



SAN JOAQUIN COUNCIL OF GOVERNMENTS

Citizens Advisory Committee
San Joaquin Council of Governments
555 East Weber Avenue, Stockton, California

Wednesday, February 15, 2017
6:00 p.m.

Citizens Advisory Committee Members

Michael Carouba (Chair)
BUSINESS INDUSTRY

Richard Blackston (Vice Chair)
CITY OF LODI

Jim Hilson
CITY OF LATHROP

Stephanie Hobbs
CITY OF RIPON

Bobby Bivens
SAN JOAQUIN COUNTY

Lauren Ab Tye
LEAGUE OF WOMEN
VOTERS

Leonard Smith
CITY OF MANTECA

Gracie Marx
CITY OF ESCALON

Carol Blevins
CITY OF TRACY

LaCresia Hawkins
NAACP

Vacant
TRANSIT ADVOCATE

Vacant
UNIVERSITY OF THE
PACIFIC

Rick Grenal
CITY OF STOCKTON

Vacant
AGRICULTURAL INDUSTRY

Michael Ballot
SIERRA CLUB

Albert Nunez
TRUCKING INDUSTRY

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Note: All items are available for action by the committee. The right hand column identifies staff recommendations.

AGENDA

- 1. Call to Order
2. Minutes: Approve Minutes of January 18, 2017 ACTION
3. Public Comments
At this time the public may address the CAC on any non-agenda item that is within the subject matter of this agency. A five-minute maximum time limit will apply to all public comments.
4. Commute Connection Enhancement Program Launch PRESENTATION
5. 2018 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) Update INFORMATION
6. Measure K Strategic Plan Policies ACTION
7. SJCOG Staff Update
8. Updates / Requests from the Committee
9. Meeting Adjourned to Wednesday, March 15, 2017

SJCOG

Andrew T. Chesley
EXECUTIVE DIRECTOR

# AGENDA ITEM 2



SAN JOAQUIN COUNCIL OF GOVERNMENTS

**Citizens Advisory Committee**

555 East Weber Ave. Stockton, CA 95202

**Wednesday, January 18, 2017**

**ACTION MINUTES**

**1) Call to Order**

Chair Carouba called the meeting to order at 6:05 pm.

Members Present

**Michael Carouba** (Chair), Business Industry; **Richard Blackston** (Vice Chair), City of Lodi; **Jim Hilson**, City of Lathrop; **Stephanie Hobbs**, City of Ripon; **Gracie Marx**, City of Escalon; **Bobby Bivens**, San Joaquin County; **LaCresia Hawkins**, NAACP; **Carol Blevins**, City of Tracy; **Lauren Ah Tye**, League of Women Voters; **Leonard Smith**, City of Manteca; **Rick Grewal**, City of Stockton.

SJCOG Staff present:

**David Ripperda**, Associate Regional Planner

Others Present

None

**2) Minutes: Approve Minutes of November 19, 2016**

A motion was made and seconded (Hobbs/Hilson) to approve the minutes of November 2016. Motion passed unanimously.

**3) Public Comments**

None.

**4) 2017 Active Transportation Program Cycle 3 Funding Recommendations**

Mr. David Ripperda presented this item. He described the process of the Active Transportation Program, and noted that the eight applications submitted in the Statewide Call for Projects were not successful in receiving funding from the state. Mr. Ripperda noted that one additional application was submitted by San Joaquin RTD during the regional call for projects, and that all nine applications were considered by the ATP Scoring Committee in December. He described the scoring committee's recommendations and their rationale in fully funding projects in Lodi and Tracy, partially funding three projects in Stockton, and fully funding RTD's project using a combination of ATP and Measure K funds.

The Committee discussed of the benefits of the projects and what schools would benefit from the Safe Routes to School improvements planned in Stockton's Closing Gaps to Schools project.

A motion was made and seconded (Blackston/Blevins) to recommend to the SJCOG Board that they accept the Scoring Committee's recommendations for ATP Cycle 3. Motion passed unanimously.

#### **5) 2017 Measure K Ordinance and Expenditure Plan Amendment Process**

Mr. Ripperda described the annual process for potential amendments to the Measure K Ordinance and Expenditure Plan. He noted that requests to amend either document were due to SJCOG by March 31, and that they would be formally considered at a public hearing of the SJCOG Board in June.

