

KEEP PLACER MOVING

Transportation Investment Plan



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

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Introduction

A Thriving County

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

For Placer County residents to continue to enjoy the quality of life that makes it such an attractive place to live, and for businesses and jobs to locate here, we must better maintain our existing freeways, streets and roads; and, build new and expanded transportation investments to Keep Placer Moving.

Existing Revenue Sources No Longer Sufficient

Our transportation network was built primarily by state and federal gas tax money. However, the gas tax is a declining revenue stream. Neither the state nor federal gas tax has been raised in more than 20 years, and both are a flat, per gallon tax. Furthermore, as vehicles become more fuel efficient, and as the number of vehicles (hybrids, electric vehicles) that use little or no gas at all increases, the ability of gas taxes to provide sufficient revenue has been, and will be, severely impacted. This, coupled with inflation, has sapped the gas tax of more than 60% of its purchasing power in the last three decades. The gas tax now provides less than half the revenue needed just to maintain our existing freeways and roads, with little to no money for building or expanding roads.

Placer County Not A Priority for State and Federal Government

The state and federal government cannot be counted on to address our transportation needs. The state has made policy decisions that prioritize what little transportation investments it makes into urban transit, bicycle and pedestrian projects, and high speed rail. Despite efforts by Placer County's state and federal legislators, the situation continues to get worse.

PCTPA Has Delivered Despite Limited Funding

Placer County Transportation Planning Agency is a countywide agency governed by locally elected officials, including two members of the Board of Supervisors and a councilmember from each of Placer County's six cities/towns. It is a small and efficient agency which manages the entire regional transportation system with a staff of only seven, and currently spends over 99% of all funds managed by the agency on transportation projects. Despite a limited source of local funds, PCTPA was able to successfully build the Highway 65 Lincoln Bypass and complete the first two phases of the I-80 Roseville Bottleneck fix. However, all avenues for additional transportation funds have been exhausted, including Proposition 1B bonds, Federal earmarks, and the State Transportation Improvement Program.

A Local Source of Funding Is Needed

For Placer County to maintain existing roads, and to build the new transportation capacity we need to Keep Placer Moving, we must have a local source of revenue. Placer County is one of the most populous counties in California with no local source of transportation funding. State law allows local jurisdictions to adopt, with two-thirds voters' approval, a local transportation sales tax. These funds must be tied to a specific list of transportation projects which lock in how the money must be spent. Local officials control the money, subject to the plan approved by voters, and the state and federal government cannot raid the funds.

Local Funding Increases Likelihood of State and Federal Matching Funds

In fact, state and federal funding formulas give preference to local agencies which have local funding, meaning that if Placer County has a local source of transportation funds, we will be able to capture a greater share of state and federal matching funds, giving us more "bang for our buck."

Introduction and Transportation Plan Overview (Continued)

Funds Must Be Spent As Promised

To adopt a local transportation sales tax, voter approval at the high threshold of two-thirds majority is required. Funds must be spent on a transportation plan that is included in the voter approval of the tax.

Spending on Overhead and Administration Capped

At least 99% of all funds are required by law to be spent on transportation projects, and a strict limit of no more than 1% of funds can be spent on administration and overhead. This also covers audits, reporting, and staffing costs for Transparency, Oversight, and Administration.

Strong Taxpayer Safeguards Enacted

It is important that the people of Placer County know that the funds generated by this sales tax will be used only for the transportation expenditure plan detailed in this proposal, and therefore, the Measure will establish a robust system of public accountability, including:

- ✓ An Independent Citizen Oversight Committee of citizens who are not tied to the Agency or Elected Officials
- ✓ Annual, Independent Audits of the Spending
- ✓ A Public Report to the Taxpayers Detailing the Audit

Tax Expires After 30 Years

The 0.5% local sales tax will raise approximately \$1.6 billion over 30 years. After 30 years, the tax automatically expires. It cannot be extended by politicians or transportation officials. The voters would have to vote by the same two-thirds margin to extend the tax.

Transportation Plan Overview

As laid out in much greater detail in this booklet, the transportation plan includes investment in the types of programs that will help maintain and expand transportation options for all Placer County residents. The funds are allocated as follows:

TRANSPORTATION TAX REVENUE ALLOCATIONS

Major Highways and Roads Program	44.750%
Local Transportation Program/Rural Roads Maintenance and Repair	30.000%
Rail and Transit Program	11.875%
Bicycle and Pedestrian Program	4.750%
Tahoe Area Program	3.000%
Competitive Projects Program	4.625%
Transparency, Accountability, and Administration	1.000%
TOTAL	100.000%

Major Freeways and Roads Projects

Significant Investment in Freeways and Roads is Needed

The vast majority of Placer County residents travel to and from their destinations on our system of freeways and roads. And the transportation plan reflects that, with the largest share of funds allocated to expanding this system to relieve and stay ahead of growing congestion, and making our freeways and roads safer.

I-80/Highway 65 Interchange Increasingly Congested and Unsafe

Every day, Placer County residents are impacted by traffic congestion on our freeways. Traffic comes to a crawl in and around the I-80/Highway 65 interchange at almost all hours of the day, and this interchange has become one of the worst bottlenecks in the Sacramento region. This interchange is also one of the most dangerous in the region, with a frightening increase in major accidents including, sadly, 13 fatalities in the last six years.

In the coming years, this interchange will get even worse if not reconfigured to address serious outdated design. Today, a traveler headed eastbound on Interstate 80 who intends to transition to northbound on Highway 65 can expect a nine-minute trip from the county line to Blue Oaks. **Within seven years, that trip will take 35 minutes!**

Highway 65 – The Backbone of South Placer

Similarly, traffic on Highway 65 is growing rapidly and is now backed up for several hours each day in both directions. This freeway is the major north-south artery for South Placer County's residents and businesses, and must be widened to accommodate traffic which exceeds capacity. Currently just two lanes in both directions, Highway 65 needs to be widened to at least three lanes in each direction and, in some sections, as much as five lanes in each direction. Fortunately, all of this expansion can be accommodated within existing freeway right of way.

Highway 49 Improvements to Improve Mobility in and Around Auburn

Highway 49 requires major updates to improve the circulation around the Auburn area and improve quality of life. This transportation plan includes a significant investment in operational and safety improvements to Highway 49, including signal synchronization, adding a third lane where there are currently only two lanes, better turn pockets, sidewalks, bike lanes and landscaping where they currently don't exist, and other improvements.

Improving East-West Trips with I-80 Improvements and Alternatives

The vast majority of east-west traffic into and out of Placer County takes place on I-80. Commuters headed to Sacramento and beyond in the morning and home in the afternoon face backups daily. This Measure completes freeway improvements on I-80 to build the final phases of the Roseville Bottleneck fix.

This Measure also helps finance the expansion and construction of alternatives to I-80 travel, including widening Baseline Road from two lanes to at least four lanes, and the construction of a new four- to six-lane expressway called the Placer Parkway which will connect Highway 65 at Whitney Ranch Parkway to Highway 99 north of the Sacramento Airport. Both of these projects will be financed largely through developer impact fees, but this Measure creates financing mechanisms to allow these improvements years ahead of when they might otherwise be built.

