

# MEASURE K RENEWAL



## 2025 Strategic Plan

San Joaquin Council of Governments

December 2024



## TABLE OF CONTENTS

EXECUTIVE SUMMARY .....	4
1.1 INTRODUCTION .....	2
1.1.1 Coordination with Other Plans and Programs .....	4
1.2 PROGRAM ADMINISTRATION.....	4
1.3 GUIDING PRINCIPLES .....	5
1.4 REMAINDER OF THE PLAN.....	5
1.4.1 Discussion of 23-year (2011 to 2034) Financial Plan.....	5
1.4.2 Description of Policies and Procedures.....	6
1.4.3 Description of Program Categories .....	6
1.4.4 Appendices.....	6
2.1 FINANCIAL PLAN.....	8
2.2 SALES TAX REVENUES.....	8
3.1 COOPERATIVE AGREEMENTS .....	14
3.2 MEASURE K COORDINATION WITH MEASURE K RENEWAL.....	15
3.3 MAINTENANCE OF EFFORT REQUIREMENTS.....	15
3.4 MANDATORY DEVELOPMENT FEES.....	15
3.5 CHANGES IN PROJECT SCOPE, ALLOCATION AND SCHEDULE.....	15
3.6 DELAY OR ADVANCEMENT OF PROJECTS .....	16
3.7 ADDING NEW MEASURE K RENEWAL PROJECTS.....	16
3.8 AMENDMENTS TO THE STRATEGIC PLAN.....	16
3.9 UPDATE OF THE STRATEGIC PLAN .....	16
4.1 CONGESTION RELIEF IMPROVEMENTS .....	18
4.1.1 State Highway Projects .....	18
4.1.2 Regional Arterial Projects.....	18
4.2 LOCAL STREET REPAIRS AND ROADWAY SAFETY IMPROVEMENTS.....	20
4.3 PASSENGER RAIL, BUS AND BICYCLE/PESDESTRIAN IMPROVEMENTS.....	20
4.3.1 Passenger Rail.....	21
4.3.2 Bus Transit.....	21
4.3.3 BRT Capital.....	23
4.3.4 Bicycles, Pedestrians, and Safe Routes to School Projects.....	24
4.4 RAILROAD CROSSING SAFETY PROGRAM.....	29
4.4 SMART GROWTH INCENTIVE PROGRAM .....	31

**LIST OF FIGURES**

FIGURE 1: MEASURE K RENEWAL -CATEGORICAL ALLOCATIONS ..... 3  
FIGURE 2: MEASURE K RENEWAL PROGRAM ADMINISTRATION..... 5  
FIGURE 3: PROJECTED MK RENEWAL PROGRAM SALES TAX REVENUES..... 8  
FIGURE 4: MKR DISBURSEMENT SCHEDULE – STATE HIGHWAY PROJECTS ..... 9  
FIGURE 5: MKR DISBURSEMENT SCHEDULE – REGIONAL ARTERIAL PROJECTS  
..... 10  
FIGURE 6: MKR DISBURSEMENT SCHEDULE – RAILROAD CROSSING SAFETY. 11  
FIGURE 7: MKR DISBURSEMENT SCHEDULE – ORIGINAL MEASURE K PROJECTS  
..... 11  
FIGURE 8: MKR DISBURSEMENT SCHEDULE – PASSENGER RAIL PROJECTS ... 11  
FIGURE 9: MKR DISBURSEMENT SCHEDULE – BUS TRANSIT PROJECTS ..... 12  
FIGURE 10: MKR DISBURSEMENT SCHEDULE – BRT CAPITAL PROJECTS ..... 12  
FIGURE 11: MKR DISBURSEMENT SCHEDULE – BIKE, PED & SRTS PROJECTS. 12

**APPENDICES**

APPENDIX A: 2011 - 2034 PROJECT FACT SHEETS  
APPENDIX B: REMAINING PROJECT FACT SHEETS  
APPENDIX C: COMPLETED PROJECTS  
APPENDIX D: DETAILED PROJECT FUNDING DISBURSEMENT SCHEDULES

## Executive Summary

---

## EXECUTIVE SUMMARY

The Measure K (MK) Renewal Strategic Plan looks years beyond the successfully implemented 2011-2020 Early Action Program to provide MK funding for a variety of identified projects across a range of transportation modes throughout San Joaquin County. It includes programming of funds for new and ongoing projects between Fiscal Year (FY) 2024/25 and FY 2033/34.

During the Great Recession when the sales tax revenues in San Joaquin County had dramatically declined, the outcome of the 2011 Strategic Plan identified a 10-year priority for programming and project allocations on the delivery of Early Action Program (EAP) capital projects and deferred any other Congestion Relief capital projects until 2021. Since that time the general direction from the San Joaquin Council of Governments (SJCOG) Board has been to maintain “stay the course” and not program any new projects. However, due to higher than expected revenues in 2014 it became possible to issue bonds to advance several “shovel ready” projects, all of which are now completed or under construction. In addition, in December 2018 several projects were advanced using revenue freed up from the refunding of bonds in 2017 and the replacement of the \$75 million line of credit with bonds in 2019.

The Strategic Plan continues to include at its core a series of policies to ensure the integrity of the MK Renewal Program:

- Maximize the cost-effective use of sales tax dollars.
- Support timely and cost-effective project delivery, with the objective that all strategies result in the achievement of measurable improvements

- Promote a balanced use of funds throughout the County.

Appendix A of this Strategic Plan provides the list of the fact sheets for projects in the 2011 – 2034 planning period. The Strategic Plan serves as the guiding document for delivery of the MK Renewal projects and programs. The purposes of the Strategic Plan are maintained as follows:

- Explain roles and responsibilities for development and maintenance of the MK Renewal program; Describe the policies and procedures of the MK Renewal program;
- Detail the financial plan for the MK Renewal program, including categorical allocations, revenue projections, and financing approaches;
- Define each of the MK Renewal projects, including scope, cost and schedule; and
- Identify accomplishments and critical issues.

The Strategic Plan will continue to be reviewed on an on-going basis. Funding prioritization will still be focused on leveraging outside funds, but with recognition of balancing equity and project readiness, such as the case of this Strategic Plan update for consideration by the SJCOG Board.

SJCOG staff would like to acknowledge the SJCOG Board of Directors for its oversight and direction; and the recommendations from the SJCOG standing committees, and all individual members of public agencies and transit operators who have been involved in the update of this Strategic Plan.

Section 1:  
Background of 2024 Measure K Renewal Strategic  
Plan

---

## 1.1 INTRODUCTION

The MK Renewal Strategic Plan looks beyond the successfully implemented 2011-2020 Early Action Program to provide MK funding for a variety of identified projects across a range of transportation modes throughout San Joaquin County. It includes programming of funds for new and ongoing projects between Fiscal Year (FY) 2024/25 and FY 2033/34.

During the Great Recession (Prior to MK Renewal) when the sales tax revenues in San Joaquin County had dramatically declined, the outcome of the 2011 Strategic Plan identified a 10-year priority for programming and project allocations on the delivery of Early Action Program (EAP) capital projects and deferred any other Congestion Relief capital projects until 2021. Since that time the general direction from the SJCOG Board has been to maintain “stay the course” and not program any new projects. However, due to higher than expected revenues in 2014 it became possible to issue bonds to advance several “shovel ready” projects, all of which are now completed or under construction. In addition, in December 2018 several projects were advanced using revenue freed up from the refunding of bonds in 2017 and the replacement of the \$75 million line of credit with bonds in 2019.

The 2024 Strategic Plan continues to include at its core a series of policies to ensure the integrity of the MK Renewal Program:

- Maximize the cost-effective use of sales tax dollars.
- Support timely and cost-effective project delivery, with the objective that all strategies result in the achievement of measurable improvements.