#### **6) 2017 Measure K Strategic Plan Workshop**

Mr. Ripperda provided a PowerPoint presentation and handout for this item. He described the process SJCOG staff had undertaken over the past year to update the Measure K Strategic Plan. He noted that due to the decreased revenue estimate and resulting cash flow analysis, only \$49.9 million was available over the next 15 years to program to new Congestion Relief projects. He noted that any cost savings from the Early Action Program State Highway projects would be devoted to the SR 99/120 Connector, I-205 HOV Widening, I-5 Mossdale Widening, and SR 120 widening.

Mr. Ripperda noted that staff were recommending the \$49.9 million available in the Congestion Relief category be programmed to 13 projects in the Regional Arterial program. He described the process that led to the selection of those projects, and noted that Measure K would not be able to fully fund most of the projects. Mr. Ripperda also described the Railroad Grade Crossing Safety Category, and noted that no funding would be available for the remaining four projects in that category until after 2031. He also briefly described the Local Street and Roadway Safety Category, and noted that staff were not proposing any changes at this time to that category.

Mr. Ripperda continued by describing changes SJCOG staff were proposing to the Passenger Rail, Bus, and Bicycles category, including reducing the contingency reserve for Passenger Rail and Bus Transit to 5% to allow more funds to be available for operations. He noted that Measure K only had enough revenue to fund ACE's existing operations, and that any expansion of service would require state or federal funding. Mr. Ripperda also mentioned the unprogrammed balance of funds in the Measure K Bus Transit subcategory, and noted that staff were recommending that those funds be reserved until future discussion by the Ad Hoc transit committee of SJCOG's Management and Finance Committee.

Mr. Ripperda described SJCOG staff's recommendations to slowly phase in funding for the Bicycle, Pedestrian, and Safe Routes to School and Smart Growth Incentives Program, noting that staff were commending that calls for projects for both programs be held in 2017, with approximately \$6.4 million and \$7.78 million available respectively. In response to Ms. Blevins, Mr. Ripperda described the approximate funding amount that would be available to the City of Tracy and what kinds of projects it could be eligible for.

Mr. Ripperda noted that this item would return to the Committee in February, with release of a Draft Strategic Plan planned for late February after approval of the policies recommended by staff by the SJCOG Board.

## **9) Updates from SJCOG Staff**

Mr. Ripperda reiterated SJCOG's new paperless policy, and illustrated how Committee members could sign up to receive email notifications when the agenda packets were posted. The Committee requested that Mr. Ripperda provide printed copies of the agenda at meetings, and that he inquire with SJCOG management about the possibility of a stipend or mileage reimbursement for Committee members.

## **10) Committee Updates / Future Agenda Items**

Mr. Blackston expressed concern with the state of the SR 99/Kettleman Lane interchange, and requested that SJCOG contact Caltrans Maintenance to request them to clean up the site. Committee members also inquired about the state of the pavement near the SR 120/Main Street interchange, and Mr. Ripperda stated he would contact Caltrans on that matter as well.

## **11) Meeting Adjournment**

The meeting was adjourned at 7:47 pm.

# AGENDA ITEM 4



# STAFF REPORT

**SUBJECT:** Commute Connection Enhanced Program  
Launch

**RECOMMENDED ACTION:** Presentation

## SUMMARY



Launched almost 40 years ago, Commute Connection was established when times were a little different - offering carpooling as a single solution in response to the need for resource conservation in the 1970s during the energy crisis. As time went on, the program expanded the options to promote vanpooling, biking, walking, and riding transit. Today, with major advances in technology, more mobility options, and a change in consumer expectations and travel habits, it was time for a new expression of the brand to be successful in connecting with the public and effecting change in the years ahead. As a result, Commute Connection launched the development of a new strategic plan and vision.

## BACKGROUND

The first phase of the plan was marked by the implementation of a new trip planning system in 2015. The enhanced system features a multi-modal trip planner, employer portal, mapping, system metrics and a commuter engagement module. Led by the marketing agency Crocker and Crocker in 2016, phase II consisted of stakeholder interviews, surveys, focus groups, and industry research conducted for the purpose of discovering valuable insights on the services and features to assist with strategy development. The outcome of this research supported the overall continuation of program services, but confirmed a need for change in order to reach diverse audiences. The result – a new name, logo, website, and strategic initiatives to expand awareness and increase participation.

The presentation will include insight from the research and the release of new program elements. So, while the look may be new, the core mission has not changed--to promote smart travel options in an effort to improve air quality, reduce congestion, and enhance overall quality of life.

