4.625%
Transparency, Accountability, and Administration	1%
TOTAL	100%

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 XIII of the Ordinance. Transportation Tax revenues subject to this temporary shift specifically exclude those annually allocated to the cities, town, and County under the Local Transportation Program (Section 3.3 of this Plan) and those allocated to the Tahoe Area under this Plan (although Tahoe Area funds may be shifted between projects benefiting the Tahoe Area). 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.

Keep Placer Moving



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Keep Placer Moving

Placer is Growing

POPULATION (From 2014 to 2045)

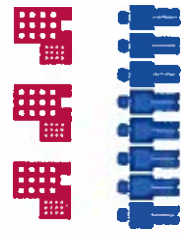
70,000 new homes and well over 180,000 more residents



50% of the total housing market growth in the Sacramento region.

ECONOMY

32 million sq. ft. in new commercial/office construction and 30 thousand new jobs



Keep Placer Moving

**Traffic is
Slowing**

 8.85 million current number of daily vehicle miles of travel in 2008

 12.74 million projected number of daily vehicle miles of travel by 2030

44% increase

INCREASED DRIVE TIME

9 minutes- Daily average time it takes to drive from I-80 at Riverside to SR 65 at Blue Oaks today
35 minutes- Time that trip will take 7 years from now



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



PCTPA Progress will Keep Placer Moving



PCTPA is Efficient with Taxpayer Dollars

PCTPA
is an award
winning agency with
a proven track record of
doing more with less.
But we are running out
of rabbits to pull
out of hats.

- Highway 65 Lincoln Bypass named
2013 California Transportation Foundation (CTF)
Freeway/Expressway Project of the Year
- PCTPA Executive Director, Celia McAdam, named
Women In Transportation- Woman of the Year
- PCTPA's total budget is just over \$5 million, with
more than \$4.4 million directed towards
transportation improvements
- 7 PCTPA employees

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



Keep Placer Moving

Did You Know?

- The state and federal gas tax supply less than half the funding needed to maintain current roads, with no money for new capacity.
- Federal/state transportation dollars are declining and often contingent on a local funding match and strings.
- Developer fees are maxed out and cannot pay for existing problems like pavement repair.
- Placer County is one of the largest counties in the state with no local transportation funding.



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Keep Placer Moving

**Did
You Know?**

Funding Outlook

**\$ 1.4
billion
Projected
Funding Available**

**\$2.1 billion
Deficit**

**\$ 3.5 billion
Need**

Projected Funding Source Breakdown

Federal - 10%

Federal Highways Admin.

Federal Transit Admin.

State

22%

SHOPP

STIP

STA

Local Funding

68%

Local Transportation Fund

Regional Fees

Developer Fees

Transit Fares

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY



Transportation Funding Strategy

- ✓ Keep the money we've already got
- ✓ Leverage future State/Federal funding
- ✓ Additional developer impact fees
- ✓ High Occupancy Toll (HOT) lanes
- ✓ Toll Roads
- ➡ Legislative changes to increase funding flexibility
- ➡ Transportation sales tax



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Process to Place a Transportation Sales Tax on the Ballot

Roles

Jurisdictions

- Approve Draft Expenditure Plan
- Requires approval of a majority of the cities/town and representing a majority of the incorporated population AND County Board of Supervisors