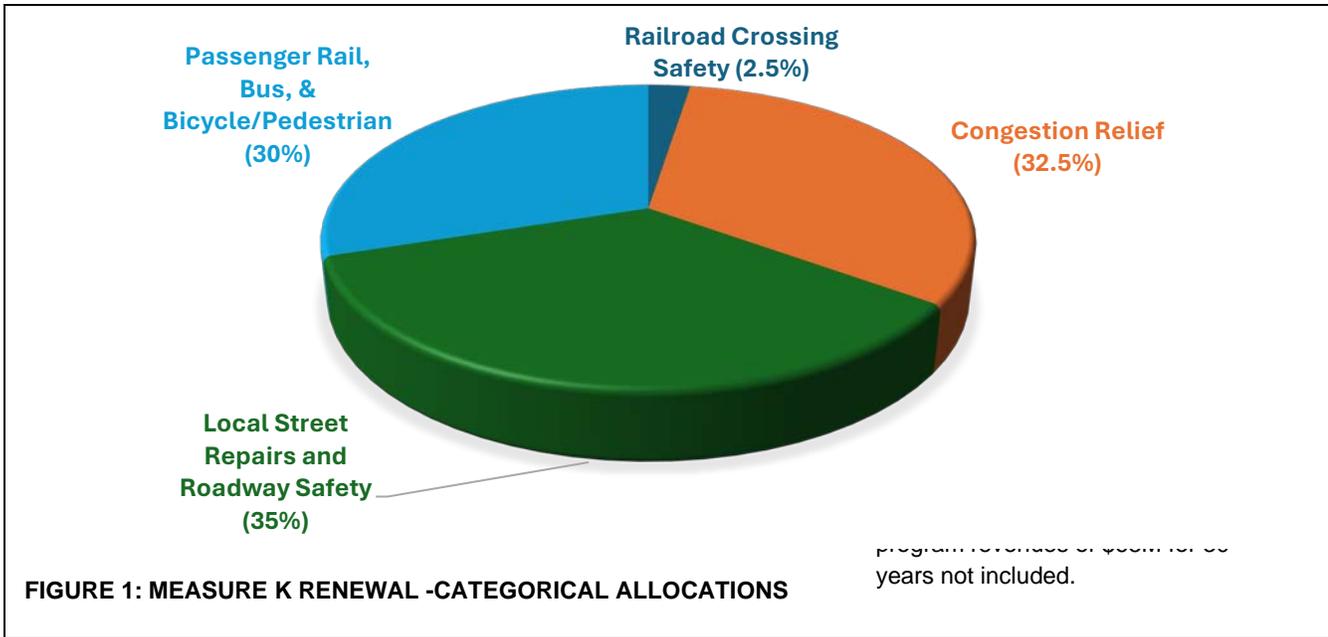
- Promote a balanced use of funds throughout the County.

This 2025 Strategic Plan of the MK Renewal program identifies funding for 23 years (2011 to 2034) of eligible projects for a variety of transportation modes in San Joaquin County within the following categories:

- Congestion Relief (32.5%)
  - State Highways (60%)
  - Regional Arterials (40%)
- Railroad Grade Crossing Safety (2.5%)
- Local Street Repair and Roadway Safety Programs (35%)
- Passenger Rail, Bus and Bicycle/Pedestrian Projects (30%)
  - Passenger Rail Transit (39%)
  - Bus Transit (49%)
  - Bus Rapid Transit (BRT) Capital (5%)
  - Bicycle, Pedestrian, and Safe Routes to School (SRTS) (7%)

The Smart Growth Incentive Program is funded with \$65 million of the total MK Renewal funds, which is calculated prior to disbursements to the other categories.

By law, the SJCOG can take no more than one percent (1%) of gross revenues for administrative salaries and benefits.



**Funding Allocations**

With the reduction of sales tax since 2007, this 2024 Strategic Plan will only allocate funding to priority projects for the first 23 years of the program (2011 to 2034). As in previous Strategic Plan, Appendix A of this Strategic Plan identifies and describes the projects and/or programs to be funded with MK Renewal revenues in each funding category but is prioritized only for those projects to be funded in the first 23 (2011 to 2034) years of the program. The remaining projects are included in Appendix B for historical purposes and will be addressed in the subsequent Strategic Plan update processes. All the projects in Appendix B are outside of the current Financial Plan and do not represent actual funding commitments.

**Congestion Relief**

Funding was advanced for the State Highways portion of the Congestion Relief category to complete the EAP projects. SR-99/SR-120 Connector and I-205 Managed

Lanes were identified as top regional state highway priorities.

MK Renewal funds are also dedicated to delivering regional arterial priority projects up to the total funding capacity in the Congestion Relief category within the 23-year period (2011 to 2034).

**Railroad Crossing Safety**

The Railroad Crossing Safety category has been allocated to projects.

In October 2010, the SJCOG Board approved to equally reduce the programming to all railroad crossing safety projects to match projected revenues while maintaining a 10% reserve. The SJCOG Board also approved a revised project delivery performance policy to allow future projects to be delivered will be based upon pay-go revenues and on a first come/first serve prioritization.

***Local Street Repair***

Unchanged from the 2007 Strategic Plan, funds in the Local Street Repair and Roadway Safety category are still distributed to local jurisdictions by formula on pay-go funding availability.

***Passenger Rail, Bus and Bicycle/  
Pedestrian***

The 2025 Strategic Plan continues to identify that project allocations are divided into ten-year increments for the Passenger Rail Transit, Bus Transit, Bus Rapid Transit (BRT) Capital, and the Pedestrian and Bicycle Facilities and Safety programs. The ten-year targets would correspond to the periods 2011-2020, 2021-2030 and 2031-2040.

***Smart Growth Incentive Program***

The 2024 Strategic Plan continues to identify that funds will be available for infrastructure enhancements, such as street calming, walkable community projects, transit amenities and alternative modes of transportation that will assist local agencies in better integrating transportation and land use. These funds would be available to support infill development, neighborhood revitalization and downtown improvements. Some or all of the funding available for the Smart Growth Incentive Program would be allocated via a competitive allocation process. To date, about half of \$65 million MK Renewal fund allotment has been committed for various Smart Growth Incentive Program projects. The list of the completed projects is included in Appendix A.

Detailed information on allocation policies and procedures for all MK Renewal funding categories is provided in Section 3 and Section 4.

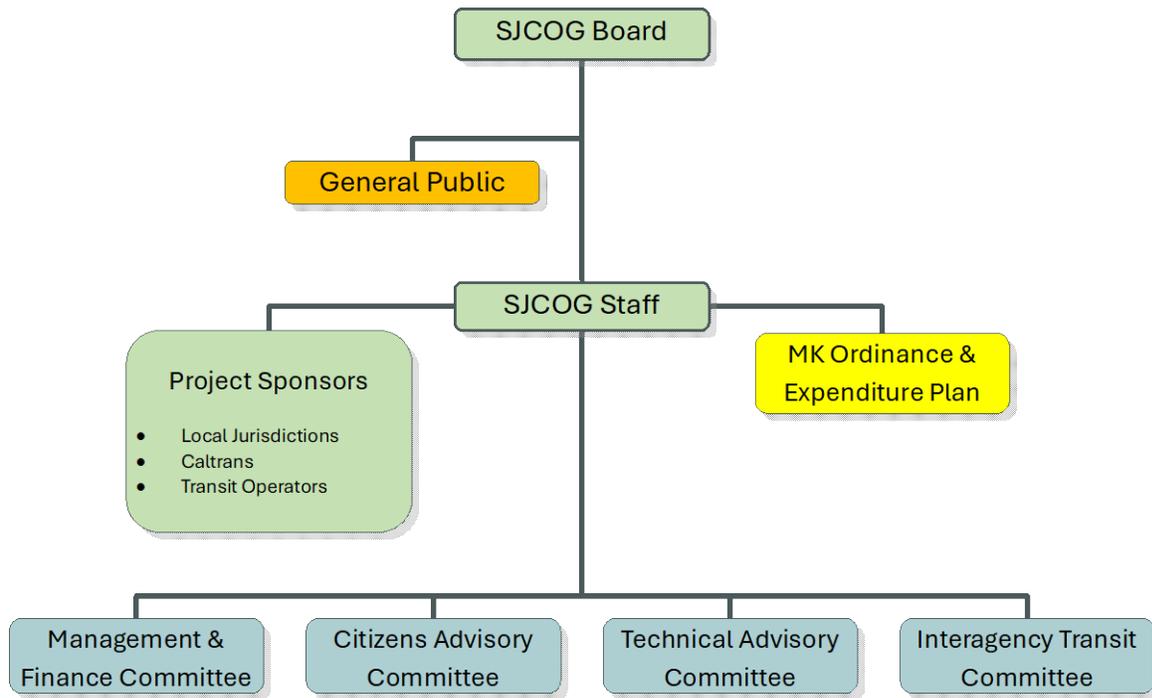
**1.1.1 Coordination with Other Plans and Programs**

This 2024 Strategic Plan continues to be coordinated with the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and the adopted Regional Congestion Management Plan for San Joaquin County. The MK Renewal Program will also continue to be coordinated with the future development of the long-range transit plan for San Joaquin County, and other transportation funding documents and planning efforts.