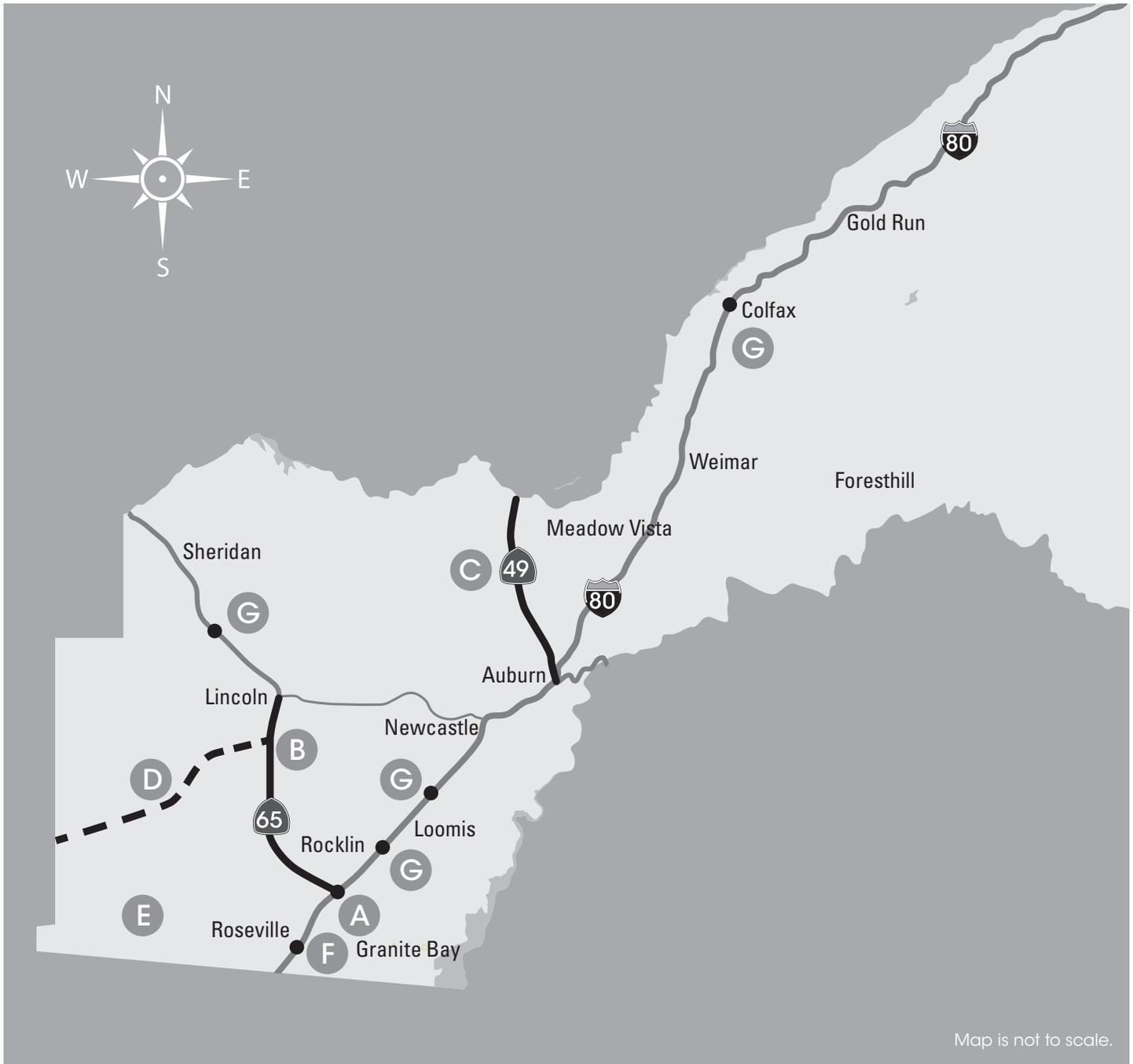
Fixing Bottlenecks at Key Freeway On and Off Ramps

Placer County is home to several problematic freeway on and off ramps, where outdated interchange design makes for unsafe and congested trips. This Measure contains dedicated funding to fix some of the worst interchanges in the County, some of which are expected to soon become major bottlenecks.

These include:

- ✓ I-80/Rocklin Road Interchange in Rocklin
- ✓ I-80/Horseshoe Bar Road Interchange in Loomis
- ✓ I-80/Highway 174 Interchange in Colfax
- ✓ Highway 65/Nelson Lane Intersection in Lincoln

Placer County Major Freeway, Road and Interchange Projects



- A** Expand and Reconfigure I-80/Highway 65 Interchange to Improve Capacity and Safety
- B** Widen Highway 65 from Galleria Boulevard to Lincoln
- C** Improve Highway 49 with Road Widening, Sidewalks, Bike Lanes, Signal Synchronization, Turn Pockets, and Landscaping
- D** Build Placer Parkway
- E** Widen Baseline Road

- F** Complete I-80 Bottleneck Improvements
- G** Freeway Interchange Program
 - I-80/Rocklin Road Interchange Improvements
 - I-80/Horseshoe Bar Road Interchange Improvements
 - I-80/Highway 174 Interchange Improvements
 - Highway 65/Nelson Lane Interchange Construction

Major Freeway/Road Projects: Reconfigure and Expand I-80/Highway 65 Interchange



Project **A**

Description:

Reconfigure and expand the I-80/Highway 65 interchange to increase capacity, relieve congestion, and improve safety.

Currently one of the most congested interchanges in the Sacramento Region, the I-80/Highway 65 interchange is backed up for several hours every day in all directions. This congestion also makes it one of the most dangerous interchanges in the region, with 13 fatalities in the last six years.

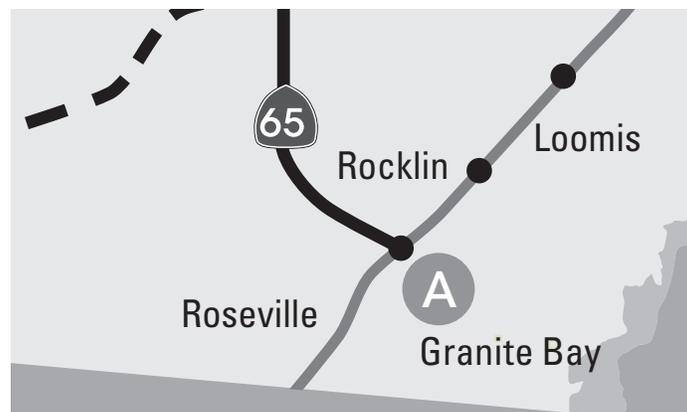
This Measure will make major improvements to the interchange in all directions. It will include a third lane in each direction over the viaduct section of freeway and a merge lane to accommodate traffic from I-80 westbound merging to Highway 65 north. This project also eliminates the big loop currently used to transition traffic from eastbound I-80 to northbound Highway 65 and replaces this with a direct freeway to freeway connection. Traffic on I-80 eastbound intending to exit at Eureka/Atlantic, Taylor Road, and Highway 65 are removed earlier from the main flow of I-80 on the freeway using a collector/distributor road to separate merging traffic from through traffic.

More Information:

www.8065interchange.org

Cost:

The estimate to improve the I-80/Highway 65 interchange is \$380 million, of which \$300 million is expected to come from this Measure and \$80 million from developer fees and state & federal matching funds.



Major Freeway/Road Projects: Widen Highway 65



Project **B**

Description:

Reduce Congestion by Widening Highway 65 in Both Directions from Galleria Blvd/Stanford Ranch Rd. to Lincoln.

Highway 65 is the transportation backbone of South Placer County. But traffic on Highway 65 is growing rapidly and is now backed up for several hours each day in both directions. This freeway is the major north-south artery for South Placer County’s residents and businesses, and must be widened to accommodate traffic which exceeds capacity.

Currently two lanes in each direction, Highway 65 needs to be widened to at least three lanes in each direction and in some sections, as much as five lanes in each direction. Fortunately, all of this expansion can be accommodated within existing freeway right of way.

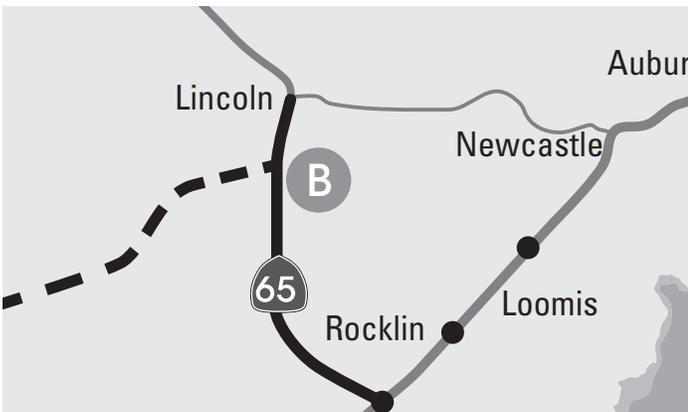
This project includes both new, main flow freeway lanes and auxiliary lanes between interchanges to improve traffic flow onto and off freeways.

More Information:

<http://pctpa.net/projects/sr65widening/>

Cost:

The estimate to widen Highway 65 is \$105 million, of which \$35 million is expected to come from this Measure and \$70 million from developer fees and state & federal matching funds.



Freeway Projects: Highway 49 Operational and Safety Improvements



Project **C**

Description:

Reduce Congestion and Improve Safety on Highway 49.

Highway 49 is the most imperative investment needed to improve the quality of life for residents in and around the Auburn area. This transportation plan includes a significant investment in operational and safety improvements to Highway 49.

The project includes the widening of Highway 49 to six lanes with signal synchronization from I-80 to Dry Creek Road, and new and improved turn pockets, sidewalks where they currently don’t exist to address pedestrian safety, bike lanes, landscaping, and other improvements.

Cost:

The estimate to improve Highway 49 is \$58 million, of which \$29 million is expected to come from this Measure and \$29 million from state highway matching funds.



Major Freeway/Road Projects: Improve East-West Travel Including Placer Parkway, Baseline Road, and I-80 Improvements

The vast majority of east-west traffic into and out of Placer County takes place on Interstate 80. Commuters headed to Sacramento and beyond in the morning and home in the afternoon face backups daily. This Measure improves existing routes and builds a major new thoroughfare from east-west travel into and out of Placer County.

Freeway Projects: Build Placer Parkway

Project **D**

Description:

Build a new, six-lane expressway from Highway 65 at the Whitney Ranch Parkway (currently under construction north of Sunset Road) through Western Placer County and connecting to Highway 99, north of the Sacramento Airport. This provides a major alternative to traffic on I-80 and diverts significant traffic from Lincoln and Western Placer County from ever having to travel through the I-80/Highway 65 interchange and onto I-80.

The vast majority of the funding for this project will come from developer impact fees. However, developer impact fees are paid later in the process, creating congestion first and a fix after the fact. This Measure creates a financing mechanism to build the Placer Parkway years earlier than otherwise, with taxpayers paid back by developer impact fees as they are paid.