PCTPA

- Adopts Sales Tax Ordinance and Expenditure Plan

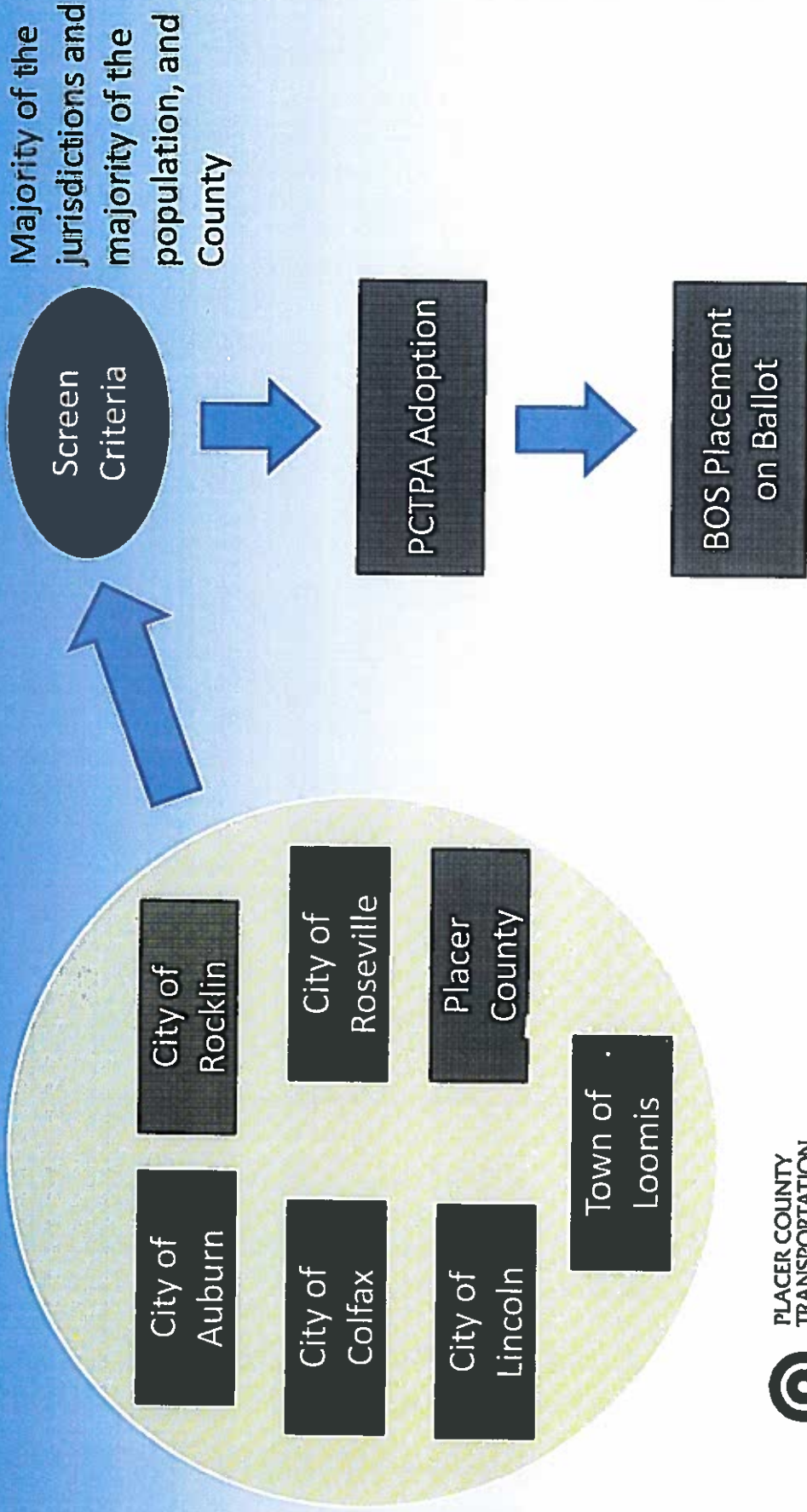
Placer County Board Of Supervisors

- Places Measure on Ballot



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Process to Place a Transportation Sales Tax on the Ballot



Transportation Sales Tax Ordinance Summary

Ordinance Elements

- Transaction and sales tax of one-half of one percent (0.5%) transportation sales tax for a period of thirty (30) years
- Transportation Expenditure Plan

Key Provisions of Ordinance

- Independent Citizen Oversight Committee
 - Annual Audits
 - Published Reports
- Expenditure Plan
 - Projects Eligible for Local Transportation Fund
 - Rural Road Maintenance and Repair Fund
 - Maintenance of Effort Requirement
 - Project Selection



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

Keep Placer Moving Transportation Expenditure Plan

- **Highway Projects – 44.75%**
 - I-80/Highway 65 interchange
 - Highway 65 widening, I-80 to Lincoln Blvd
 - Placer Parkway
 - Baseline Road Widening
 - Highway 49 Operations & Safety Improvements
 - I-80 Auxiliary Lanes
 - Interchange Improvements – 4 locations
- **Transit Expansion – 11.875%**
 - Dial A Ride/Senior Transit expansion
 - Capitol Corridor expansion and commuter bus service
- **Local Street Maintenance & Improvements – 30%**
 - Includes Rural Road Maintenance and Repair Fund
- **Tahoe Projects – 3%**
- **Bicycle and Pedestrian Improvements – 4.75%**
- **Competitive Funding for Future Needs – 4.375%**
- **Transparency, Accountability, and Administration – 1%**



PLACER COUNTY
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Transportation Expenditure Plan I-80/SR 65 Interchange Improvements