**1.2 PROGRAM ADMINISTRATION**

This 2024 Strategic Plan continues the guidelines identified in previous Strategic Plans that, in general, the local jurisdictions (e.g., cities, the County of San Joaquin, San Joaquin Regional Transit District (RTD) and the San Joaquin Regional Rail Commission) and Caltrans would update their previously submitted lists of projects to SJCOG for potential funding or amendment.

Each project and its accompanying scope, schedule and budget will then be reviewed by the SJCOG's Technical, Citizens, Interagency Transit, and Management and Finance Advisory Committees for consistency with the 23-year (2011 to 2034) priority programming and/or current MK Ordinance and Expenditure Plan. Based on this committee review, agency staff will recommend to the SJCOG Board for review and approval projects for program funding or amendment. Similarly, all amendments to the MK Ordinance and Expenditure Plan are formally noticed to the general public for review and comment with public hearings held prior to SJCOG Board action.



**FIGURE 2: MEASURE K RENEWAL PROGRAM ADMINISTRATION**

**1.3 GUIDING PRINCIPLES**

This 2025 Strategic Plan continues the previously identified guiding principles. These general principles have guided the development of the policies and specific programming and scheduling recommendations, and the delivery of the MK Renewal projects to date.

- Maximize the cost-effective use of sales tax dollars.
- Support timely and cost-effective project delivery, with the objective that all strategies result in the achievement of measurable improvements.
- Promote a balanced use of funds throughout the County.

**1.4 REMAINDER OF THE PLAN**

The remaining sections of the Strategic Plan and their contents are listed below.

**1.4.1 Discussion of 23-year (2011 to 2034) Financial Plan**

Section 2 of the Strategic Plan provides a description of the 23-year (2011 to 2034) financial capacity of program categories. This section includes a description of the assumptions, revenue and bonding estimates, and program and project allocations on an annual basis for the first 23-year (2011 to 2034) period, including previous allocations for the Early Action Program (EAP) projects.

### **1.4.2 Description of Policies and Procedures**

Consistent with previous Strategic Plans, the policies and procedures supporting the administration of this MK Renewal Program are identified in Section 3. The SJCOG Board, the Technical Advisory Committee, the Interagency Transit Committee, the Citizens Advisory Committee, and Management & Finance Committee, and key members of the public provided continued assistance in the development of these policies and procedures.

### **1.4.3 Description of Program Categories**

Consistent with previous Strategic Plans, the MK Renewal Program categories are described in Section 4. This section identifies the funding allocation and revenue stream for each category as well as the policies and project allocation criteria pertaining to each of the categories.

### **1.4.4 Appendices**

Appendix A includes a project description, including cost estimate, revenue sources and schedule, for each of the projects to be funded with MK Renewal revenues for the first 23 years (2011 to 2034), including EAP projects. Each of the project descriptions includes a map showing the project location.

Appendix B includes a project description and map showing the project location for all Strategic Plan Congestion Relief and Railroad Crossing Safety projects that are not prioritized for funding within the first 23 years (2011 to 2034) of the MK Renewal program. The cost estimate, revenue sources and schedule for each of these projects have been updated from the 2007 Strategic Plan but no schedule or funding commitments have been made to these projects at this time.

Section 2:  
Financial Plan

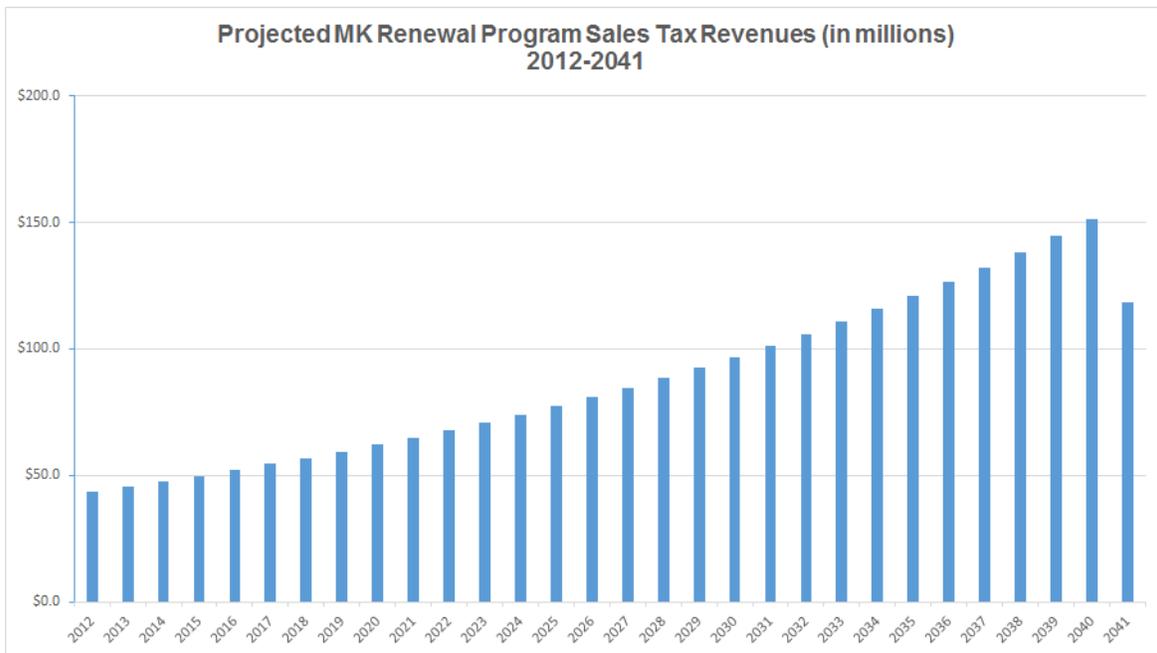
---

**2.1 FINANCIAL PLAN**

The purpose of this Financial Plan is to provide an updated plan of finance and a project delivery schedule based upon the current economic environment. This update accounts for sales tax revenues through 2016, updated forecasts through 2041, updated project costs and delivery schedules, as well as current bonding capacity based on existing market conditions.

**2.2 SALES TAX REVENUES**

While the region’s sales tax revenues indicated modest increase since 2010, sales tax revenue forecasts for the MK Renewal Program for this Financial Plan update have been updated to a total of \$2.6 billion through the 30-year life of the MK Renewal Program. A graph depicting projected sales tax revenues through 2041 is presented below.