More Information:

<http://pctpa.net/projects/placer-parkway/> (History)

<http://www.placer.ca.gov/departments/works/projects/placerparkway> (Current Work)

Cost:

The estimate to build the Placer Parkway is \$595 million total, of which \$35 million is expected to come from this Measure and \$560 million from developer fees and Sutter County's share.



Major Freeway/Road Projects: Widen Baseline Road

Project **E**

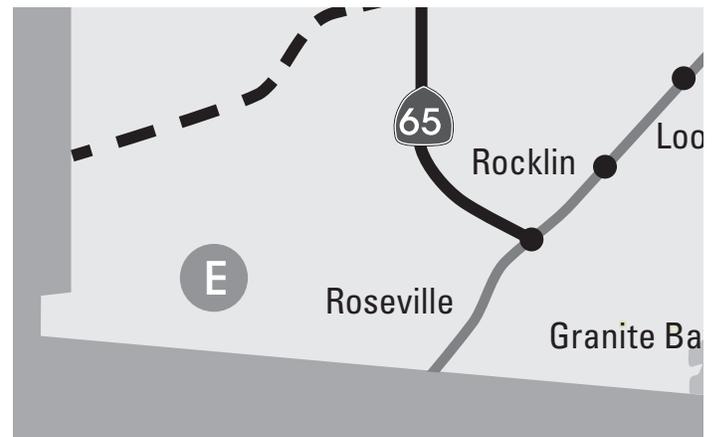
Description:

This project widens Baseline Road to four to six lanes from Foothills Blvd to Highway 70/99. This will relieve growing traffic on Baseline caused by commuters trying to get to Sacramento or the Airport while avoiding I-80 congestion.

Like Placer Parkway, the vast majority of funding for this project will come from developer impact fees. This Measure will create a financing mechanism to widen Baseline Road years earlier than otherwise, with taxpayers paid back by developer impact fees as they are paid.

Cost:

The estimate to widen Baseline Road is \$70 million, of which \$10 million is expected to come from this Measure and \$60 million from developer impact fees.



Major Freeway/Road Projects: Complete I-80 Improvements/ Auxiliary Lanes

Project **F**

Description:

This project completes the final phase of the I-80 Bottleneck fix. It includes extending one of the westbound lanes that ends at the Douglas Blvd. offramp all the way through to Riverside Avenue, and adding an auxiliary lane on eastbound I-80 between the I-80/Highway 65 interchange and Rocklin Road. Both of these stretches of freeway see significant congestion due to lanes ending right where commuters are merging onto freeways.

More Information:

<http://pctpa.net/projects/i-80-auxiliary-lanes/>

Cost:

The estimate to complete the I-80 Auxiliary Lanes project is \$20 million, of which \$12 million is expected to come from this Measure and \$8 million from state and federal matching funds.



Major Freeway/Road Projects: Freeway Interchange Bottleneck Improvements

Placer County is home to several problematic freeway on and off ramps, where outdated interchange design makes for unsafe and congested trips. This Measure contains dedicated funding to fix some of the worst interchanges in the County, some of which are expected to soon become major bottlenecks.

These include:

- ✓ I-80/Rocklin Road Interchange in Rocklin
- ✓ I-80/Horseshoe Bar Road Interchange in Loomis
- ✓ I-80/Highway 174 Interchange in Colfax
- ✓ Highway 65/Nelson Lane Intersection in Lincoln

Project **G**

Description:

I-80/Rocklin Road - Rocklin

The design of this interchange has become outdated in the face of the growing traffic headed to Sierra College and needs to be significantly reconfigured.

I-80/Horseshoe Bar Road - Loomis

Outdated design and short turn pockets and ramps create traffic and safety concerns during morning and evening peak hours. Improvements designed to accommodate Loomis's rural feel while still relieving congestion are needed here.

I-80/Highway 174 Interchange - Colfax

The connection between Highway 174 and I-80 makes for an awkward transition at Auburn Street in Colfax, leading to backups and safety concerns, and short ramps make for challenging merges into downhill traffic on I-80. This Measure provides funding to address these safety issues and improve the interchange.

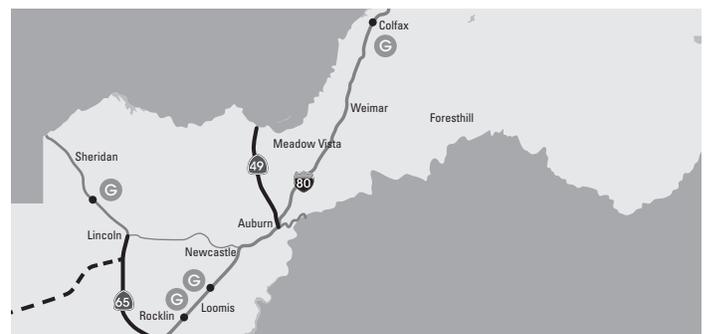
Highway 65/Nelson Lane Interchange - Lincoln

This intersection along the Lincoln Bypass needs to be upgraded to a full interchange to accommodate economic opportunities and growth, with access to the Lincoln Airport and plans for regional sports facilities.

Congestion is already building at this traffic signal. This Measure would accelerate construction of the full interchange years ahead of schedule, making Highway 65 a full freeway all the way to Wise Road.

Cost:

The estimate to complete these four interchange improvements is \$120 million, of which \$95 million is expected to come from this Measure and \$25 million is expected from developer impact fees.



Local Streets and Roads Program

Project **H**

Description:

Jurisdictions in Placer County Lack Road Maintenance Funds

Despite spending every penny of their share of state and federal gas tax on roads, Placer County and all six cities/towns in Placer County do not have the money to adequately address their road maintenance needs. Due to the declining purchasing power of gas tax funds, existing funding pays for less than half the funds needed to properly maintain roads.

Road Conditions are Deteriorating in Placer County

Placer County's roads once scored at the very top of the state in measurements for pavement quality. However, with no source of local funding, our pavement conditions are steadily getting worse. We now rank as only average in overall pavement quality compared to the rest of the state. Jurisdictions with local funding sources have scores going up, while ours continues to decline.



Poor Pavement Conditions Cost Time and Money

It is estimated that potholes and other poor pavement conditions cost Placer County residents tens of thousands of hours in additional delays and hundreds of millions of dollars in costs due to decreased gas mileage, an average of \$377 per vehicle per year in repairs, and other impacts due to poor road maintenance.

Rural Roads In and Around Auburn, Colfax and Placer County Especially Bad

While the situation is getting bad across all of rural Placer County, it is especially troublesome in Auburn, Colfax, and on Placer County rural roads. The gas tax funding shortfall and comparative lack of local tax bases hits the road conditions in these communities especially hard, and they have the biggest shortfall in transportation funding against need.



Measure Provides Dedicated New Money for Local Roads

Thirty percent (30%) of all funding raised by this Measure will be returned to each local jurisdiction on a formula based on population and road miles. The spending of these funds is governed by each local jurisdiction, with oversight by PCTPA to make sure the funds are spent on transportation projects and to ensure that no more than 1% of funds are spent on overhead and administration. The County and each city are required to produce a five-year plan showing what roads they will spend funds on, whether they be road improvements, pothole repair, resurfacing, or other transportation investments. Each plan has to be updated annually, with a report of how the previous years money was actually spent.

Local Congestion Hotspots and Safety Improvements Prioritized

In addition to better maintaining their existing roads, the Measure allows each local jurisdiction to invest a portion of their funds on local priorities, such as fixing a congested intersection or improving safety on a particular stretch of road. It also allows local jurisdictions matching funds for transportation grants.

New Dollars Must Add to Transportation Funding

This Measure also requires that the new funds be additional transportation spending and not replace existing funds. Each jurisdiction must continue to spend at least what they were spending before the Measure was adopted, in addition to the new funds.

Fixing and Maintaining Roads Early Costs Less in the Long Run

It is well established that early investments to properly maintain streets and roads costs less over time than having to completely rebuild a road that has failed. Maintaining a road costs less than fixing cracks. Fixing cracks costs less than repairing potholes. And repairing potholes costs less than replacing the whole road bed. The sooner we can invest in proper maintenance of roads and repairing existing problems, the less it will cost us all.

Local Streets and Roads Program

Placer County Roads

Placer County roads, in both suburban and rural parts of the County, are among the worst in the region. With no local source of funding and a comparatively lower tax base, the County is left with few funds to properly maintain county roads. On the one to 100 pavement scale, Placer County currently scores an average of 69, with some jurisdictions scoring as low as 40, which means many county roads are near the point where they can't be fixed. Failed roads are exponentially more expensive to rebuild than it costs to repair and maintain roads.