# AGENDA ITEM **5**

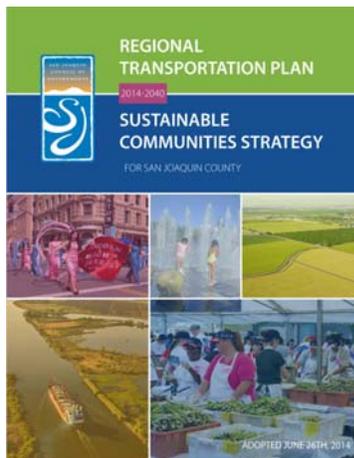


# STAFF REPORT

**SUBJECT:** 2018 Regional Transportation  
Plan/Sustainable Communities Strategy  
Update

**RECOMMENDED ACTION:** Presentation

## SUMMARY:



In June 2014, the SJCOG Board adopted the 2014 Regional Transportation Plan (RTP), the first in San Joaquin County to include a Sustainable Communities Strategy (SCS) as required by Senate Bill 375 (SB 375). The action included adoption of the 2014 RTP Programmatic Environmental Impact Report (EIR), and the 2014 Federal Transportation Improvement Program (FTIP), and Air Quality Conformity Document. Later that year, the 2014 RTP/SCS was reviewed and approved by Caltrans and the Federal Highway Administration (FHWA).

The 2014 RTP / SCS identified a revenue forecast and a package of transportation investments that met the requirements and intent of Senate Bill 375 by looking at transportation and land-use planning in a more concerted fashion, as well as addressing identified transportation needs and priorities for the San Joaquin County region through the year 2040. The Plan also met Greenhouse Gas reduction targets for 2020 and 2035 and conformed to the Air District air quality emissions reductions plans and therefore complied with Federal Clean Air Act requirements. The 2018 RTP/SCS will build upon the successes of the 2014 plan, while addressing new planning assumptions, requirements, and priorities arising from the public outreach and consultation process.

Since 2014, SJCOG staff have engaged in activities designed to further implementation of the adopted RTP/SCS. These have included significant project delivery, development project comment letters, grant application assistance, meetings with the RTP/SCS Implementation Working Group, continued engagement with interested stakeholder groups, and participation on a wide variety of technical working groups. This engagement process keeps SJCOG abreast of innovations with technical tools, legislative changes, and updates to federal or state programs with impacts to the RTP/SCS development process.

For example, SJCOG staff:

Led a technical assistance team to assist applicants for the Affordable Housing Sustainable Communities grant funding	Provided input and staff time to a San Diego Association of Governments (SANDAG) led initiative to develop a technical tool for enhanced environmental justice analysis for the RTP	Participated on multiple working groups for the recent update of the RTP guidelines	Worked with the University of the Pacific Center for Business and Policy Research (CBPR) on new population, housing and jobs forecasts
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Much of this work has gone on “behind the scenes,” while other elements of the process have been before SJCOG committees and the SJCOG Board in recent months. These elements include potential updates to greenhouse gas reduction targets and SJCOG’s recently updated public participation plan. At its January meeting, the Board approved staff recommendations for consultant assistance to update the programmatic EIR for the RTP/SCS and for technical transportation modeling assistance. Staff have also released a Request for Qualifications (RFQ) for Spanish translation services and a Request for Proposals (RFP) for the public engagement mini-grant program highlighted as part of the Public Participation Plan approved in December of 2016. Six applications were received for the mini-grant program; staff is currently reviewing these and will be asking for Board approval in February.

While significant work has been performed since the 2014 adoption, with this staff report, SJCOG staff is entering the more “formal” 2018 RTP/SCS update process. Over the next 18 months, significant staff and consultant resources are allocated to deliver another successful update to SJCOG’s long-range transportation plan, including its second SCS. Staff will continue to update committees and the SJCOG Board on a regular basis as the update moves forward.

**RECOMMENDATION:**

The staff report is for information only; no action is requested at this time.

**FISCAL IMPACT:**

The development of the 2018 RTP/SCS is programmed in the SJCOG’s Overall Work Program. The adoption of an RTP/SCS meeting state and federal mandates has direct future implications on the SJCOG’s ability to deliver future planned transportation projects.

## BACKGROUND:

The RTP is SJCOG's long-range planning document used to identify, prioritize, and show adequate funding sources for future transportation investments over at least a 20-year planning horizon. The adoption of SB-375 in 2008 required the development of an SCS as a component of the RTP.

The SCS prepared for the 2014 RTP demonstrated the ability of the San Joaquin region to reduce greenhouse gas emissions per capita from cars and light duty trucks through a future "scenario" of integrated land use assumptions, transportation investments, and associated policies.