\*2041 represents partial year of sales tax revenue through March 31, 2041

**FIGURE 3: PROJECTED MK RENEWAL PROGRAM SALES TAX REVENUES**

**FIGURE 4: MKR DISBURSEMENT SCHEDULE – STATE HIGHWAY PROJECTS**

Project Sponsor	Proj. No.	Proj. Location	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Caltrans/SJCOG	SH01	I-205: Auxiliary Lanes Mountain House to Tracy Blvd.																										
Stockton/SJCOG	SH02	I-5: Country Club Blvd to Eight Mile Rd																										
Caltrans/SJCOG	SH03a	I-5 Widening: Charter Way to French Camp Road																										
Caltrans/SJCOG	SH03c	I-5 Widening: SR 120 to I-025																										
Caltrans/SJCOG	SH04a	Crosstown Freeway / I-5 Interchange																										
Caltrans/SJCOG	SH07	SR 12 Improvements																										
Caltrans/SJCOG	SH08	SR 12 and SR 88																										
Caltrans/SJCOG	SH10	SR 99: Crosstown to Arch Road																										
Caltrans/SJCOG	SH11	SR 99: Arch Road to SR 120																										
Caltrans/SJCOG	SH12	SR 120 Widening: I-5 to SR 99																										
Caltrans/SJCOG	SH13	State Route Highway 4 Western Extension																										
SJCOG	SH16	Freeway Service Patrol																										
Caltrans/SJCOG	SH17	I-205 Widening: I-580 to I-5																										
Caltrans/SJCOG	SH18	Feasibility Studies for I-5/Crosstown, SR 99/Crosstown, and Mossdale Wye																										
Caltrans/SJCOG	SH19	SR 99 / SR 120 1a																										
Caltrans/SJCOG	SH20	SR 99 / SR 120 1b																										
KEY:		= Pre-construction																										
		= Construction																										

**FIGURE 5: MKR DISBURSEMENT SCHEDULE – REGIONAL ARTERIAL PROJECTS**

Project Sponsor	Proj. No.	Project Location	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
Escalon	RA02	Ulrey Avenue/McHenry Avenue Intersection Improvements																										
Escalon	RA04	McHenry Avenue: Catherine Way to First Street																										
County	RA05	Escalon-Bellota Road Widening																										
Lathrop	RA06	Roth Road																										
Lathrop	RA07	I-5/Louise Avenue Interchange Improvements																										
Lathrop	RA08	I-5/Lathrop Road Interchange Improvements																										
Lodi	RA10	SR 12 (Victor Road) Widening																										
Lodi	RA11	Hutchins Street: Kettleman Lane to Lodi Ave																										
Lodi	RA12	Harney Lane: Lower Sacramento Rd to SR 99																										
Lodi	RA14	SR 99/Harney Lane Interchange																										
Lodi	RA15	SR 99/Turner Road Interchange Improvements																										
Manteca	RA18	SR 120/McKinley Avenue Interchange Improvements																										
Manteca	RA21	SR 120/Main Street Interchange Improvements																										
Manteca	RA22	SR 120/Airport Way Interchange Improvements																										
Manteca	RA23	SR 120/Union Road Interchange Improvements																										
County	RA24	Airport Way Widening																										
Ripon	RA27	Stockton Avenue: 2nd Street to Doak Street																										
Ripon	RA28	SR 99/Main Street/UPRR Interchange																										
Ripon	RA29	SR 99/Wilma Avenue/UPRR Interchange Improvements																										
Ripon	RA30	SR 99/Olive Avenue Interchange																										
County	RA31	Jack Tone Road Widening																										
Stockton	RA32	Pacific Avenue Widening																										
Stockton	RA33	Thornton Road Widening																										
Stockton	RA34	Airport Way Intersection Modifications																										
County	RA35	Mariposa Road Widening																										
Stockton	RA36a	Lower Sacramento Road (north of Pixley Slough to Harney Curve)																										
Stockton	RA36b	Lower Sacramento Road Widening (Pixley Slough to Royal Oaks)																										
Stockton	RA40	I-5 Widening & Improvements (French Camp Road Interchange)																										
Stockton	RA41	SR 99 Widening & Improvements (Eight Mile Road Interchange)																										
Tracy	RA42	I-205/International Parkway/Mountain House																										
Tracy	RA43	I-580/International Parkway Interchange																										
Tracy	RA44	Corral Hollow Road Widening																										
County	RA50	Eleventh Street Improvements																										
Stockton	RA52	Eight Mile Road Widening																										
Stockton	RA53	Mariposa Road Widening: SR 99 to Austin Rd																										
Stockton	RA54	Hammer Lane Widening Phase 3B																										
Stockton	RA55	Arch-Sperry Road Extension																										
County	RA56	Grant Line Road Corridor Improvements																										
County	RA57	Pershing Avenue Widening																										

KEY:  = Pre-construction  
 = Construction



**FIGURE 9: MKR DISBURSEMENT SCHEDULE – BUS TRANSIT PROJECTS**

Project Sponsor	Proj. No.	Project Location	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
SJCOG	TR01	Travel Demand Management Program																										
SJCOG	TR02	Park & Ride Program																										
SJCOG	TR03	Regional Transit Initiative Program																										
SJRTD	TR05	SJRTD BRT Express Operations																										
SJRTD	TR06	SJRTD Intercity Service Operations																										
SJRTD	TR07	SJRTD Interregional Service Operations																										
SJRTD	TR08	SJRTD Fleet Engine Replacement																										
SJRTD	TR09	SJRTD Passenger Amenities																										
SJRTD	TR13	Park & Ride Lease Lots																										
Lodi	TR14	Grapeline Transit Services																										
Ripon	TR15	Ripon Weekday Service to Modesto																										
Ripon	TR16	Ripon Transit Bus Purchase																										
Ripon	TR17	Ripon Transit Capital Improvements																										
Escalon	TR18	eTrans Weekday Service to Modesto																										
Escalon	TR19	Escalon Transit Planning																										
Ripon	TR20	Ripon Multimodal Station																										
	KEY:																											
		= Pre-construction																										
		= Construction																										
		= Operations & Maintenance																										

**FIGURE 10: MKR DISBURSEMENT SCHEDULE – BRT CAPITAL PROJECTS**

Project Sponsor	Proj. No.	Project Location	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
SJRTD	BRT01	SJRTD BRT Capital - Fleet Replacement																										
SJRTD	BRT02	SJRTD BRT Capital - Passenger Amenities and Stations																										
SJRTD	BRT03	SJRTD BRT Capital - BRT Maintenance Facilities - RTC																										
SJRTD	BRT04	SJRTD BRT Capital																										
	KEY:																											
		= Pre-construction																										
		= Construction																										

**FIGURE 11: MKR DISBURSEMENT SCHEDULE – BIKE, PED & SRTS PROJECTS**

Project Sponsor	Proj. No.	Project Location	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34
SJCOG	BP01	Pedestrian/Bicycle Facilities & Safety																										
	KEY:																											
		= Pre-construction																										
		= Construction																										

Section 3:  
General Policies and Procedures

---

This section of the Strategic Plan records the existing policies of the SJCOG in administering the MK Renewal program. These policies were either officially adopted by the SJCOG's Board or used in practice by Agency staff. These policies and procedures apply to both MK Renewal projects and those projects from the original MK program being delivered within the MK Renewal period.

### **3.1 COOPERATIVE AGREEMENTS**

A project sponsor can receive MK Renewal money if the project is listed in the Strategic Plan. The amounts of funds available are those listed in the project spreadsheet for that fiscal year. A cooperative agreement must be signed by SJCOG and the project sponsor before funds are available for the project. Local Streets & Roads and Road Safety are distributed by formula and therefore, exempt from requiring a cooperative agreement. The procedure for obtaining a cooperative agreement is as follows:

#### **1 File Application**

The project sponsor contacts SJCOG and requests an "application" for a MK Renewal cooperative agreement. The application asks for a description of the project task that the MK Renewal funds will pay for, schedule and cost information for the entire project, and other funds that will match the MK Renewal allocation. The sponsor completes the application, and turns it into the SJCOG. Agency staff uses the information in the application to complete the cooperative agreement—how much is being requested, etc. The application then becomes an attachment to the agreement.

#### **2 Review Time: Standard and Non-Standard Agreements**

If an application for a standard MK Renewal contract is received by the end of the month, it will be acted on at the next month's committee mailings. If a non-standard agreement is needed (one that does not use an existing MK Renewal boilerplate), Agency staff will need at least one month to review the draft, negotiate with the sponsor, and have each party's attorney review the language.

#### **3 Get Approval by Sponsor's Governing Body**

The cooperative agreement should be approved by the sponsor's governing body before it is presented to the SJCOG Board.

#### **4 Get Approval by the SJCOG Board**

Upon approval by the SJCOG Board the cooperative agreement will be routed for signatures by the sponsor and SJCOG.