Rural Road Maintenance and Repair Fund

Many residents choose to live in Placer County's rural regions to escape urban and even suburban lifestyles and enjoy rural living. To accommodate this, a minimum of half of the funds dedicated to Placer County roads are set aside for pothole repair and maintenance only for Placer County rural roads for residents in the areas of:

- Donner Summit
- Foresthill Forum
- Horseshoe Bar/Penryn
- Meadow Vista
- Newcastle/Ophir
- North Auburn
- Rural Lincoln
- Sheridan
- Weimar/Applegate/Colfax
- West Placer

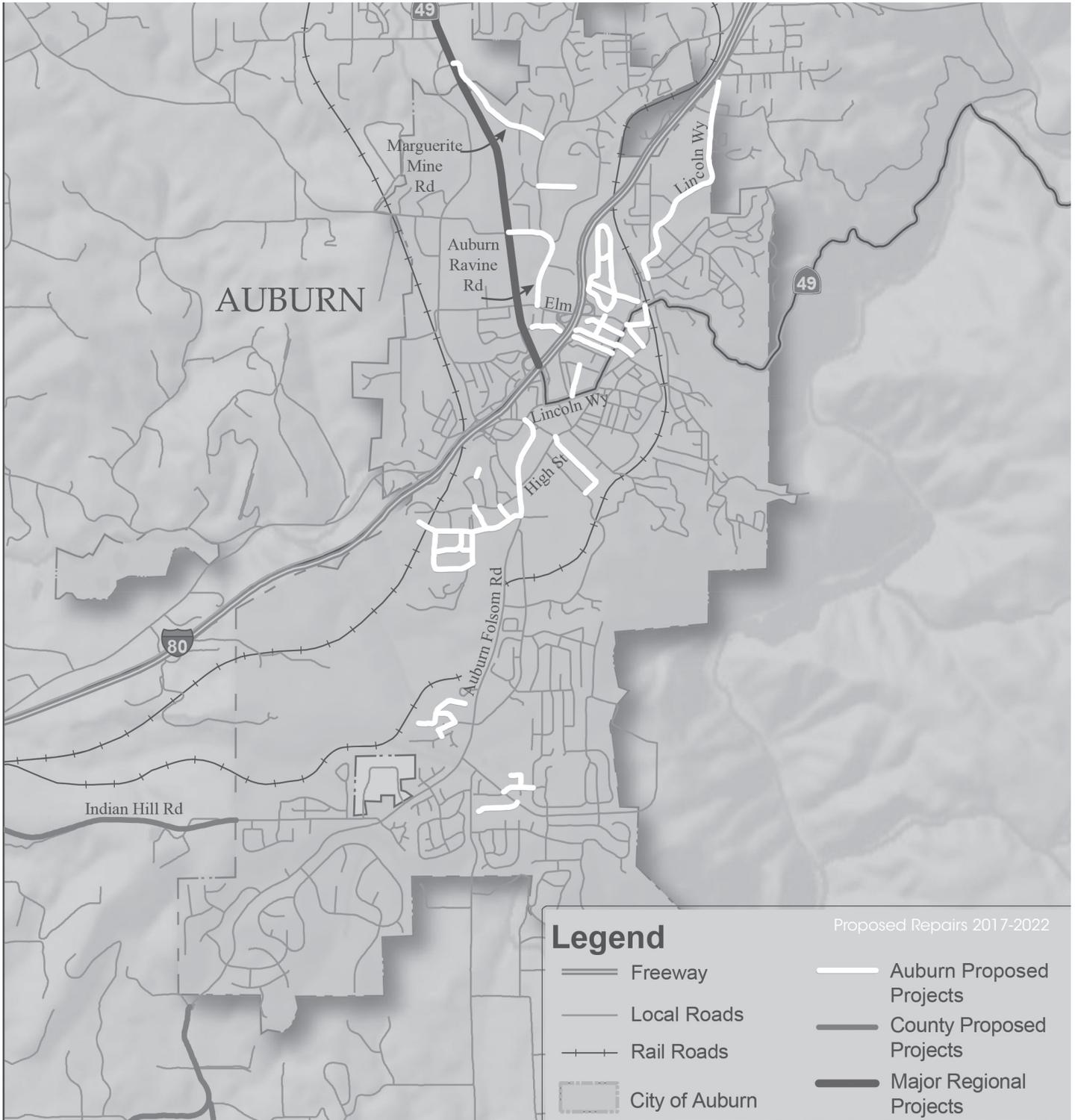
Funding from the Placer County Rural Road Maintenance and Repair Fund can only be spent on road maintenance and repair, and cannot be spent on projects that increase capacity.

Cost: The program contributes an estimated \$6.26 million per year to Placer County roads, including a minimum of \$3.13 million per year to the Rural Road Maintenance and Repair Fund.



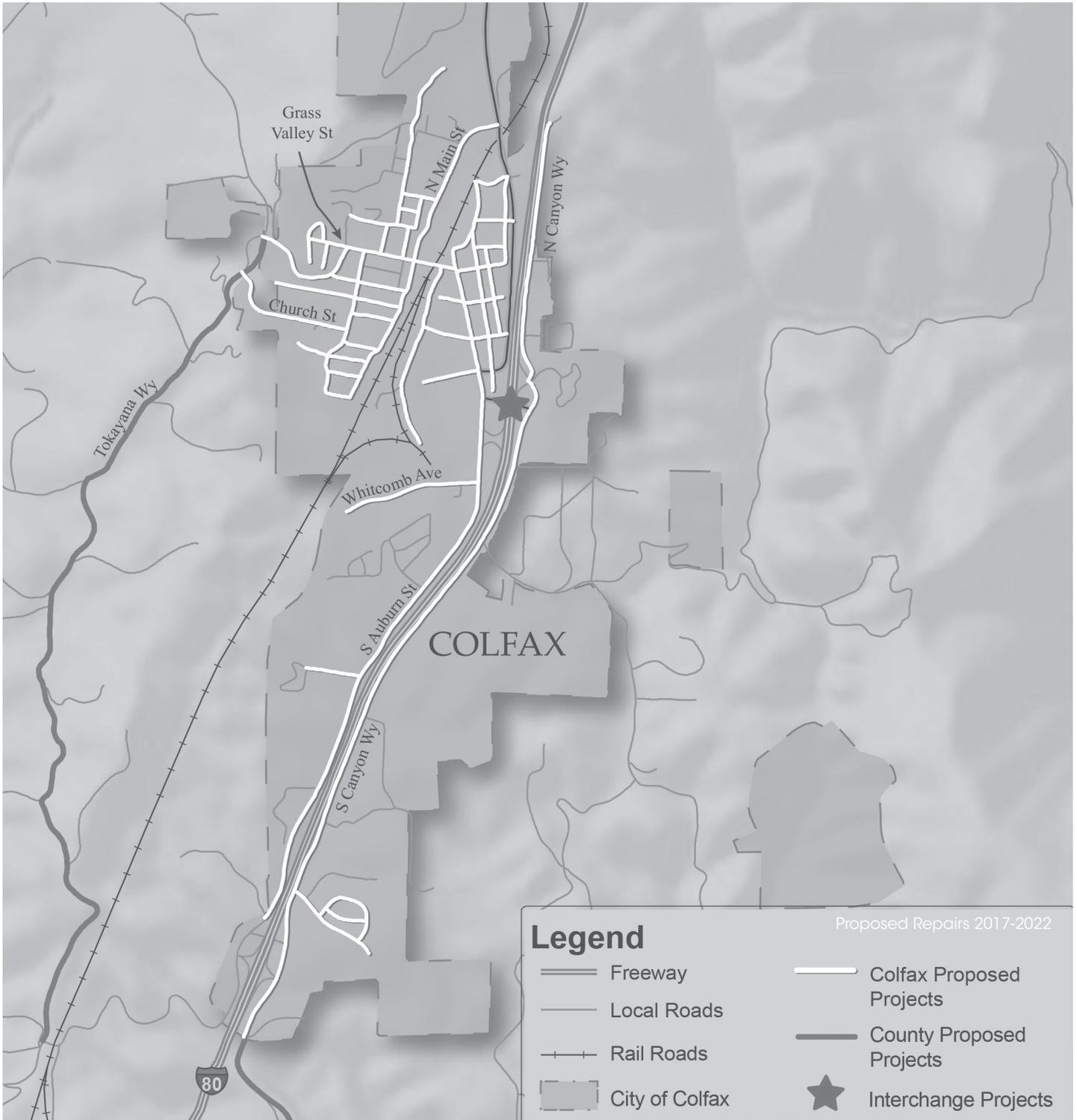
Local Streets and Roads Program: Auburn

Cost: The program contributes an estimated \$580,000 per year for 30 years to Auburn transportation projects, almost doubling available funds for Auburn to invest in fixing and maintaining city streets, and addressing local congestion hotspots and safety issues.



