

## **DRAFT TRANSPORTATION EXPENDITURE PLAN**

### **SPECIFIC TRANSPORTATION PROGRAMS TO BE FUNDED**

#### **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 Major Highway/Road projects to be implemented with the Transportation Tax revenues are as follows:

<b>ROUTE</b>	<b>LIMITS</b>	<b>PROJECT</b>
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 Bl to Riverside Av 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 improvements including road widening, signal synchronization, bicycle, pedestrian, and frontage improvement
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.

## **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.

### **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.

### **2.b. *Capitol Corridor Rail and Bus Rapid Transit Service***

The existing Capitol Corridor rail service 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.

### **2.c. *Commuter Bus Service***

Placer County's highly popular and effective commuter bus services need to expand 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. LOCAL TRANSPORTATION PROGRAM – 30%**

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.

#### **Placer County Rural Roads Maintenance and Repair Fund**

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](#)

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

**5. BICYCLE AND PEDESTRIAN PROGRAM – 4.75%**

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.

**6. COMPETITIVE PROJECTS PROGRAM – 4.625%**

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.

**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.

**ALLOCATIONS SUMMARY**

<b>TRANSPORTATION TAX REVENUE ALLOCATIONS</b>	
Major Highway/Road Program	44.750%
Rail and Transit Program	11.875%
Bicycle and Pedestrian Program	4.750%
Local Transportation Program/Rural Roads Maintenance and Repair	30.000%
Tahoe Area Program	3.000%
Competitive Projects Program	4.625%
Administration and Oversight	1.000%
<b>TOTAL</b>	<b>100.000%</b>