- Phases 1-3:
 - Widen Viaduct Section
 - Freeway to Freeway ramps
 - Collector Distributor System
 - SR 65 NB Ramps @ Galleria Blvd/Stanford Ranch Rd
- Contribution: \$300 million (est)



Existing View



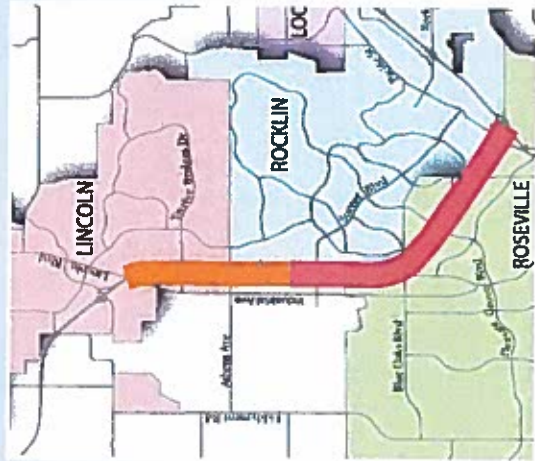
Simulation



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Transportation Expenditure Plan SR 65 Widening

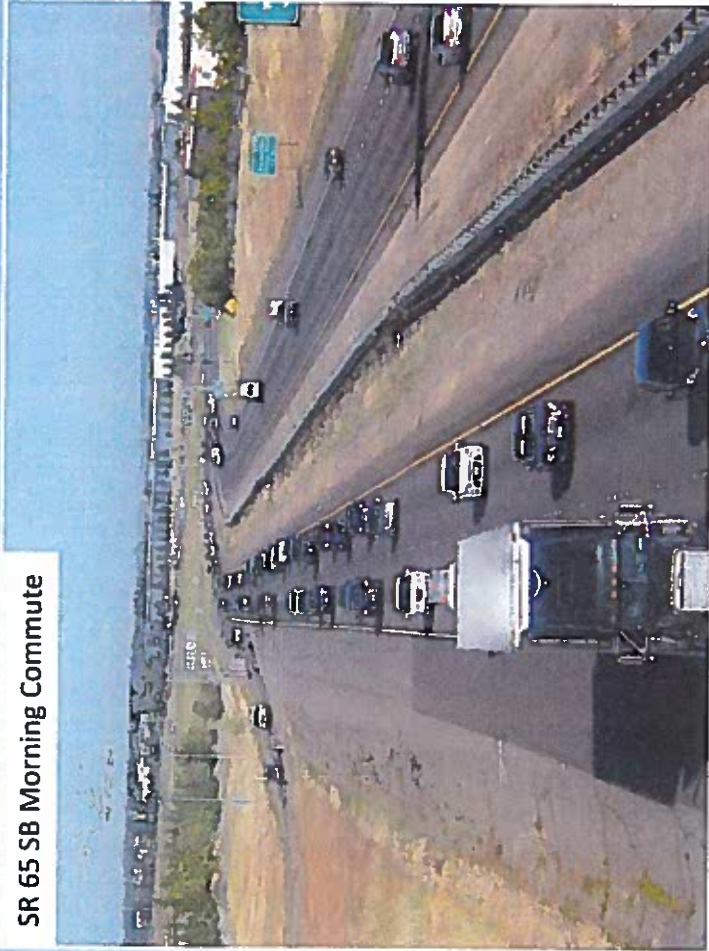
- Phased Project:
 - I-80 to Blue Oaks Blvd – 8 lanes
 - Blue Oaks Blvd to Lincoln Blvd – 6 lanes
- 70% developer fee funded
- Contribution: \$35 million (est)



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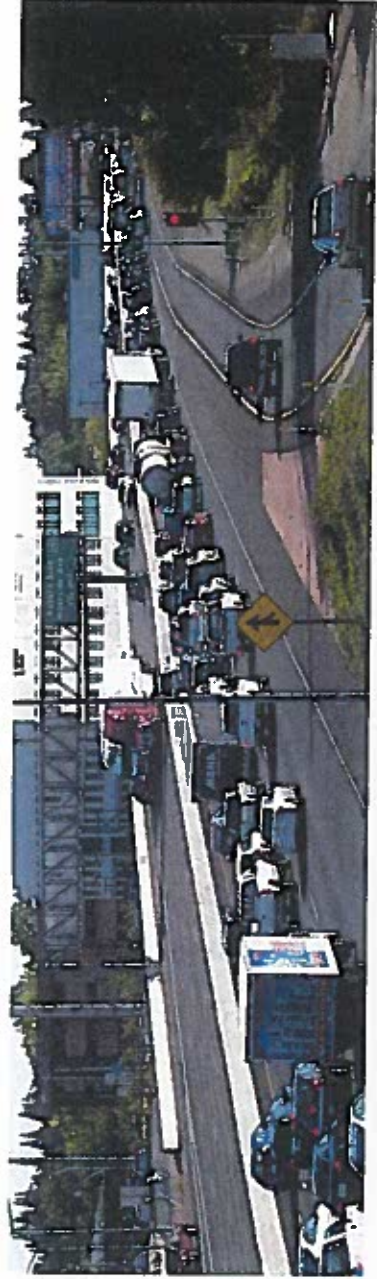