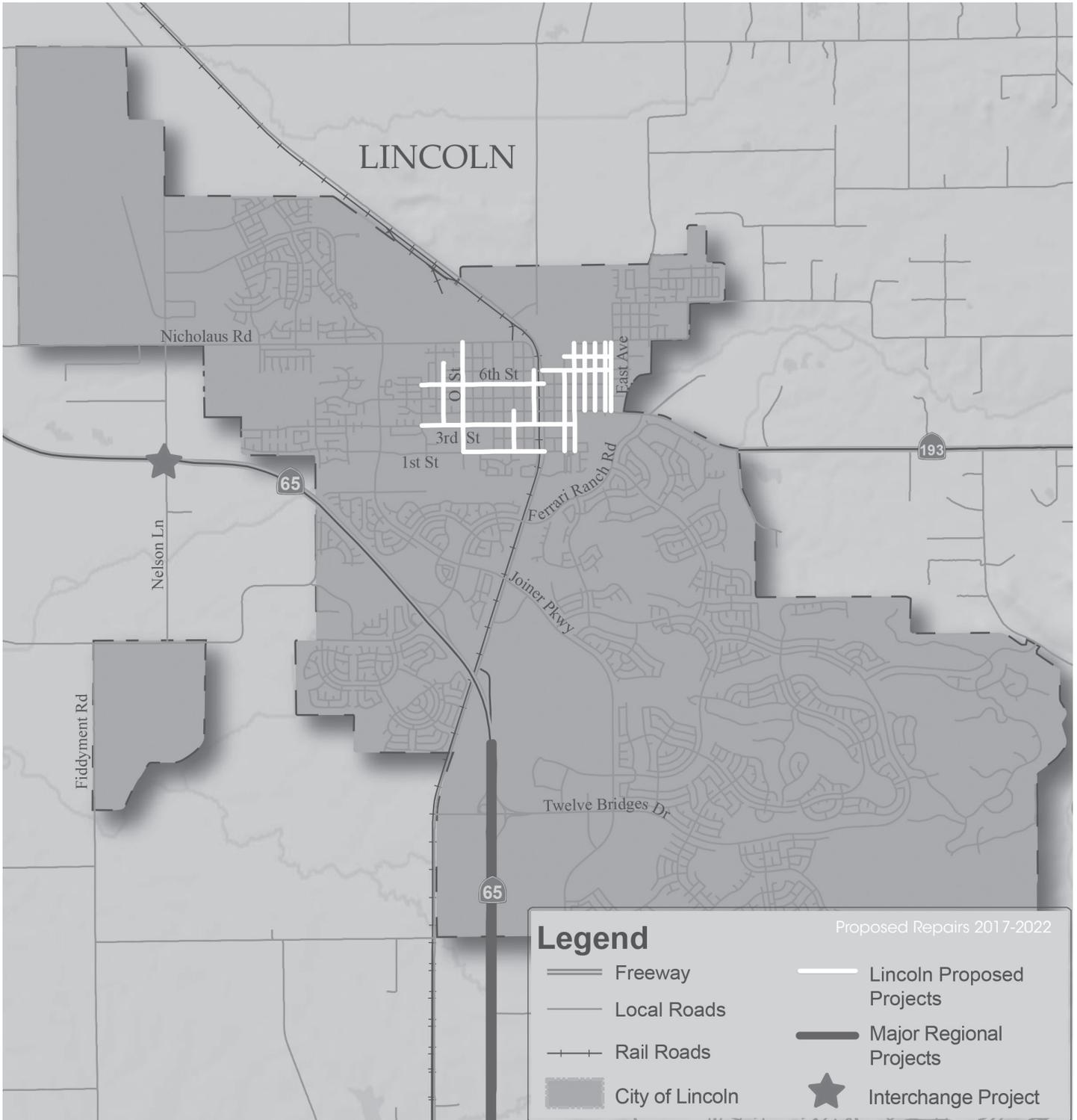
Local Streets and Roads Program: Colfax

Cost: The program contributes \$250,000 per year for 30 years to Colfax transportation projects, almost doubling available funds for Colfax to invest in fixing and maintaining city streets, and addressing local congestion hotspots and safety issues.



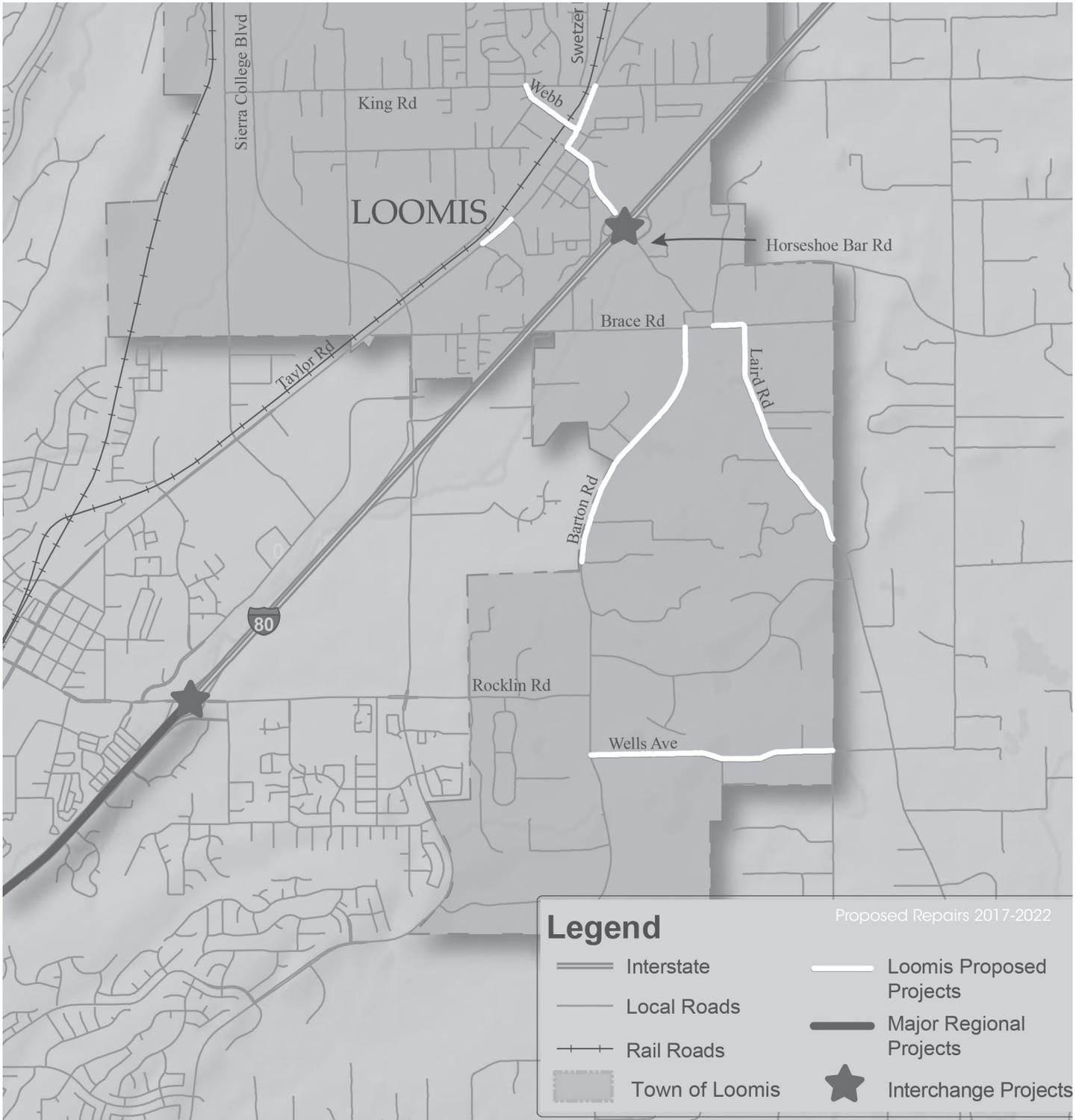
Local Streets and Roads Program: Lincoln

Cost: The program contributes an estimated \$1.86 million per year for 30 years to Lincoln transportation projects, a 77% increase in available funds for Lincoln to invest in fixing and maintaining city streets, and addressing local congestion hotspots and safety issues.