#### **5 SJCOG Reimbursement Procedure**

Once a cooperative agreement has been signed by both parties, the project sponsor is required to submit monthly progress reports to the SJCOG. Also, monthly invoices may be submitted. Expenses are reimbursed in arrears, with the exception of a one-month advance for construction projects and a three-month advance for operating projects (upon request of the sponsor). Expenses incurred prior to the execution of a MK Renewal contract are not reimbursable. By the last day of each month, the SJCOG will pay all invoices received by the 10th of that month. The following items are not eligible for MK Renewal reimbursement under a cooperative agreement:

- Activities relating to obtaining matching funds for a project.
- Activities related to general MK Renewal administration (not specific

to the project), education or preparation performed by the project sponsor or contractor.

- Activities relating to another project not covered in the cooperative agreement, even if it is a MK Renewal project.
- Activities conducted prior to executing a MK Renewal agreement.

### **3.2 MEASURE K COORDINATION WITH MEASURE K RENEWAL**

In December 2006 the SJCOG Board approved that the MK Renewal Strategic Plan be developed as an integrated extension of the existing MK program Strategic Plan. Such integration would result in a Financial Plan that combines revenues from the remaining four years of the existing program and the thirty years of the renewal program. The combined Financial Plan and subsequent Strategic Plan would allow for advanced project delivery activities on MK Renewal projects to occur prior to 2011 while meeting the ongoing funding needs of projects in the existing program. In July 2007, the SJCOG Board approved the amended MK Ordinance and Expenditure Plan to add a provision in the existing MK Ordinance to allow for the expenditure of MK funds to advance the delivery of MK Renewal projects. This provision enables SJCOG full flexibility to allocate funds between the existing MK program and the MK Renewal program.

### **3.3 MAINTENANCE OF EFFORT REQUIREMENTS**

At the beginning of each fiscal year, jurisdictions will be asked to demonstrate compliance with maintenance of effort requirements. The SJCOG may call for an independent audit to verify compliance.

Exceptions to this policy, for larger size projects, for example, will be clearly defined. Each jurisdiction must comply with these requirements.

### **3.4 MANDATORY DEVELOPMENT FEES**

All communities in San Joaquin County must have adopted both a local development fee program for traffic mitigation and the Regional Transportation Impact Fee. Should a jurisdiction not have a local traffic impact mitigation fee and the Regional Transportation Impact Fee in place by the last day of the fiscal year, then all revenue apportioned to that community under the Local Street Repair Program will be reapportioned for the following fiscal year among all the eligible jurisdictions based on the adopted formula.

### **3.5 CHANGES IN PROJECT SCOPE, ALLOCATION AND SCHEDULE**

The MK Renewal Strategic Plan is only as useful as it is accurate. Biennial updates of the Strategic Plan will reflect changes in project scope, cost and schedule. However, the following items require a Strategic Plan amendment to be approved by the SJCOG's Board:

- Adding a new MK Renewal project.
- Deleting a MK Renewal project.
- Segmenting a project.
- Changing the basic scope of a project, as defined in the Strategic Plan.
- Changing the scheduled year of a project.
- Changing the MK Renewal funds allocated to a project.

### **3.6 DELAY OR ADVANCEMENT OF PROJECTS**

It is the intent of the SJCOG to spend MK Renewal funds in a timely manner. Projects that fall behind schedule by at least one year may lose their place in line for receiving MK Renewal funds. These delayed projects will be moved back to the next available space in the schedule based on cash flow. Projects that are ready to go ahead of schedule may move to the front of the line if unspent MK Renewal funds are available. As noted below, any rescheduling of projects will be proposed in the Strategic Plan update or in a Strategic Plan amendment.

### **3.7 ADDING NEW MEASURE K RENEWAL PROJECTS**

Adding a new MK Renewal project will require amendments to both the MK Renewal Expenditure Plan and the MK Renewal Strategic Plan. The Expenditure plan may be amended only once a year. If projects are proposed to be added to the plan, they are to be considered as a group of projects and acted on annually by the SJCOG's Board before the end of the fiscal year.

### **3.8 AMENDMENTS TO THE STRATEGIC PLAN**

Any project sponsor or SJCOG staff may propose an amendment to the Strategic Plan at any time. New projects or changes in existing project scope, schedule or MK Renewal allocation require a Strategic Plan amendment. Minor or simple editing changes in the plan can be made administratively by SJCOG staff in consultation with the project sponsor. SJCOG staff is responsible for analyzing the proposed amendment and identifying its impact on the program. The Technical Advisory Committee, the Citizens

Advisory Committee and the Management and Finance Committee will have the opportunity to review all proposed amendments.

### **3.9 UPDATE OF THE STRATEGIC PLAN**

The Strategic Plan update will evaluate the scope, cost and schedule of all projects in the plan. In addition, the need to segment projects will also be considered. Unless indicated, all dollars will be expressed in constant dollars for the year in which the Strategic Plan is updated.

Section 4:  
Program Category Policies

---

This section describes the allocation of funds to the MK Renewal program categories and explains the policies that apply to each category.

#### **4.1 CONGESTION RELIEF IMPROVEMENTS**

Thirty-two and one-half percent (32.5%) of the net sales tax revenues generated under the MK Renewal program is to be allocated to regional capacity improvement projects. For the purposes of this Plan, “capacity improvement projects” are those capital projects which add lanes to roadways, improve traffic operations, or expand transit capabilities. The cost of these congestion relief projects can include such items as traffic signals, channelization, curbs and gutters, shoulders, bus rapid transit infrastructure, capital improvements at the Stockton Metropolitan Airport, project development, etc., as long as these costs are directly related to the project.

The Congestion Relief Category is divided into two programs -- State Highway Projects and Regional Arterial Projects. Table 6 shows the allocation of funds for Congestion Relief projects.

Specific policies guiding the allocation of funds for the Congestion Relief Category include the following:

##### **4.1.1 State Highway Projects**

Of the total funds available in the Congestion Relief Category, sixty percent (60%) of the funds are to be used to match federal and state revenues to complete projects of benefit to the state highway system for projects identified in the MK Renewal Expenditure Plan. SJCOG staff will work with local jurisdictions and the California Department of Transportation to prioritize projects identified in the Expenditure Plan for funding requests by the SJCOG Board of Directors.

##### **4.1.2 Regional Arterial Projects**

Forty percent (40%) of the Congestion Relief Category funding may be used to match federal, state, and local revenues as well as Regional Transportation Impact Fee funding to provide capacity improvements to regional arterials in each of the cities and County of San Joaquin. These funds are apportioned to the local jurisdictions according to their proportionate share of the total incorporated and unincorporated population. The local

jurisdictions will identify and prioritize projects for funding requests to be considered by the SJCOG.

SJCOG will allocate funds consistent with the most recently adopted revenue projections. Funding prioritization will be focused on leveraging outside funds, regional significance, project readiness, projects with multimodal features, and providing funding for areas that have not received MK Renewal funding to date.

##### **Funding Targets**

Within the Regional Arterial Program, no more than eighty percent (80%) of available funding will be programmed in the first 20 years of the program, with twenty percent (20%) retained as a contingency for future allocation based on population growth within the county that will occur between 2011 and 2040. Actual programming to individual projects has been based on prioritization.

**Allocation Criteria**

- 1 As with the other MK Renewal categories, sales tax funds should be used to fund the least expensive design alternative that can meet the project purpose and need and other applicable requirements.
- 2 Sales tax funds are generally intended to be used for planning, design, environmental clearance, construction management and construction. Sales tax funds may be used for right-of-way acquisition upon approval by the SJCOG Board on a case-by-case basis with consideration of both legal and financing constraints.
- 3 A full funding plan and detailed schedule through construction will be a part of the cooperative agreement for all capital project components, including right-of-way and construction.
- 4 Cost savings from construction bids will be returned to the jurisdiction for use on other MK Renewal eligible projects.
- 5 Under the Strategic Plan, each Regional Arterial Project includes a minimum MK Renewal funding commitment, based upon the full funding of project development activities through preliminary engineering and preparation of environmental documentation (PSR and Project Approval & Environmental Document (PAED) for interchange projects on the state highway system). The funding commitment through the environmental document milestone is intended to ensure that each project can be developed to the point where all project risks are known and the project is “shelf ready” to compete for other state and federal funding sources.