SR 65 SB Morning Commute



Transportation Expenditure Plan I-80 Auxiliary Lanes

- Add 5th lane Westbound I-80 between Douglas Blvd and Riverside Ave
- Add/extend auxiliary lane Eastbound I-80 between SR 65 and Rocklin Road
- Contribution: \$12 million (est)

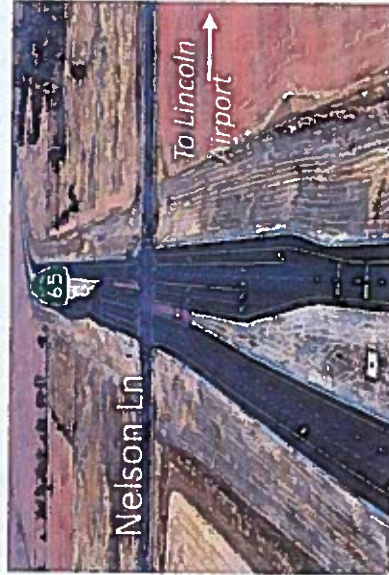
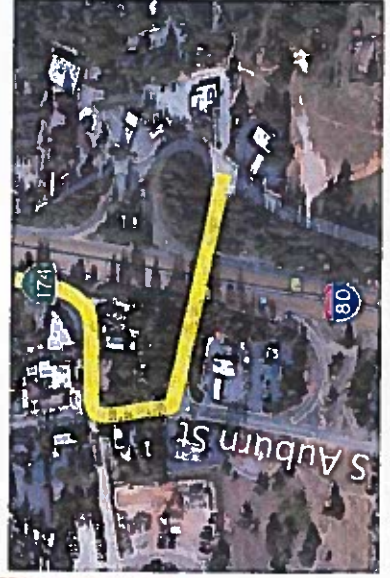
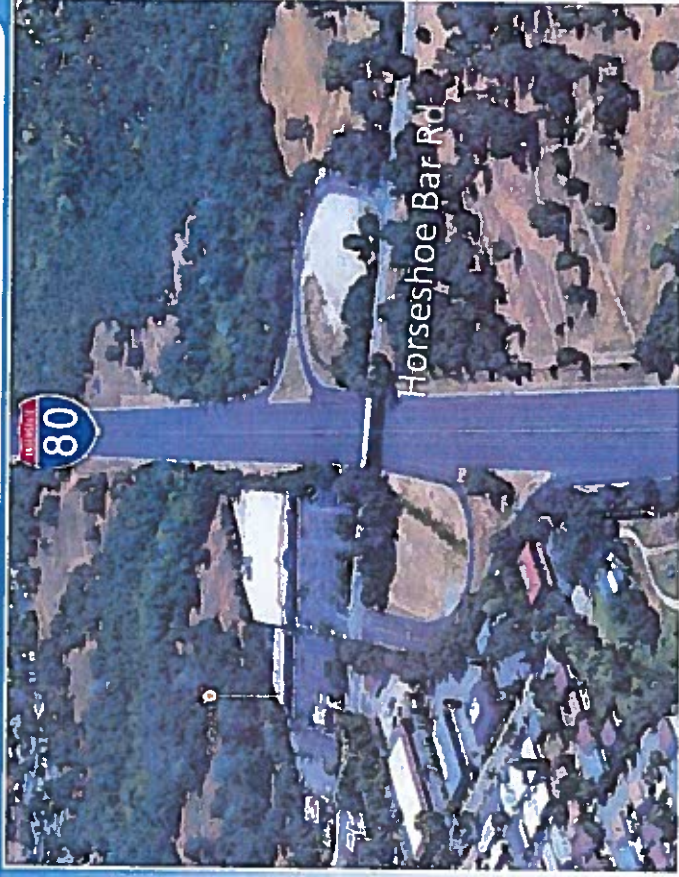