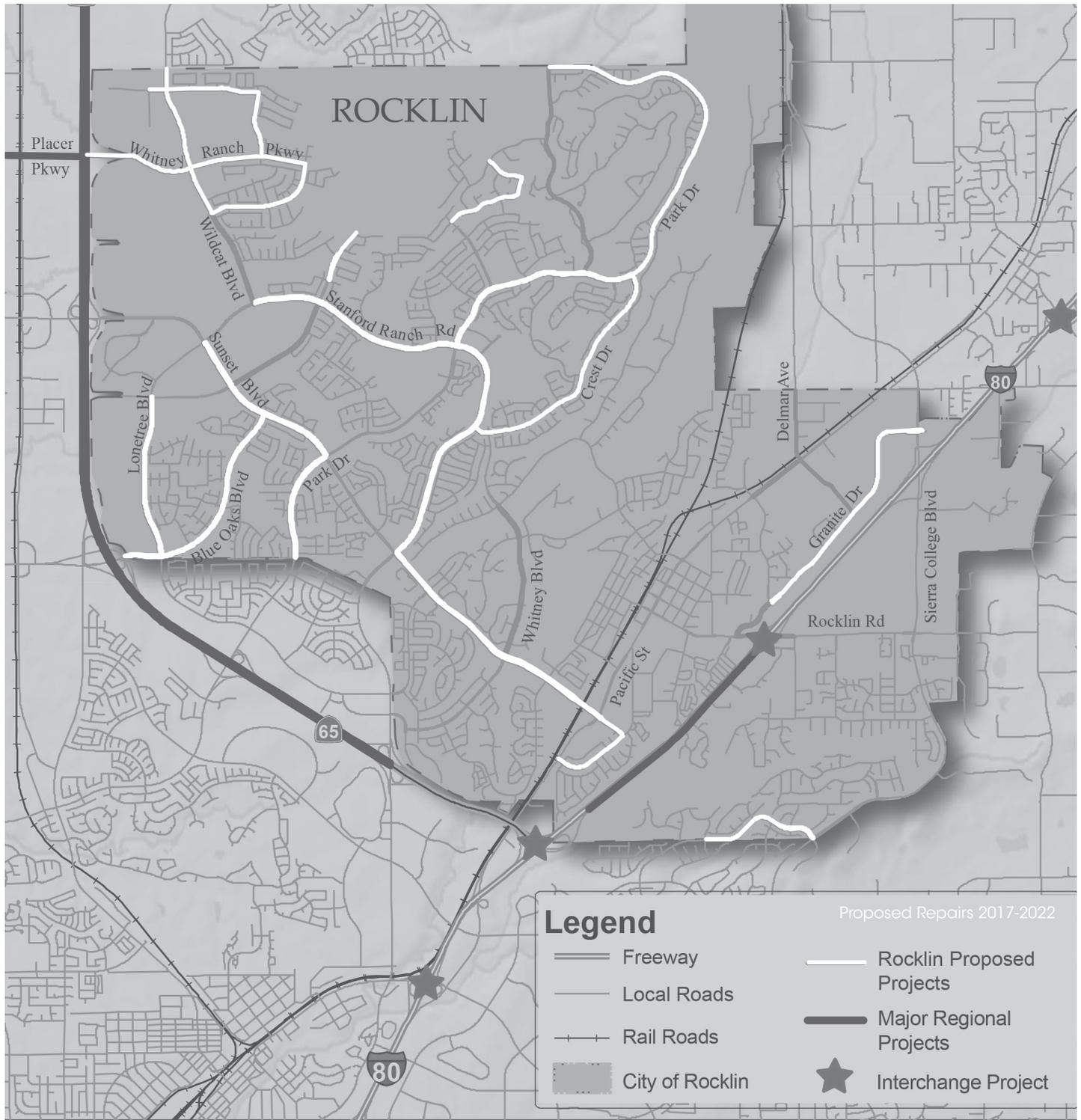
Local Streets and Roads Program: Loomis

Cost: The program contributes an estimated \$310,000 per year for 30 years to Loomis transportation projects, a 71% increase in available funds for Loomis to invest in fixing and maintaining city streets, and addressing local congestion hotspots and safety issues.



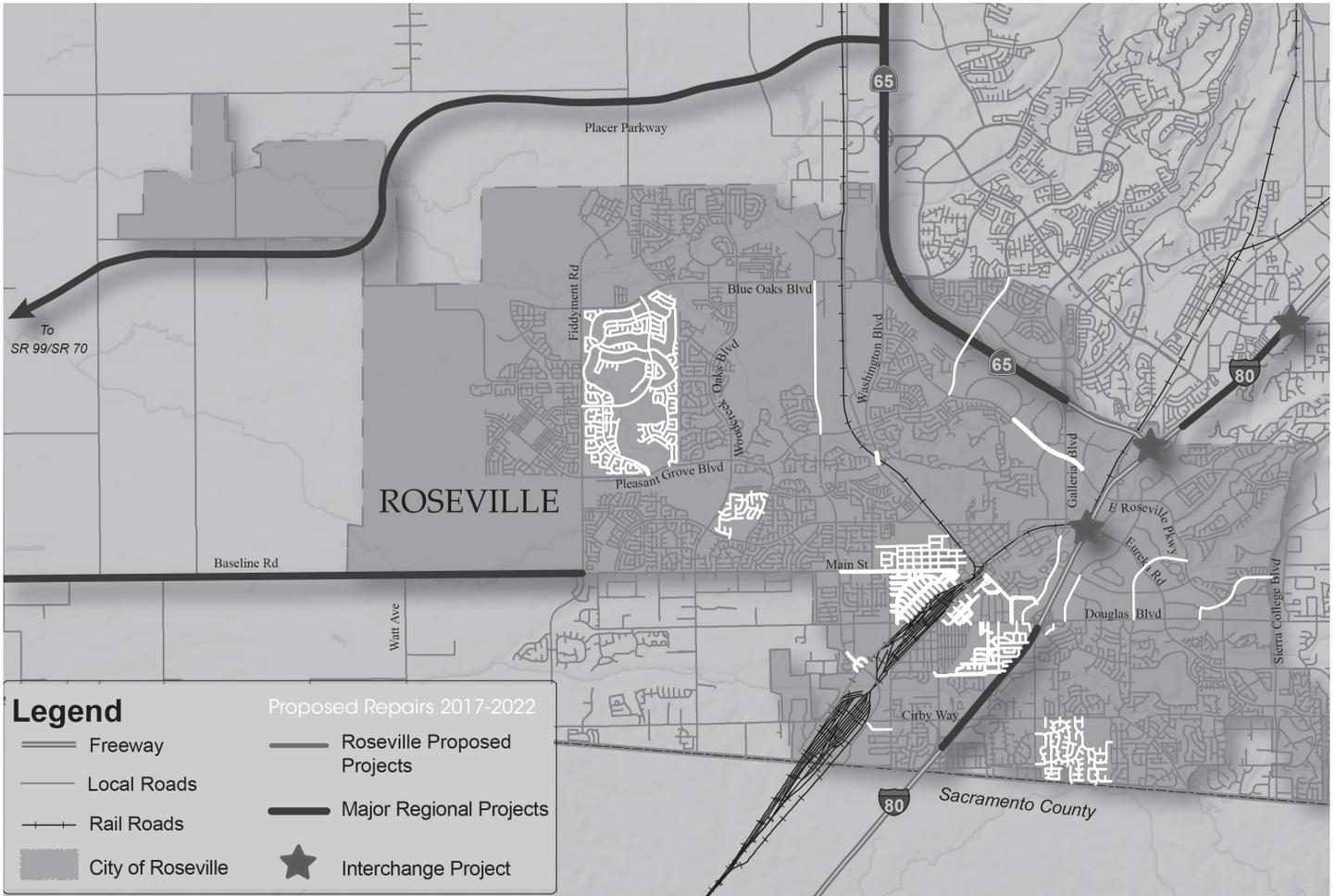
Local Streets and Roads Program: Rocklin

Cost: The program contributes an estimated \$2.05 million per year for 30 years to Rocklin transportation projects, a 57% increase in available funds for Rocklin to invest in fixing and maintaining city streets, and addressing local congestion hotspots and safety issues.



Local Streets and Roads Program: Roseville

Cost: The program contributes an estimated \$4.70 million per year for 30 years to Roseville transportation projects, almost doubling available funds for Roseville to invest in fixing and maintaining city streets, and address local congestion hotspots and safety issues.



Rail and Transit Programs

The largest share of Placer County residents travels in private automobiles, and by investing nearly 75% of the transportation plan in freeways and streets/roads, we reflect that. However, a growing number of residents either choose or have to achieve their mobility through transit. Trends show that younger people do not want to drive as much, and we need transportation options for all ages. Residents using transit alleviates congestion on freeways and roads by taking cars off the road network. And many transit options are more environmentally friendly because they require fewer vehicles or energy to move more people.

This transportation plan invests nearly 12 percent (11.875%) of available funds in smart, efficient, and needed public transit systems to help increase mobility for all residents and improve congestion for those who still choose to travel by car.

Rail and Transit an Attractive Option for Many Commuters

For some Placer County residents, commuting by transit is a convenient choice. Some prefer less stress fighting traffic, and would prefer to sit on the Capitol Corridor train or a Commuter Bus where they can rest, relax, read the paper, or catch up on emails.

Transit a Necessity for Other Commuters

For others, commuting by transit is a necessity. Some can't afford to own a car but still need to get to work. This includes students headed to and from school. To ensure all our residents enjoy freedom of mobility, economic opportunity and public transportation appropriate for a County like Placer is a smart investment.

Seniors and the Disabled Need the Most Help

For some of our residents with the greatest need, including seniors and people with disabilities who are not able to drive, transit options are a lifeline for running errands, getting to the doctor, or being able to visit family. Placer County's Dial-A-Ride services are one of the few means of mobility for these residents, but the programs are facing increases in demand that are outstripping our available resources.

Future Education Centers May Need Transit Investment

Planned college campuses in Western Placer County and expansions at Sierra College will increase the need for options for students to get to school and earn a degree without these education centers becoming new bottlenecks for traffic.