The MK Renewal minimum funding commitment is 8% of the estimated construction cost of the project. This represents 3% of the construction cost for preliminary engineering and 5% for environmental documentation. The actual programming of the MK Renewal minimum funding commitment to projects will take into consideration circumstances where either preliminary engineering or environmental evaluation have been previously completed. If preliminary engineering is completed, the minimum funding commitment is only for the remaining environmental documentation (5% of the estimated construction cost of the project).

- 6 While the intent of the MK Renewal minimum funding commitment is to afford every project opportunity to be delivered 30-year life of the program, it is understood that local jurisdictions may desire the flexibility to have some projects funded with more MK funds and some projects funded by other sources. To address this issue, the Strategic Plan shall allow local jurisdictions the ability to move the MK Renewal minimum funding commitment off of a project provided that the local jurisdictions present to the SJCOG Board a formal commitment to the full funding of the project with other sources along with a committed delivery schedule. These projects would continue to be included in the MK Renewal Strategic Plan.

**Regional Collaboration**

Local jurisdictions and San Joaquin County will utilize the SJCOG’s Technical Advisory Committee as the forum for providing advice and recommendations on the future allocation of MK Renewal congestion relief revenues to the Board of Directors.

#### **4.2 LOCAL STREET REPAIRS AND ROADWAY SAFETY IMPROVEMENTS**

Cities and the County will share thirty-five percent (35%) of the net sales tax revenue for local street repairs, roadway safety and operations improvements as determined by the local jurisdiction. Local jurisdictions will receive an annual funding allocation on a formula basis according to a baseline allocation and the sales tax revenue increase over the baseline allocation. The baseline allocation is the highest annual total of Local Street Repair funding collected in either 2008, 2009, or 2010 divided fifty percent (50%) to San Joaquin County, and fifty percent (50%) to the incorporated cities. Individual city allocations are determined by their proportionate share of the total incorporated population. The baseline allocation will be increased annually for

inflation by three percent (3%) or the actual annual growth in sales tax revenue if the actual annual sales tax growth rate is below three percent (3%). The increase over baseline allocation will be divided between all jurisdictions by population percentage of the total incorporated and unincorporated population. the County of San Joaquin is guaranteed an annual minimum of forty percent (40%) of the combined Local Street Repair and Roadway Safety funding. An annual minimum of \$300,000 is guaranteed to each jurisdiction. This formula will be reviewed and, if necessary, revised after fifteen years. These funds must be used to augment current transportation spending and cannot be used to replace general fund expenditures.

#### **4.3 PASSENGER RAIL, BUS AND BICYCLE/PEDESTRIAN IMPROVEMENTS**

Thirty percent (30%) of the net sales tax revenues generated in the MK Renewal program is to be allocated for passenger rail transit, bus transit, and pedestrian/bicycle projects. The objective of this category is to provide alternatives to the use of automobiles as a means of intercity and commute transportation.

Five percent (5%) of the funds, with the exception of the Bicycle, Pedestrian, and Safe Routes to School subcategory, are set-aside in a contingency account and will be available for possible reallocation within the MK Renewal Transit Category as additional transit operators become eligible; a significant funding issue arises within the transit category; or at the end of each ten year programming period.

General policies guiding the allocation of funds for passenger rail transit, bus transit, and pedestrian/bicycle projects include the following:

##### **Funding Targets**

Within the Passenger Rail, Bus and Bicycle/Pedestrian Category, ten-year transit funding targets have been identified for the Passenger Rail Transit, Bus Transit, Bus Rapid Transit (BRT) Capital, and the Pedestrian and Bicycle Facilities and Safety programs. The ten-year targets correspond to the periods 2011-2020, 2021-2030 and 2031-2041. The funding targets assume programming of ninety-five percent (95%) of the available funding during the three ten-year periods. The five percent (5%) retained

as a contingency will be reserved for future allocation based on population and transit service growth within the county. The exception to the ten percent contingency is the Bicycle, Pedestrian, and Safe Routes to School subcategory.

The contingency for future programming periods will be re-assessed during a subsequent Strategic Plan update. The accrued contingency funds will be available for possible reallocation within the MK Renewal Transit Category as additional transit operators become eligible, a significant funding issue arises within the transit category, or at the end of each ten year programming period.

As a goal, transit capital projects are to be funded based on a MK Renewal match of up to twenty percent (20%), with the remaining eighty percent (80%) to be funded through other revenue sources.

Operating funds (including funds for transit planning) for passenger rail, bus transit services, including the provision of interregional/ intra-city commute services and inter-city and paratransit services, are to be funded with a MK Renewal match of up to seventy-five percent (75%).

### **Regional Services and Collaboration**

Local jurisdiction transit providers will utilize the SJCOG's Interagency Transit Committee (ITC) as the forum for advising and recommending to the Board of Directors, through its standing committees, the future allocation of MK Renewal transit revenues. The committee will also encourage the development and coordination of planning activities for implementation of short- and long-range transit plans, particularly for intercity, interregional and paratransit bus

services, as well as implementation of BRT and rail services.

#### **4.3.1 Passenger Rail**

Thirty-nine percent (39%) of the Passenger Rail, Bus and Bicycle/Pedestrian Category funds is to be allocated to passenger rail. These projects include track and infrastructure improvements, locomotives or rail passenger car procurement/replacement, connectivity with other transit systems, service enhancements, and operations. Specific policies guiding the allocation of funds for bus transit projects consist of the following:

#### **Funding Targets**

- 1 Five percent (5%) of the funds retained as a contingency will be reserved for future allocation
- 2 The San Joaquin Regional Rail Commission is the sole eligible recipient of funding from the Passenger Rail Category at this time

#### **Project Identification and Allocations**

- 1 Passenger rail projects identified in this Strategic Plan and eligible for capital improvements and operating funds under this program include, but are not limited to:
  - a) SJRRC and ACE Operations
  - b) SJCOG Loan Repayments
  - c) ACE Maintenance and Layover Facility Debt Service
  - d) Capital Spares and Preventative Maintenance
  - e) UPRR Capital Access Fee
  - f) Positive Train Control
  - g) Ripon Multimodal Station

#### **4.3.2 Bus Transit**

Forty-nine percent (49%) of the Passenger Rail, Bus and Bicycle/Pedestrian Category

funds is to be allocated to bus transit projects. These projects include interregional/intra-city commute, inter-city, and elderly/persons with disabilities bus service. Inter-city and elderly/persons with disabilities service promotes both bus services between the cities within San Joaquin County for all trip purposes and specialized elderly/persons with disabilities bus services throughout San Joaquin County. Interregional/intra-city commute service includes bus programs to promote peak hour and commute services. Specific policies guiding the allocation of funds for bus transit projects consist of the following:

### **Funding Targets**

- 1 A weighted formula based on transit ridership (50%), vehicle revenue hours (25%), and vehicle revenue miles (25%) shall be used to allocate MK Renewal Bus Category funding.
- 2 An amount equal to fifty percent (50%) of the City of Ripon's and City of Escalon's share of the transit category based upon population will be made available for transit service to the Modesto area from those communities. Any funds not used by the Cities of Ripon and Escalon will be made available for regional transit purposes.
- 3 The Bus category contains funding for the SJCOG Travel Demand Management Program, Park and Ride Lot Program, and Regional Transit Initiatives Program. Funding for the Travel Demand Management program and Regional Transit Initiatives program began in Fiscal Year 2017/2018.

### **Project Identification and Allocations**

1. The allocation of MK Renewal funds for bus transit capital projects and services will ensure that program funds are

allocated consistent with adopted short-range transit plans and the SJCOG Regional Transit Systems Plan.