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Transportation Expenditure Plan Interchange Improvements

- I-80/Horseshoe Bar Road Interchange
- I-80/Rocklin Road Interchange
- I-80/SR 174 Interchange
- SR 65/Nelson Lane Interchange
- Contribution: \$95 million (est)

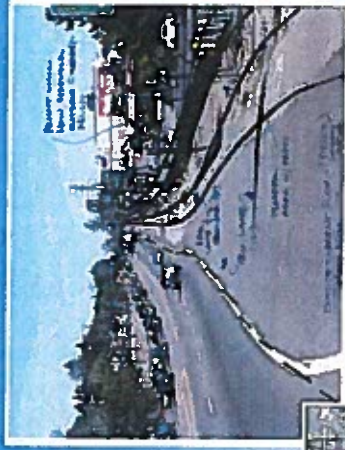


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Transportation Expenditure Plan Other Major Highway Projects

- SR 49 Operations and Safety Improvements
 - I-80 to Dry Creek Road
 - Widen highway to 6 lanes, synchronize traffic signals
 - Add sidewalks, bike lanes, and landscaping
- Placer Parkway
 - SR 65 to SR 70/99
 - New 4 to 6 lane expressway
 - 95% developer fee funded



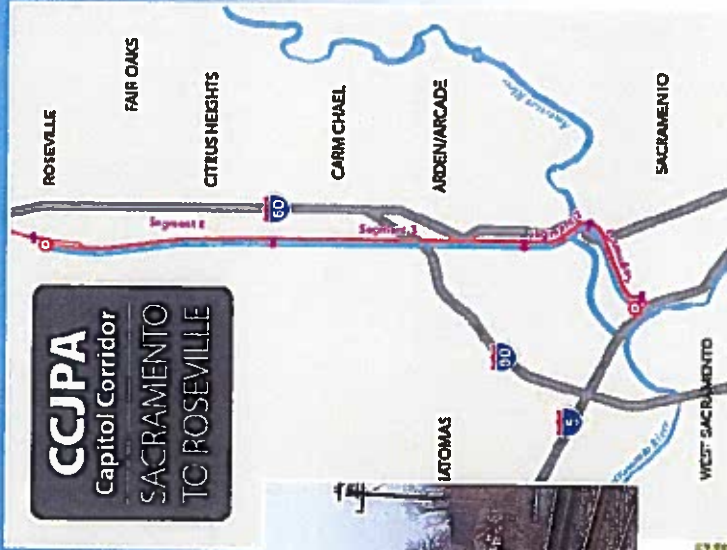
- Baseline Road Widening
 - Foothills Blvd to SR 70/99
 - Widen to 4 to 6 lanes
 - 85% developer fee funded



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Transportation Expenditure Plan Capitol Corridor/Bus Rapid Transit

- Add Third Track between Roseville and Sacramento
- 10 round trips daily and/or
- Implement bus rapid transit in Western Placer County
- Contribution: \$90 million (est)



PLACER COUNTY
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Transportation Expenditure Plan Dial A Ride/Commuter Bus

- Expand Senior and Disabled Transit Services
- Expand Commuter Bus Services
- Contribution: \$100 million (est)



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Transportation Expenditure Plan Local Transportation Program: Loomis