This SCS, adopted as a component of the 2014 RTP, met the San Joaquin region's per capita greenhouse gas emissions reduction targets of 5% per capita reductions in 2020 and 10% in 2035 as compared to 2005 emissions levels.

Development of the 2014 RTP/SCS was accomplished through thorough civic and agency engagement. First, meeting in October 2012, an RTP / SCS Working Group worked with staff to develop the goals & objectives, performance indicators, and land-use assumptions that were eventually brought before the SJCOG board. At the same time, staff coordinated with the local agencies on anticipated transportation projects, financial assumptions, and regional growth potential. These assumptions served as the basis for the four 2014 RTP/SCS scenarios developed by staff and the RTP/SCS Working Group. The initial four scenarios were rolled out in a public outreach process that took place in July and August 2013. This group continues to be a vital partner for the 2018 plan.



A total of  
1,017  
participants attended  
a workshop, meeting  
or hearing or  
completed an on-line  
survey.

Following the public outreach process, the SJCOG Board, at their September 26, 2013 meeting, gave direction to staff on land-use assumptions and transportation investments forming the basis of the 2014 RTP / SCS. This recommendation was based on technical analysis, public input, and COG committees input including the RTP/SCS Working Group.

During November and December 2013, staff worked with the local agencies to further refine the project lists, regional growth potential, and revenue assumptions. This work was completed in January 2014; project costs were matched to revenues and the project lists were fully fiscally constrained. The performance of the 2014 plan was then assessed through the indicators vetted earlier in the process.

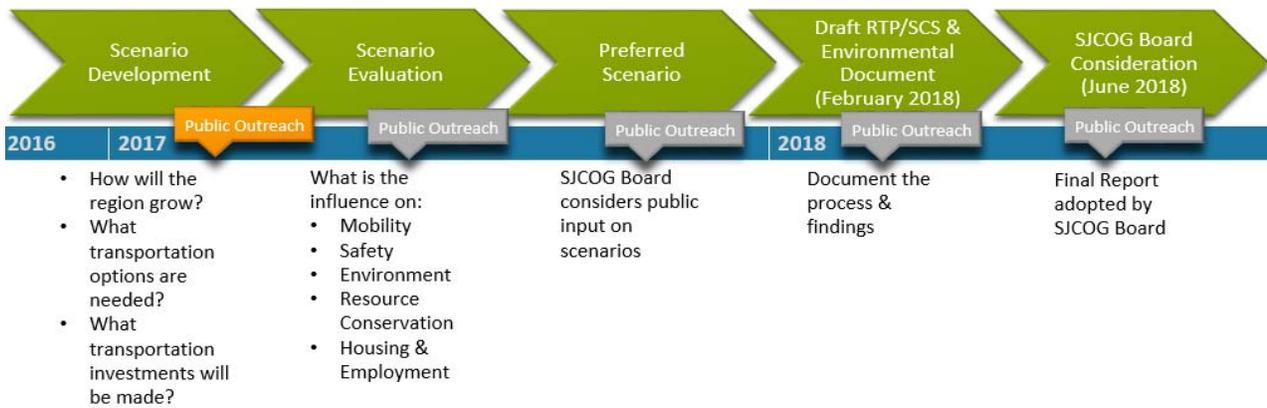
The 2014 plan's growth assumptions and investments captured the intent of SB-375 and provided the greatest transportation, regional growth opportunities, and environmental benefits within the limits of local general plans. A similar process will be utilized for the 2018 plan, with enhancements to the public outreach process to garner more participation, particularly in disadvantaged and under-represented communities. The 2018 RTP/SCS will build from the

successes of the 2014 plan, while addressing new planning assumptions, new state and federal requirements, and any new priorities arising from the coming public outreach and consultation processes.

**SCHEDULE AND NEXT STEPS:**

The draft 2018 RTP is scheduled to be considered by the SJCOG Board for release at its February 2018 meeting, with a request for Board action on adoption of the final document anticipated in June 2018. A high level schedule of the timeline for the project is included below. This report is intended as a preview of the process and work plan; SJCOG staff will be providing the first of regular detailed briefings on the 2018 RTP/SCS development process at the February SJCOG Board meeting.