2. Local jurisdiction transit programs are eligible to apply for funding provided that, with the exception of local jurisdictions with less than 75,000 population, the San Joaquin Regional Transit District and the San Joaquin Regional Rail Commission, none of their Transportation Development Act (TDA) local transportation funding (LTF) is claimed or reclaimed under State law for local streets and road purposes, excluding pedestrian and bicycle facilities.
3. Under the Passenger Rail, Bus and Bicycles Category, a total of \$100,000 is allocated within the 2011-2020, 2021-2030, and 2031-2040 periods for SJCOG's Park-and-Ride Lot Program, and \$12.3 million is allocated for its Travel Demand Management Program for each ten-year period as well. An additional \$400,000, per ten-year period, is allocated for programs that promote Regional Initiatives, consistent with SJCOG's adopted Regional Transit Systems Plan. Regional Initiatives could include, for example, development of trip planning or mobile ticketing applications, activities in support of implementing intelligent transportation system (ITS) technology that encourages transit use, implementation of innovative forms of transit to serve rural areas, and implementation of transit security awareness programs and measures. These funds are intended to match state and federal funds. Should unallocated funds exist at the end of the first ten-year planning period, the funds will become available for use during the following period.

4. SJCOG staff will coordinate with eligible recipients of MK Renewal Bus subcategory funding less the allocations to the Travel Demand Management, Park and Ride, and Regional Transit Initiatives programs. Eligible agencies include: San Joaquin Regional Transit District and the cities of Escalon, Lathrop, Lodi, Manteca, Mountain House, Ripon, and Tracy.
5. Bus Transit projects identified in this Strategic Plan and eligible for operating funds and capital improvements under this program include, but are not limited to:
  - RTD BRT Express Operations
  - RTD Intercity Operations
  - RTD Interregional Operations
  - RTD Fleet Engine Replacement
  - Lodi Grapeline Transit Services
  - Ripon Weekday Service Operations to Modesto
  - Ripon Transit Capital Project
  - Escalon Weekday Service Operations to Modesto
  - Tracy Tracer Transit Service

### **Park & Ride Lots**

Projects eligible for MK Park & Ride Lot funds under Bus Transit will be identified through coordination with SJCOG. Specific guidelines include:

- Funding is one hundred percent (100%) competitive with prioritization based upon demand, project readiness, and consistency with priority locations in the Master Plan;
- Funding is eligible for project development, construction and parking lot amenities (lighting, electric vehicle charging stations, security, etc.);
- Eighty-four percent (84%) of the funding is available for capital lots with a twenty-five percent (25%) match, fifteen percent

(15%) of the funding is available for leased lots, and one percent (1%) of the funding is available for amenities.

A cooperative agreement will be required within sixty (60) days for all projects following approval of funding. Capital projects will be required to be completed within three years.

### **4.3.3 BRT Capital**

Five (5%) percent of the Passenger Rail, Bus and Bicycle/Pedestrian Category funds is to be allocated to the BRT Capital projects. These projects include, but are not limited to: corridor improvements such as traffic signal controller upgrades and signal preemption, passenger shelters and off-board fare vending machines, bus turn outs, vehicle procurement/replacements, and maintenance facilities to store and maintain BRT vehicles. Specific policies guiding the allocation of funds for bus transit projects consist of the following:

### **Funding Targets**

1. Five percent (5%) of the funds retained as a contingency will be reserved for future allocation.
2. BRT Capital funding is available to eligible BRT systems.
3. The RTD is the sole eligible recipient of funding from the BRT Capital category at this time.
4. As a goal, BRT capital projects are to be funded based on a MK Renewal match of up to twenty percent (20%), with the remaining eighty percent (80%) to be funded through other revenue sources.

### **Project Identification and Allocations**

1. BRT Capital projects identified in this Strategic Plan and eligible for capital improvements under this program include, but are not limited to:

- RTD BRT Fleet Replacement
- RTD BRT Passenger Amenities and Stations
- RTD Maintenance Facilities

#### **4.3.4 Bicycles, Pedestrians, and Safe Routes to School Projects**

Seven percent (7%) of the Passenger Rail, Bus and Bicycle/Pedestrian Category funds is to be allocated to pedestrian/bicycle projects. These projects are to expand and enhance pedestrian and bicycle safety and facilities within San Joaquin County. Specific policies guiding the allocation of funds for pedestrian/bicycle projects include the following:

##### **Program Vision**

The Bicycle / Pedestrian & Safe Routes to Schools (BP~SRtS) program builds upon current successes to meet the mobility needs for people of all ages and abilities in San Joaquin County by improving and enhancing the existing bicycle and pedestrian network.

Improving and enhancing the bicycle and pedestrian network is realized through better connectivity, accessibility, and safety measures between specific origins and destinations referred to as Community Activity Centers (CACs). CACs include, but are not limited to, the following:

- Employment
- Shopping
- Key neighborhood attractors
- Urban & rural schools
- Regional Transit Centers
- Special regional / community events

##### **Funding Targets**

1. Forty percent (40%) of the funds will be allocated to the local jurisdictions according to their proportionate share of

the total incorporated and unincorporated population.

2. Sixty percent (60%) of the funds will be allocated according to a competitive grant process. Funding levels for competitive allocation cycles for the Bicycles, Pedestrians, Safe Routes to School program will be identified every five years as part of the update of the Regional Bicycle, Pedestrian, and Safe Routes to School (BP-SRtS) Master Plan.

#### **Project Identification and Allocations**

##### **Non-Competitive Program**

1. Based on the most recent Census population figures available, MK non-competitive 40% funds are allocated by population with a \$5,000 minimum available per jurisdiction.
2. These funds are to be used to deliver eligible bicycle, pedestrian, and Safe Routes to Schools related projects.
3. The status of non-competitive funds available will be reported every other year beginning in FY 17/18. Each jurisdiction will have the opportunity to claim all or a portion of the funds to deliver eligible projects. The reported allocation must be claimed within three years. This means a recipient has a full funding cycle plus a one-year grace period to claim the funds. If funds are not claimed within this time period, it is assumed that no projects are ready to go. At that time, funds will be shifted to the competitive program unless an extension is granted by SJCOG. Approved claims will be paid with 30 days of receipt. To make a claim, a jurisdiction must comply with the following:
4. Complete a Non-Competitive Funding Claim Form.

5. Submit with the Claim Form a project specific resolution from the jurisdiction’s Governing Board. The resolution needs to authorize the contact person identified in the Assurances section to act on behalf of the project. The resolution needs to confirm compliance with the following Assurances:

*claim form. The claim form will be used in lieu of a contract. Successful claimants will encumber allocated (claim approved) program funds prior to the following claim cycle. Extensions for unclaimed funds must be requested in writing by the end of the grace period.*

*The agency will comply where applicable with provisions of the California Environmental Quality Act, the American with Disabilities Act, and any other applicable federal, state and/or local laws and/or regulations*

*I certify that the information contained in the PROGRAM claim, including attachments, is accurate to the best of my knowledge that I have read and understand the information contained in the claim, and agree to the assurances on this form.*

~~~~~  
ASSURANCES

*I hereby certify, and am authorized to make, the following assurances on behalf of the agency claiming Measure K Bicycle Program (PROGRAM) non-competitive funds.*

*This project lies entirely within San Joaquin County, and does not duplicate an existing bicycle facility and that the project(s) is, or will be, contained in an adopted local or regional bicycle plan, pedestrian plan, Safe Routes to School plan, or Active Transportation plan.*

*The claim for the project has been authorized by the governing board of my agency in a resolution that includes all stipulated understandings and assurances as defined in this claim.*

*The project is not by nature a maintenance or rehabilitation project, and this agency certifies that it will bear responsibility for the maintenance and operation of the facility presented in the claim.*

*Measure K funds identified in this claim are not being used in place of developer funds.*

*This agency, as a condition of eligibility for PROGRAM funds for this project and can finance, acquire, and construct it.*

*The agency will cause work to be commenced on the project within a reasonable time after approval of a Measure K Non-Competitive BP~SRtS Program*

~~~~~  
6. All projects (except for planning efforts) must be in a pending or adopted local or regional bicycle plan, pedestrian plan, Safe Routes to School plan, or Active Transportation plan. Projects must lie entirely within San Joaquin County.

7. Transportation Development Act (TDA): Jurisdictions using TDA pedestrian/bike money for other than BP~SRtS project cannot claim Program funds. If TDA pedestrian/bike monies are spent on road and street projects in any year after funds have been claimed, the jurisdiction cedes its next Program cycle funds for the other jurisdictions to claim.