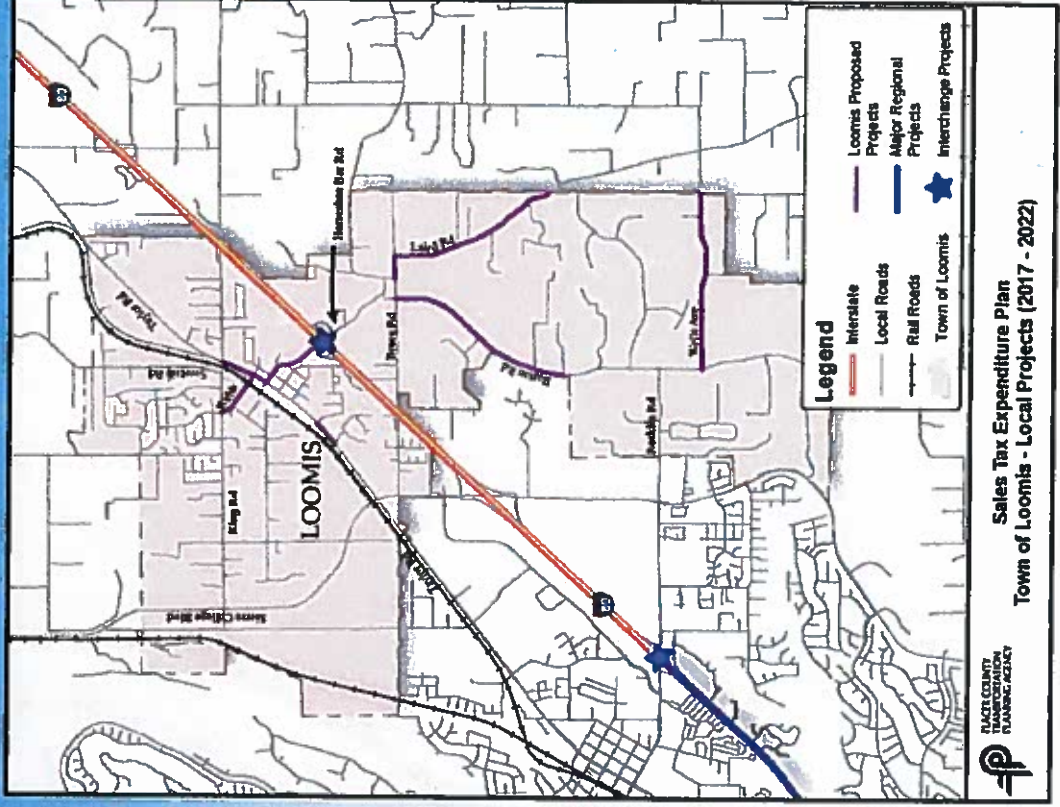
- Project list for 2017-2022
- Estimated share \$9.2 million (\$310K annually)

Downtown Master Plan Implementation Projects

Street	From	To
Taylor Rd	Horseshoe Bar Rd	King Rd
Taylor Rd	Circle Dr	Shawn Wy
Horseshoe Bar Rd	Taylor Rd	I-80

Street Maintenance and Rehab Projects

Street	From	To
Barton Rd	Vista	Brace Rd
Webb St	King Rd	UPRR
Laird Rd	Horseshoe Rd	Town Limits
Wells Ave	Barton Rd	Town Limits



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Sales Tax Expenditure Plan
Town of Loomis - Local Projects (2017 - 2022)

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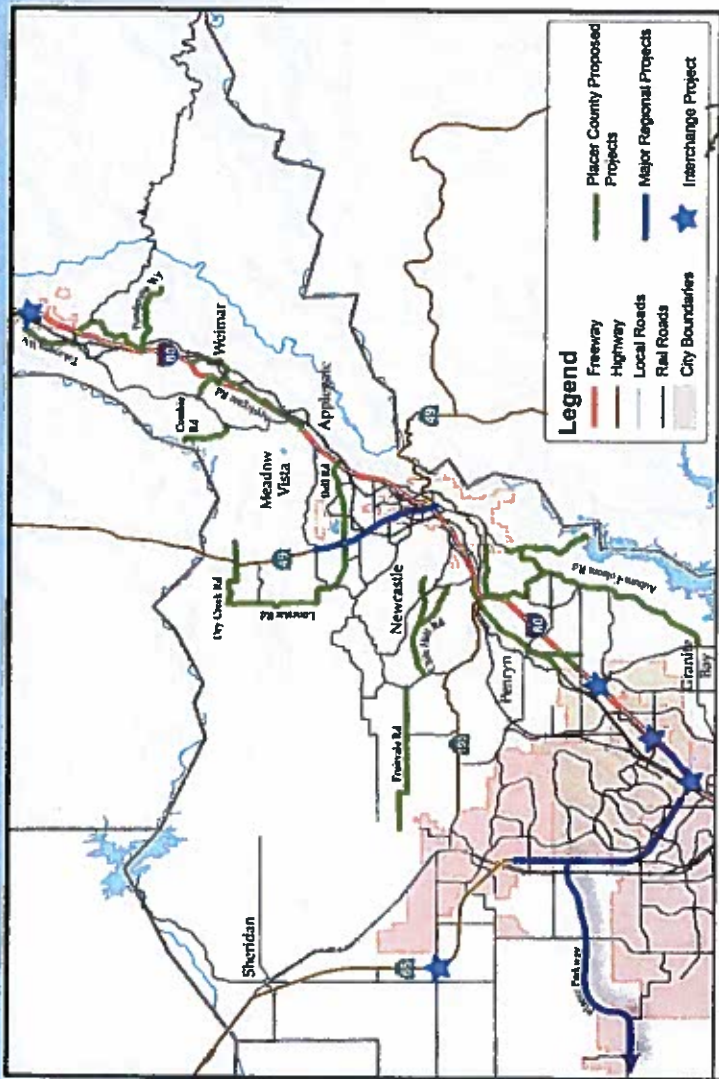