## 2018 RTP/SCS Timeline



Prepared by: Kim Anderson, Senior Regional Planner

# AGENDA ITEM **6**



# STAFF REPORT

**SUBJECT:** 2017 Measure K Strategic Plan Policies

**RECOMMENDED ACTION:** Recommend that the SJCOG Board approve the Policies and Underlying Assumptions as shown in Table 1 for the Draft Measure K Strategic Plan

**SUMMARY:**

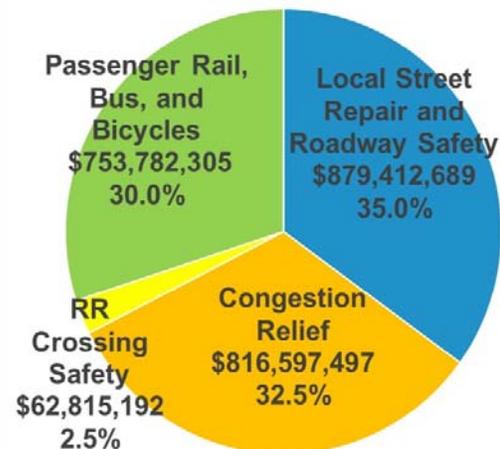


The San Joaquin Council of Governments (SJCOG) is the administrator of the Measure K half-cent sales tax program. Due to the decrease in revenue from the recession, not all Measure K projects identified in the Expenditure Plan can be funded in the 30-year life of the sales tax program. The region will need to delve into difficult policy decisions and make hard choices on what Measure K projects can be funded. This means Measure K expenditures, project priorities, and policies will be re-examined and possibly new policies developed to create a financially constrained plan that balances project delivery within funding limitations.

Throughout March and April of 2016, SJCOG staff met with all local agencies and transit operators to discuss the implications of the Measure K financial picture and how to prioritize projects. Through the summer, SJCOG staff worked with project sponsors to finalize the scope, cost, and schedule of all Measure K projects. In September 2016, SJCOG staff received updated projections of Measure K revenue from SJCOG’s financial consultant, Public Financial Management (PFM), projected to total \$2.6 billion through FY 2040/41 as shown in Figure 1, a decrease of \$300,000,000 from the previously (2011) adopted revenue estimate. The SJCOG Board adopted this updated revenue forecast in October 2016.

In November, PFM completed a cash flow analysis of the Measure K Capital Program based upon existing and future anticipated debt service and revenue. The cash flow analysis indicated that only approximately \$49.9 million would be available to program to new projects between Fiscal Year 2016/17 and Fiscal Year 2030/31.

Figure 1: Measure K Categorical Allocations



SJCOG developed a preliminary Strategic Plan programming scenario based upon this cash flow analysis and several underlying policies and assumptions. In January the Technical Advisory Committee, Citizens Advisory Committee, and combined Social Services Transportation Advisory Committee/Interagency Transit Committee all reviewed this scenario. The committees were overall supportive of the proposed programming scenario and underlying policies as reflected in Table 1.

**Table 1: Policies and Underlying Assumptions for the development of the Draft 2017 Measure K Strategic Plan**

Measure K Category	Measure K Strategic Plan Policies and Underlying Assumptions
State Highway	<ul style="list-style-type: none"> <li>• Work under the guiding principle that the 2017 MKSP will focus on regional needs due to the successful delivery of the State Highway projects in the Early Action Program</li> <li>• Direct any cost savings from the Early Action Program State Highway projects to the SR 99/120 Connector Project, followed by the I-205 Widening, I-5 Mossdale Wye, and SR 120 Widening</li> </ul>
Regional Arterial	<ul style="list-style-type: none"> <li>• Continue existing policy of no new projects until FY 2021/22</li> <li>• Prioritize funding for projects based upon the following criteria: consistency with the 2014 RTP/SCS, regional significance, project readiness, leveraging of other funds, projects with multimodal features, and funding for areas that did not have Early Action Program projects</li> </ul>
Railroad Grade Crossing Safety	<ul style="list-style-type: none"> <li>• Keep existing policy of 10% subcategory reserve (\$6.29 million)               <ul style="list-style-type: none"> <li>- Remaining four projects each receive \$7.16 million after 2030/31</li> </ul> </li> </ul>
Local Street Repair and Roadway Safety	<ul style="list-style-type: none"> <li>• Keep existing distribution policy               <ul style="list-style-type: none"> <li>- 50% County, 50% cities by split by population</li> </ul> </li> </ul>
Rail Transit	<ul style="list-style-type: none"> <li>• Reduce contingency reserve from 10% of funds to 5%</li> <li>• Due to revenue shortfalls, restrict funding to only commitments for existing operations, UPRR contractual obligations, Positive Train Control federal mandate, debt service payments, and capital spare parts               <ul style="list-style-type: none"> <li>- Cash flow available for small increase in funds for new service in FY 25/26</li> </ul> </li> </ul>
Bus Transit	<ul style="list-style-type: none"> <li>• Reduce contingency reserve from 10% of funds to 5%</li> <li>• Keep an un-programmed fund balance (approx. \$32M) in the draft Plan for future transit needs and resolution of LTF, state, and federal transit funding policies being examined by SJCOG Ad Hoc Transit Committee for SJCOG Board consideration</li> </ul>
Bicycle, Pedestrian & Safe Routes to School	<ul style="list-style-type: none"> <li>• Begin funding at \$1.1 million in FY 16/17, and escalate gradually at MK growth rate of 4.5% annually to avoid larger impacts to other programs in later years</li> <li>• Call for Projects for five years of funds (FY 16/17 through FY 20/21) in 2017</li> </ul>
Smart Growth Incentive Program	<ul style="list-style-type: none"> <li>• Begin funding at \$1.4 million in FY 16/17, and escalate gradually at MK Growth rate of 4.5% annually to avoid larger impacts to other programs in later years</li> <li>• Call for Projects for five years of funds (FY 16/17 through FY 20/21) in 2017</li> </ul>