Rail and Transit Programs: Capitol Corridor Expansion / Bus Rapid Transit

What best meets the multi-modal transportation needs of Placer County residents is to expand Capitol Corridor rail service. The rider profile for intercity/commuter rail proposed for the Capitol Corridor project is suburban commuters who want to travel distances of 20 miles or more, with a quick trip and a limited number of stops. This type of train service is considered heavy rail on existing tracks with a dedicated right of way that is shared with freight trains and the like.

The plan for the Capitol Corridor expansion is to first add a third track between Sacramento and Roseville that would allow for 10 round trips a day, while there is currently only one. The ultimate plan for the Capitol Corridor is for four round trips a day to Auburn. All trains from Placer stations would connect with Sacramento and Oakland, with some trains extending to San Jose.

In the Keep Placer Moving plan, PCTPA is proposing to fund much of the improvements in Placer County, which is about 1/3 of the cost. This also includes the Bus Rapid Transit option as a connection to western Placer from the Watt Avenue light rail station. More details on the Third Track can be found at <http://www.sactoroseville3rdtrack.com/home/>.



Rail and Transit Programs: Senior and Disabled Transit

The demand for better transportation systems, including transit for seniors and persons with disabilities, is growing far faster than resources can keep up. That is why our Keep Placer Moving plan includes funding to expand our senior and disabled transit systems to provide more service to more people who need it without jurisdictional boundaries. Approximately \$55 million generated from a local transportation sales tax Measure would be invested into better options for seniors and persons with disabilities.



Rail and Transit Programs: Commuter Bus Service

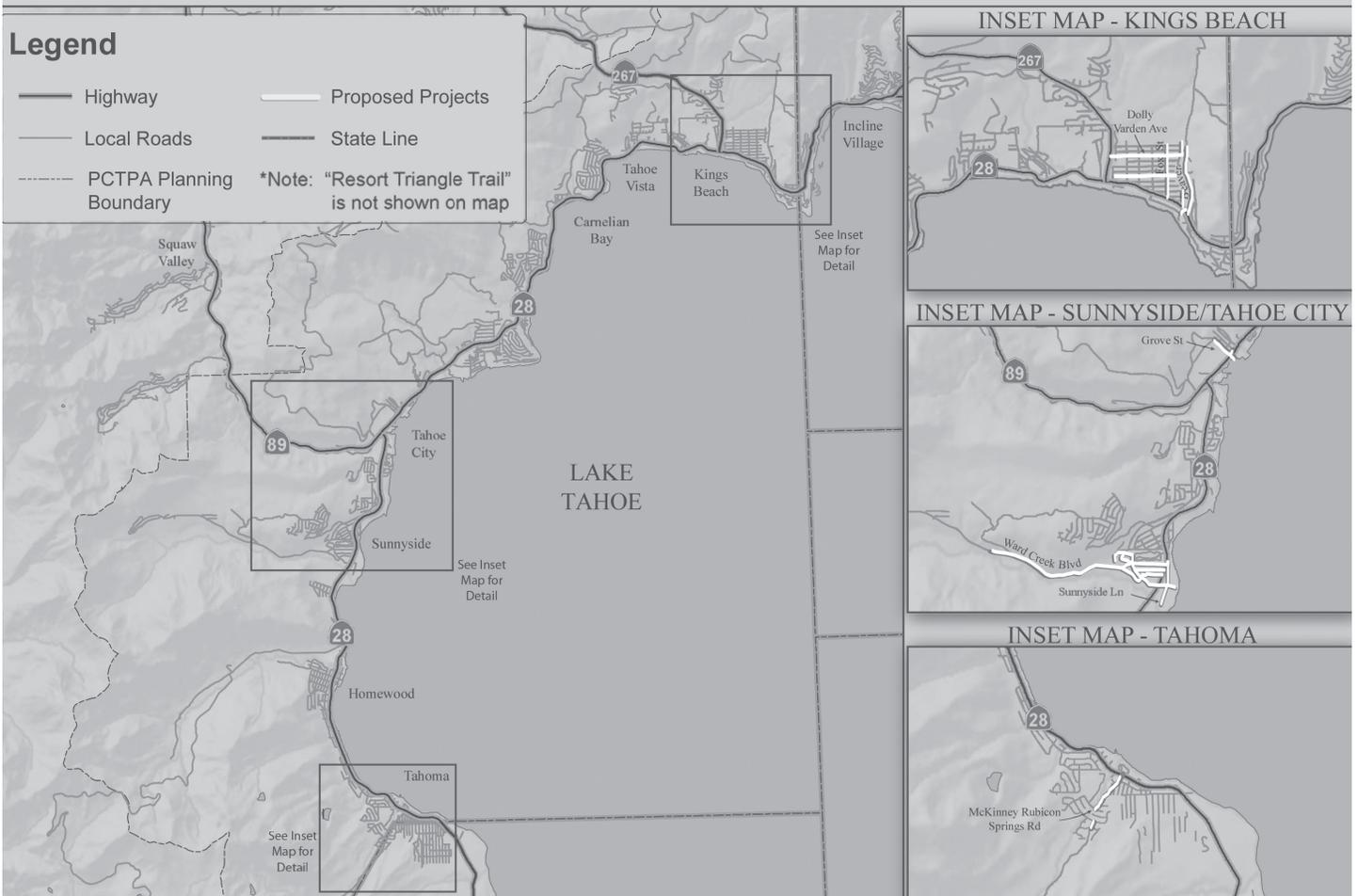
Placer County's highly popular and effective commuter bus services need to expand to connect more residential areas and major employment centers. An estimated \$45 million of Transportation Tax funds will be made available for capital and operations of commuter bus services, and to match available federal and state funds.



Tahoe Area Program

The Tahoe region has very unique and special transportation needs, and so we have created a special fund in the Keep Placer Moving plan. This essentially returns all the portions of the revenue stream that are generated in the Tahoe area of Placer County back to Tahoe to address needs such as resort transportation, road maintenance and repair, transit expansion, bicycle and pedestrian trail maintenance and improvements, and winter snow removal. In addition, we also expect that some portion of the Tahoe Transportation Fund within the Keep Placer Moving plan would go to help make the North Lake Tahoe Transit Vision a reality.

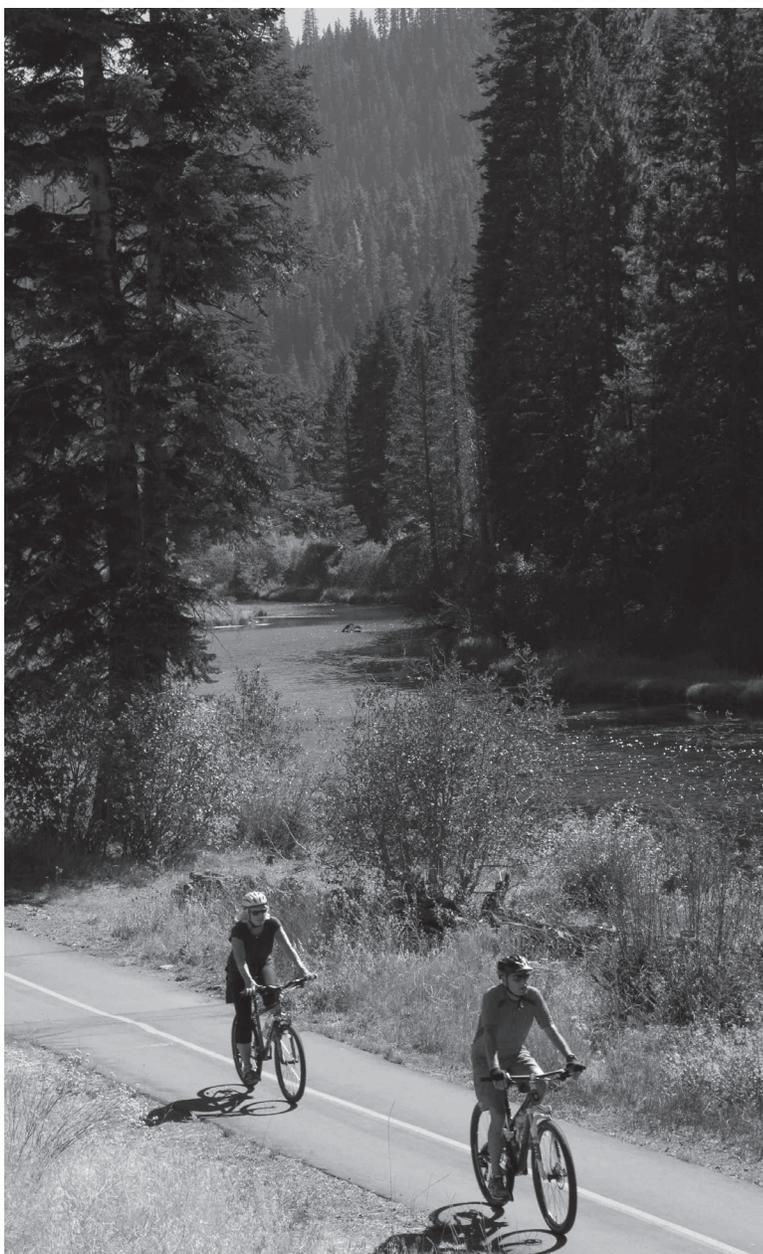
<http://tahoempo.org/presentations/tahoetalks/RTTVC.pdf>



Bike & Pedestrian Mobility and Safety

Bike & Pedestrian Mobility and Safety improvements are one of the four main components of PCTPA's transportation plan. An estimated \$76 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. It's a balanced approach that reflects the fact that more people would choose to cycle if they had appropriate and safe routes that connect to the places they want to go.