Transportation Expenditure Plan Local Transportation Program: Placer County

- Project list for 2017-2022
- Estimated share \$187.6 million (\$6.26 million annually) including minimum \$93.8 million (\$3.13 million annually) to the Rural Road Maintenance and Repair Fund

Street Maintenance and Rehab Projects

Street	From	To
Colfax Area		
Casa Loma Rd	Alta Bonneybrook	Tahoe National Forest
Tokayana Wy	Placer Hills Rd	Colfax City Limits
Canyon Wy	I-80	Colfax City Limits
Weimar Area		
E Weimar Cross Roads	Ponderosa Wy	End
Applegate Rd	I-80	End
Meadow Vista Area		
Combie Rd	Placer Hills Rd	End
Crother Rd	Placer Hills Rd	Applegate Rd
North Auburn Area		
Bell Rd	I-80	Lone Star Rd
Dry Creek Rd	Joeger Rd	I-80
Lonestar Rd	Bell Rd	Winding Wy
Newcastle Area		
Auburn Folsom Rd	Auburn City Limits	Cavitt Stallman Rd
Indian Hill Rd	I-80	Auburn City Limits
Newcastle Rd	Auburn Folsom Rd	Old State Hwy
Rattlesnake Rd	Shirland Tract Rd	End
Chili Hill Rd	Gold Hill Rd	Lozanos Rd
Crater Hill Rd	Chili Hill Road	Bald Hill Road
Pennryn Area		
Fruitvale Rd	McCourtney Road	Gold Hill Road
Taylor Rd	State Route 193	Loomis Town Limits
Boylington Rd	Loomis Town Limits	Pennryn Rd
Pennryn Rd	English Colony Rd	King Rd

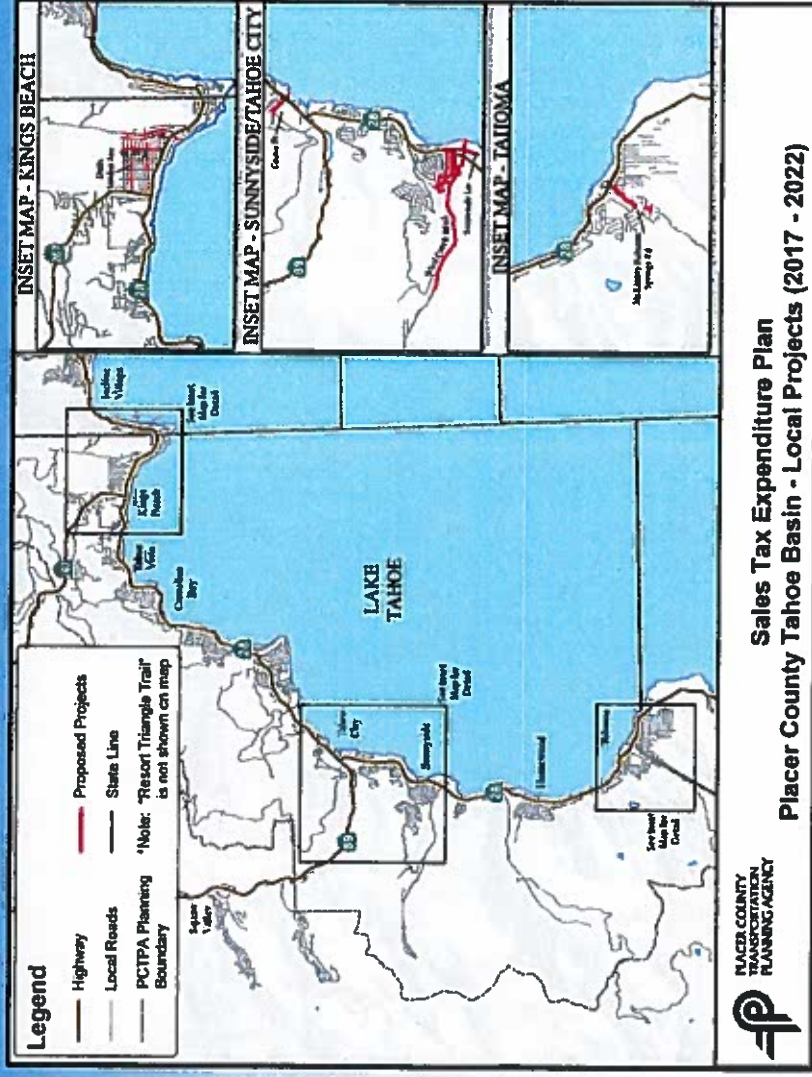


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Sales Tax Expenditure Plan
Placer County West Slope - Local Projects (2017 - 2022)