## **RECOMMENDATION:**

SJCOG staff recommends the CAC recommend the SJCOG Board approve the policies and underlying assumptions for the Measure K Strategic Plan programming scenario in Table 1. Upon approval by the SJCOG Board, the Draft Measure K Strategic Plan will use these policies and underlying assumptions, and would anticipate release at the end of February 2017.

## **FISCAL IMPACT:**

None at this time. There will be direct fiscal impacts from the adoption of the Measure K Strategic Plan which will set forward Measure K allocations for eligible projects through Fiscal Year 2030/31.

## **DISCUSSION:**

### Preliminary Programming Assessment for 2016 Measure K Strategic Plan

Throughout 2016, SJCOG staff worked with project sponsors to finalize the scope, cost, and schedule of all Measure K projects. Using the information provided and based upon the updated Measure K revenue estimate, SJCOG staff prepared a preliminary programming scenario for the Measure K Strategic Plan as summarized below.

### **Congestion Relief Category**

- *State Highway Subcategory:* In December 2016 the SJCOG Board approved awarding approximately \$1 million in contracts to start Project Study Reports for the widening's of I-205, I-5 Mossdale Wye, and SR 120. All other anticipated funds in this category during this period were advanced for the Early Action Program projects. SJCOG staff recommend that any cost savings from the Early Action Program projects be prioritized for the SR 99/120 Connector project, followed by the I-205, I-5 Mossdale Wye, and SR 120 projects. SJCOG staff anticipate that the cost savings will be in the order of \$10 to \$15 million.
- *Regional Arterial Subcategory:* Using the updated revenue estimate, SJCOG determined the Population Share of the Regional Arterial subcategory for each city and the County through FY 30/31. After subtracting the projects already committed funding through the Early Action Program, SJCOG staff compared the available population shares to the lists of projects requested by each sponsor. SJCOG staff fiscally constrained the requested Measure K amounts to the \$49.9 million available as stated in the cash flow analysis by adjusting the programming amounts and year of programming as needed. In some cases, it was necessary to delay projects by several years or significantly reduce the Measure K funding for a project due to lack of funds. In addition, SJCOG staff maintained the SJCOG Board's existing policy of not programming any new projects until FY 2021/22. Projects were prioritized based upon several criteria:

- Consistency with the 2014 Regional Transportation Plan
- Regional significance
- Project readiness
- Leveraging of outside federal/state/local funds
- Projects that incorporate multimodal features (transit/bicycle/pedestrian)
- Providing funding for areas that did not benefit from the Early Action Program

Using these criteria, SJCOG staff recommend that these thirteen projects receive \$49.9 million of Regional Arterial funding between Fiscal Year 2021/22 and Fiscal Year 2030/31:

- Ullrey Avenue/McHenry Avenue Intersection Improvements – Escalon - \$160,000
- I-5/Louise Avenue Interchange Improvements – Lathrop - \$3,600,000
- Harney Lane Widening – Lodi - \$3,750,000
- Harney Lane/SR 99 Interchange – Lodi - \$2,650,000
- Louise Avenue Improvements – Manteca - \$1,522,000
- SR 120/Airport Way Interchange Improvements – Manteca - \$10,220,000
- Stockton Avenue Widening – Ripon - \$1,548,000
- SR 99/Wilma Avenue/UPRR Interchange Improvement – Ripon - \$1,335,000
- Pacific Avenue Widening – Stockton - \$3,400,000
- Airport Way Intersection Improvements – Stockton - \$6,336,000
- I-205/Lammers Road Interchange – Tracy - \$2,600,000
- Eleventh Street Improvements – San Joaquin County - \$5,708,000
- Grant Line Road Corridor Improvements – San Joaquin County - \$6,000,000

It should be noted that Measure K would not fully fund most of these projects. Project sponsors will need to leverage Measure K to match Federal, State, and local funds to ensure project delivery. Failure to secure full funding and maintain a timely project delivery schedule may lead to other projects receiving a higher priority for Measure K funding.

## **Railroad Grade Crossing Category**

All available funding from this category through FY 2030/31 was advanced for the North Stockton Grade Separations and the Lathrop Road Grade Separation as part of the Early Action Program. The remaining four projects in this category will be programmed after FY 2030/31 as funding is accumulated. SJCOG staff recommend maintaining the existing SJCOG Board policy of keeping 10% of the category (\$6.29 million) reserved as a contingency to potentially add another project in the future. As result, each of the four remaining projects will receive \$7.16 million in funding on a “pay as you go” basis.

## **Local Street Repair and Roadway Safety Category**

\$383 million is anticipated to be available in this category over the next 15 years. Under the existing policy, 50% of the funds are distributed to San Joaquin County, with the remaining 50% going to the cities based on their population share. SJCOG staff proposes no changes in distributing funding from the Local Street Repair and Roadway Safety Category at this time.

## **Passenger Rail, Bus, and Bicycles**

- *Passenger Rail Transit Subcategory:* SJCOG staff recommend that the contingency reserve in this category be reduced from 10% to 5% to allow more funding for SJRRC’s operations. Measure K funding from this category will be used for SJRRC’s existing operational needs, UPRR capital access fee payments and capitalized maintenance projects, implementation of Positive Train Control, and capital spare parts.
- *Bus Transit Subcategory:* SJCOG staff recommend that the contingency reserve in this category be reduced from 10% to 5% to allow more funding for bus operations. Funding in this subcategory largely remains status-quo. SJCOG staff maintained funding for SJRTD’s existing commitments in the Strategic Plan at similar to historic levels, with incremental increases beyond Fiscal Year 2024/2025 to account for cost increases and growth. The City of Lodi will resume receiving Measure K funding starting in FY 2017/18 at a set amount of \$400,000 annually. Funding for the City of Escalon’s *eTrans* service and the City of Ripon’s *Blossom Express* service continues based on their population shares of the Measure K Bus Transit subcategory. Additional Measure K revenues from the City of Ripon’s population share of the Bus Transit subcategory will fund their future transit capital projects.

A significant balance of funding of over \$32 million exists in the Bus Transit Subcategory by the end of Fiscal Year 2030/31. These funds were not accounted for by the transit operators in their funding plans as adopted through the Regional Transit Systems Plan. Per the Measure K Ordinance and Expenditure Plan, a minimum of 50% of the funds are available to SJRTD while the remainder is eligible for any operator. SJCOG staff propose this balance be set aside for future transit needs and resolution of LTF, state, and federal transit funding policies being examined by the Management & Finance Ad Hoc Transit Committee for SJCOG Board consideration.

SJCOG staff are working with SJRTD staff to examine the current recommended programming of the Bus Transit subcategory for any necessary adjustments, and are working to restructure SJRTD's debt service for their Regional Transportation Center maintenance facility to reduce interest costs for SJRTD.

- *Bus Rapid Transit Subcategory*: Future funding in this subcategory is staggered on a “pay as you go” basis, with \$2.7 million available between FY 18/19 and FY 20/21, \$4.5 million available between FY 23/24 and FY 25/26, and \$6 million available between FY 28/29 and FY 30/31.
- *Bicycles, Pedestrians, and Safe Routes to School Subcategory*: Approximately \$24.4 million is anticipated to be available in this category through FY 2030/31, split between a Non-Competitive Program (40%) and Competitive Program (60%). SJCOG staff recommends starting these funds gradually and increasing them at the 4.5% Measure K growth rate.
  - The Non-Competitive Program funds are allocated to the local jurisdictions according to their population share using the latest Census data. \$2,567,000 will be available between Fiscal Year 2016/17 and Fiscal Year 2020/21. SJCOG staff anticipates these funds will become available for claims in 2017.
  - The Competitive Program funds are awarded subject to a competitive process and award by the SJCOG Board. SJCOG anticipates approximately \$3,850,000 will be available over a five-year period from Fiscal Year 2016/17 through Fiscal Year 20/21. SJCOG staff anticipate a Call for Projects for these funds in 2017. Subsequent Calls for Projects will be two year cycles in coordination with the timing of future Active Transportation Program (ATP) cycles.