The plan represents a game-changing investment in bike and pedestrian mobility. PCTPA would also reestablish our Bicycle Advisory Committee to help update the Countywide Bikeway Master Plan to identify those critical needs and connections on both a local and regional level. The new funding for bike and pedestrian safety and mobility would be awarded by PCTPA to local jurisdictions through a competitive process which reflects safety, connectivity, and need.



Safe Routes to Schools

Contained within the Bike & Pedestrian Mobility and Safety improvements component of the transportation plan is funding for Safe Routes to School. This includes funding for local jurisdictions to improve, and in some instances, build sidewalks, improve pavement markings, lighting and other safety additions. The plan reflects the fact that more parents would allow their children to cycle and walk to school if there were appropriate and safe routes to get there.



Competitive Projects

To provide the flexibility to meet those unanticipated needs and opportunities, the Keep Placer Moving plan is anticipated to provide approximately \$74 million to a Competitive Projects Program. In the first year after the adoption of this program, PCTPA will establish the criteria by which projects are 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. Some examples for what the money might be used for include new technologies to support driverless vehicles, matching funds for future funding programs, or transportation support for national or international events. Any Competitive Projects Program funds unspent at the conclusion of the 30-year Plan would be added to the Local Transportation Program.



Transparency, Oversight, and Administration

Funds Must Be Spent As Promised

To adopt a local transportation sales tax, voter approval at the high threshold of two-thirds majority is required. Funds must be spent on a transportation plan that is attached to the voter approval of the tax. The transportation plan cannot be changed without voter approval.

Tax Expires After 30 Years

The 0.5% local sales tax will raise approximately \$1.6 billion over 30 years. After 30 years, the tax automatically expires. It cannot be extended by politicians or transportation officials. The voters would have to vote by the same two-thirds margin to extend the tax.

Spending on Overhead and Administration Capped

At least 99% of all funds are required by law to be spent on transportation projects, and a strict limit of no more than 1% of funds can be spent on administration and overhead. This also covers audits, reporting, and staffing costs for Transparency, Oversight, and Administration.

Strong Taxpayer Safeguards Enacted

It is important that the people of Placer County know that the funds generated by this sales tax will be used only for the Keep Placer Moving plan detailed in this proposal, and therefore, the Measure will establish a robust system of public accountability, including:

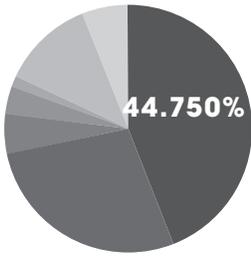
- ✓ **An Independent Citizen Oversight Committee of citizens who are not tied to the Agency or Elected Officials**
- ✓ **Annual, Independent Audits of the Spending**
- ✓ **A Public Report to the Taxpayers Detailing the Audit**

Funds Can't Be Diverted or Raided

In adopting a local transportation sales tax, voters can be assured that it would be illegal for the funds generated from a local transportation sales tax to be spent on anything but what's included in the transportation plan. Additionally, it is unlawful for the state, federal or any local city government to raid these funds. These funds are voter approved and thus can only be spent on voter intent, in this case, transportation improvement projects and road rehabilitation.

Summary

Total Highway Investment:



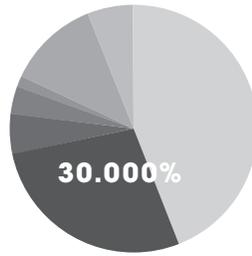
Major Highway Projects Program

Along the county's busiest chokepoints, serious accidents have increased and traffic is slowing. Today it takes nine minutes to drive from I-80 at Riverside to Highway 65 at Blue Oaks — in just seven years it will take 35 minutes for the same trip.

These projects will reduce traffic congestion and keep Placer moving.

- I-80/Highway 65 Interchange reconfigure Phases 1-3
- Highway 65 Widening — Galleria Blvd. to Lincoln Blvd.
- Placer Parkway — linking Highway 65 to Highway 99 and the Sacramento Airport
- Highway 49 Widening to six lanes with Sidewalks, Bike Lanes, Signal Synchronization, Turn Pockets, and Landscaping
- I-80/Highway 174 Interchange improvement
- I-80/Rocklin Road Interchange improvement
- I-80/Horseshoe Bar Interchange improvement
- Highway 65/Nelson Lane Interchange improvement
- Baseline Road

Total Local Streets & Roads Investment:

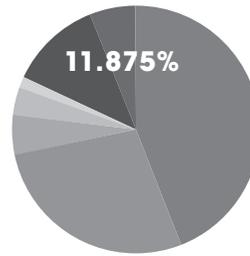


Local Streets & Roads Program

Every jurisdiction in Placer County, despite spending every penny of gas tax money they get on roads, is underfunding their pavement management budget due to lack of funds. Potholes and cracked roads that cause extensive wear and tear on vehicles will continue to get worse if nothing is done. This plan fills the funding gap for street and road maintenance.

- Fix potholes and resurface streets in cities, towns and unincorporated areas of Placer County
- Local congestion hot spots improvements
- Provides matching funds for local transportation priorities
- Provides critical funding to repair county bridges that are becoming unsafe

Total Transit & Rail Investment:

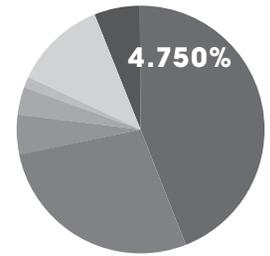


Transit & Rail Improvements Program

As Placer County's population ages, the need for transit solutions for seniors and people with disabilities grows. And for workers who commute to downtown Sacramento, more alternatives to being stuck on I-80 traffic are needed. The Keep Placer Moving plan ensures that seniors and people with disabilities can still maintain independence and mobility. The plan also provides funding for a dedicated passenger rail line between Sacramento and Roseville within existing rail right-of-way, to vastly expand Capitol Corridor commuter rail service.

- Commuter Bus
- Transit enhancements for seniors and people with disabilities
- Capitol Corridor rail expansion
- Bus Rapid Transit expansion between population centers like college campuses

Total Pedestrian & Bicycle Investment:

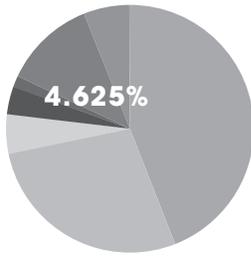


Pedestrian & Bicycle Projects

Our pedestrian and bicycle friendly communities add to the quality of life in Placer County. This plan will improve safety countywide in transportation systems along routes to school for bike and pedestrian safety and could fund projects such as:

- Local grants to communities for sidewalks and bike lanes near schools
- Building and expanding the Dry Creek Greenway
- Neighborhood electric vehicle facilities

Total Competitive Projects Program Investment:



Competitive Projects Program

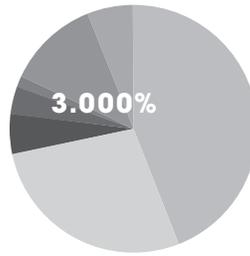
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In the first year after the adoption of this program, PCTPA will establish the criteria by which projects are eligible for funding under this Program, and the selection criteria by which such eligible projects are selected. The eligibility and selection criteria shall include safety, congestion relief, ability to attract matching funds, and lack of other funding in this overall Transportation Expenditure Plan.

Some examples for what the money might be used for include:

- New technologies to support driverless vehicles
- Matching funds for future funding programs, or transportation support for national or international events
- Any Competitive Projects Program funds unspent at the conclusion of the 30-year Plan would be added to the Local Streets and Roads program

Total Tahoe Area Program Investment:

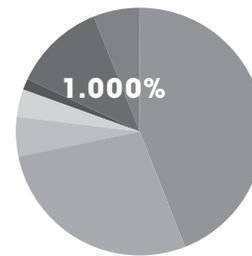


Tahoe Area Program

The Tahoe region has very unique and special transportation needs, and so we have created a special fund in the Keep Placer Moving plan. This essentially returns all the portions of the revenue stream that are generated in the Tahoe area of Placer County back to Tahoe to address needs such as:

- Tahoe Basin transit expansion for resort workers and visitors
- Expand trail systems in Tahoe Basin and Sierra Foothills
- Local Road maintenance and repair
- Winter snow removal

Total Transparency, Accountability, and Administration Investment:



Transparency, Accountability, and Administration

At least 99% of all funds are required by law to be spent on transportation projects, and a strict limit of no more than 1% of funds can be spent on administration and overhead. This also covers audits, reporting, and staffing costs for Transparency, Oversight, and Administration.

KEEP PLACER MOVING



PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

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