Transportation Expenditure Plan Tahoe Program

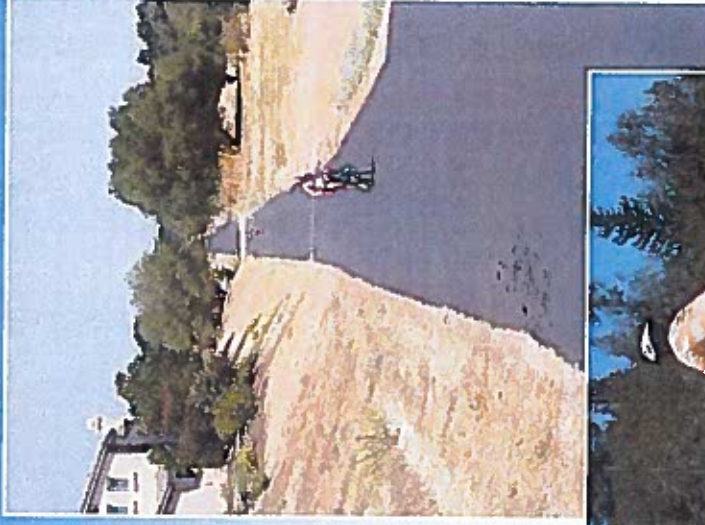
- Transit enhancements
- Bicycle and pedestrian trail expansion and maintenance
- Road maintenance and repairs
- Contribution: \$48 million (est); (\$1.6 million annually)



PLACER COUNTY
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Transportation Expenditure Plan Bicycle and Pedestrian Program

- Competitive Program
 - Bikeways
 - Pedestrian
 - Neighborhood Electric Vehicles
 - Safe Routes to School
- Contribution: \$76 million (est)



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Transportation Expenditure Plan Competitive Projects Program

- Competitive Program
 - Future Needs
 - Matching Funds
 - New Technologies
- Contribution: \$74 million (est)



PLACER COUNTY
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Transportation Expenditure Plan Transparency, Accountability, & Administration

- Audits
- Independent Citizen Advisory Committee
- Annual Reports
- Administration
- Contribution: \$16 million (est)



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Next Steps To Keep Placer Moving

Funding Outreach Strategic Plan

2014

- Initial Transportation Plan Development
- Stakeholder & Community Outreach
- Updated Opinion Research

2015

- Continued & Broadening Outreach
- Plan Development

2016

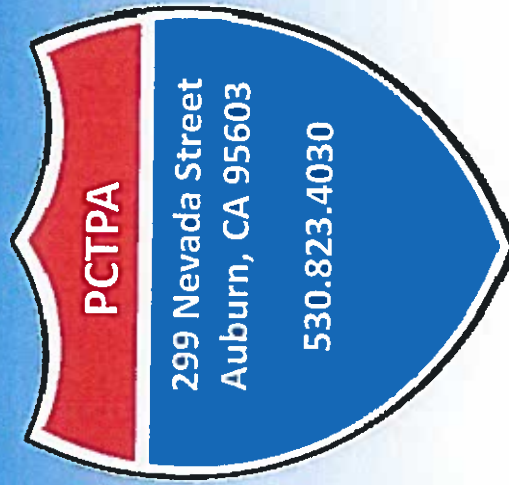
- Continued & Broadening Outreach
- Updated Opinion Research
- Plan Refinement
- Decision to Proceed
- Private Campaign (Not connected to PCTPA)



Schedule for Next Steps

- ✓ **April 27:**
 - PCTPA direction to staff for placing the measure on the ballot
- **May 10 through June 21:**
 - Jurisdictions consider approval of Expenditure Plan
- **June 22:**
 - PCTPA Board considers adoption of Transportation Sales Tax Ordinance and Expenditure Plan
- **July 12:**
 - Placer County Board of Supervisors takes action to place Ordinance and Expenditure Plan on the November ballot

Thank You For Helping To Keep Placer Moving



Celia McAdam, FAICP CTP
Executive Director

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