### **Smart Growth Incentive Program**

The Smart Growth Incentive Program is anticipated to receive approximately \$31 million between Fiscal Year 2016/17 and Fiscal Year 2030/31. SJCOG staff recommends starting these funds gradually and increasing them at the 4.5% Measure K growth rate. SJCOG anticipates having a Call for Projects in 2017 for the first five years of funding, approximately \$7.78 million.

### **BACKGROUND:**

Measure K is the half-cent sales tax dedicated to transportation projects in San Joaquin County. With its original passage in November 1990, Measure K laid the groundwork for funding for a system of improved highways and local streets, new passenger rail service, regional and inter-regional bus routes, new bicycle facilities, and railroad crossings. Its innovative multimodal approach to transportation distinguishes Measure K from other transportation sales taxes.

**Measure K Renewal:** On November 7, 2006 San Joaquin County voters extended Measure K for an additional 30 years. The renewal of Measure K was initially estimated to generate ~\$2.9 billion, but current estimates are at \$2.6 billion, representing a \$300 million decrease equally across all Measure K categories.

The categorical allocations of Measure K Renewal (referred simply as Measure K) include Local Street Repairs and roadway Safety (35%), Congestion Relief projects (32.5%), Railroad Crossing Safety Projects (2.5%), and Passenger Rail, Bus, and Bicycles (30%), which includes subcategories for Rail Transit, Bus Transit, Bus Rapid Transit, and Bicycle, Pedestrian, and Safe Routes to Schools improvements.

### Measure K Strategic Plan:

The Measure K Strategic Plan serves as the guiding document for delivery of the Measure K (Renewal) projects and programs. The Strategic Plan functions as a capital improvement program (CIP) for Measure K. Its financial plan describes the long-term revenue forecast, capital funding requirements, borrowing needs and the associated debt service costs of the program. The current version of the Plan, the *2013 Measure K Strategic Plan*, provides a ten-year outlook of Measure K projects through year 2021 covers the Early Action Program of projects previously approved by the SJCOG Board, many of which have been already completed or are nearing completion.

**Table 2: Measure K Renewal Early Action Program (2011-2020)**

Project	Sponsor	MKR Amount*	Completion Date
<b>I – 205 Auxiliary Lanes</b>	SJCOG/Caltrans	\$10,975,999	Spring 2013
<b>McHenry Avenue Widening</b>	Escalon	\$2,237,807	Summer 2013
<b>North Stockton Grade Separations (3)</b>	Stockton	\$22,200,900	Winter 2013
<b>Arch Sperry Expressway</b>	Stockton	\$6,230,000	Winter 2013
<b>ACE Rail Maintenance Facility</b>	SJRRC	\$1,491,690	Spring 2014
<b>I – 5 / French Camp Interchange</b>	Stockton	\$30,350,000	Fall 2014
<b>SR 99 Manteca Widening</b>	SJCOG/Caltrans	\$52,977,436	Summer 2015
<b>Lathrop Road Grade Separation</b>	Lathrop	\$10,855,000	Fall 2015
<b>SJRTD Regional Transportation Center</b>	SJRTD	\$15,750,000	Fall 2015
<b>I – 5 HOV Widening</b>	SJCOG/Caltrans	\$44,404,969	Fall 2016
<b>SR 99 South Stockton Widening</b>	SJCOG/Caltrans	\$77,759,000	Fall 2016
<b>SR 4 Crosstown Freeway Extension</b>	SJCOG/Caltrans	\$62,945,306	Fall 2016
<b>Harney Lane Grade Separation and Widening</b>	Lodi	\$420,126	Fall 2017
<b>Thornton Road Widening</b>	Stockton	\$14,500,000	Fall 2017
<b>Hammer Lane Widening Phase 3B</b>	Stockton	\$9,500,000	Fall 2017
<b>Corral Hollow Road Widening</b>	Tracy	\$13,000,000	Fall 2019

\* Only Measure K Renewal funds reflected. Other Federal/State/Local funding not shown.

**NEXT STEPS:**



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