8. Non-competitive funds cannot be used for maintenance or rehabilitation efforts.

9. Developer Funds: MK funds may not substitute for developer funds.

10. Jurisdictions must submit to SJCOG a semiannual project delivery status reports. Report would include, for example, percentage of project completed, project phase, amount of

funds expended, challenges, successes, anticipated time when for project completion.

11. After the project is complete, jurisdiction will submit a project completion report to SJCOG. This report is intended to summarize, for example, project completion date and final cost. Future allocations will be made only after reports on completed projects have been submitted.

12. Eligible non-competitive projects include:

- Class I Bikeway (Bicycle Path or Trail) that includes exclusive right-of-way for bicycles and pedestrians.

- Class II Bikeways (Bike Lanes) within the paved area of roadways.

- Class III Bikeways (Bike Routes) established along through routes not served by Class I or II bikeways, or connecting discontinuous segments of bikeway.

- Class IV Separated Bikeways (Cycle Tracks) within the paved area of roadways that provides an on-street pathway with a physical separation between bicycles and vehicle traffic.

- Safe Routes to School needs assessments, new planning, implementation studies or educational programs.

- Auxiliary facilities including but not limited to: bicycle lockers or other storage facilities, bicycle-actuated traffic signals, traffic calming, landscaping, signage, lighting, bicycle-related roadway widening, restriping, parking removal, bridges.

- Within a 2-mile radius of a school, Class I, II, III, IV and auxiliary facilities projects that clearly support in-school

youth to safely walk and bike to and from school.

- Sidewalks providing access to CACs
- Cross walks supported with latest safety Intelligent Transportation System (ITS) technology.
- Barrier overcrossings (bicycle & pedestrian).

13. Up to 10% of non-competitive funds claimed may be used for administration and other in-house related costs.

### **Competitive Program**

A Regional BP-SRtS Master Plan (Plan) will identify key projects to be programmed and funded, at minimum, with the use of competitive 60% funds to ensure that all projects will advance regional goals and address areas having the greatest need.

The Plan:

- Builds upon local bike/pedestrian plans.
- Establishes regional priorities and performance measures.
- Improves bike and pedestrian connectivity (regional, inter- & intracity).
- Identifies regional CACs.
- Fosters planning between jurisdictions and schools.
- Improves access to schools from local neighborhoods by improving walking and biking access and the deployment of strategic safety measures such as traffic calming measures.
- Formulates a list of projects to pursue.
- Enables individual jurisdictions to leverage federal, state, and private funding for bike, pedestrian, and safe routes to school purposes.

1. Projects included in the Plan are intended to provide regional benefit. Regional benefit can be derived from projects at the local as well as the

multijurisdictional level. The Plan's outcomes will be incorporated into the MK Strategic Plan for funding purposes.

2. All projects funded under the program must demonstrate a nexus that promotes biking and/or walking and supports travel to and from a defined community activity center.
3. Eligible projects identified under the Plan include pre-construction (e.g., planning, design, and environmental clearance) and construction activities (e.g., construction management and construction) required for delivering capital projects. These capital projects are expected to command the majority of available funding under the BP-SRtS program and must improve safety and the ability to walk and bike to identifiable CACs.
4. Funds may be used for right-of-way acquisition upon approval by the SJCOG Board of Directors on a case by-case basis with consideration of both legal and financing constraints. BPSRtS funds cannot be used for on-going maintenance and operation of existing and/or future facilities. All competitive funds expended for preconstruction activities that do not result to the delivery of a capital project must be reimbursed back to the BP-SRtS program by the sponsoring agency.
5. All projects funded under the competitive program involving improvements on the local transportation system must be fully supported and submitted by the appropriate incorporated city or the County of San Joaquin. Any project involving the state highway system must have full support from the State Department of Transportation.
6. Many of the BP~SRtS capital projects are expected to involve a combination of strategies that support biking and walking

to and from CACs. Types of bike/pedestrian projects identified in the Plan can include but are not limited to:

#### Bicycle

- Class I off-street paved bike paths.
- Class II on-street striped and signed bicycle lanes.
- Class III on-street shared-lane signed bicycle routes that facilitate regional bike network connectivity.
- Class IV separated bikeways that provide an on-street pathway that includes a physical separation between bicyclists and vehicles.

#### Pedestrian

- Sidewalks providing access to CACs
- Cross walks supported with latest safety Intelligent Transportation System (ITS) technology.
- Barrier overcrossings (bicycle & pedestrian).

#### Safe Routes to Schools

These are bicycle/pedestrian projects that will enhance the safety of in-school youth going to and from their school as an identified CAC. These projects must be made on public property and at a minimum, must be within a two (2) mile radius from a public school. Projects would involve, for example:

- Bicycle facilities.
- Pedestrian facilities.
- Strategic traffic calming strategies (e.g., traffic control devices, speed bumps, sidewalk extensions, widening sidewalks and narrowing streets, traffic circles, raised medians, traffic diverters).

7. The Strategic Project Programming (SPP) process will determine the amount of competitive funding available for project delivery. As a “Pay Go” program, this will establish the ceiling of funding commitments that can be made on an annual basis.
8. SPP process is based on the amount of funds projected to be realized within the 5-year window relative to the total annual amount available for use in any given year. In addition to the competitive funds, a jurisdiction can advance up to five (5) years of non-competitive funds to be coupled with competitive funds to accelerate project delivery. The amount of non-competitive funding that can be advanced will be dependent on available capacity within the year(s) the project is intended to be delivered.
9. As a component of the competitive program, the Regional BP~SRtS Master Plan will identify ancillary support needs to be built into the MK Strategic Plan. These are individualized community-based needs that are not part of a larger project. Examples include:
  - Bike racks and enclosed bike storage facilities.
  - Lighting & signage.
  - Bike and pedestrian education and promotion efforts.
  - School site specific safe routes to school assessments.
10. Total amount of funds available in a given year for ancillary support will be determined as part of the SPP programming process.
11. Applications detailing, at minimum, need and cost are submitted to SJCOG by a qualifying public school district or 501 (c)(3) organization. Ability to match the funding request up to a minimum of 10% is desired. Use of MK BP~SRtS 40% funds or Local Street and Repair funds could be used to meet the matching fund requirement. The application must be accompanied by a letter of support from the jurisdiction where the need is located indicating that use of these funds to meet the matching requirement is confirmed. Other non-MK funds used to meet the matching fund requirement can include private or public funds that are at the discretion of the applicant agency. Applications will be processed and scored by SJCOG along with input from the BP~SRtS Advisory Group. Results will be reported to the SJCOG Board of Directors.
12. Use of competitive funds for non-ancillary purposes must be matched with funds from another source. Ability to match the funding request up to a minimum of 20% is desired. The matching requirement can be met with MK BP~SRtS non-competitive funds and/or Local Street and Repair funds. Non-MK funds can include other local funds or appropriate federal and state funds.
13. All competitive project delivery parameters and expectations (e.g., tasks, costs, delivery schedules, reporting requirements) will be captured in a MK Cooperative Agreement or other formally executed document. SJCOG’s Executive Director reserves the right to administratively enter into contract with an agency if the amount of the

competitive project is at or under \$25,000.

14. Should a project sponsor be unable to deliver a project based on their commitment, the sponsor shall forfeit their MK allocation back to the origin category funding pool. The funds will be used for funding other BP-SRtS projects.
15. Any savings from a successful planning activity can be used to further the delivery of that project through its phases when approved. All cost savings from projects that involve bids must be returned back to the BP-SRtS program.

#### **Use and Leveraging of Outside Funding Sources**

MK funds under this program are intended to leverage non-MK funding sources. Each BP-SRtS project sponsor will be required to apply to alternative grant funding sources when available, including the State Active Transportation Program, federal Congestion Mitigation and Air Quality Improvement Program, San Joaquin Valley Air Pollution Control District, etc. BP-SRtS funds can be used to meet any required matching fund requirements associated with the outside funding application processes.

#### **Eligible Applicants**

Eligible applicants under competitive BP-SRtS program funding include all incorporated cities and the County of San Joaquin, the San Joaquin Regional Transit District (RTD), and the San Joaquin Regional Rail Commission (SJRRRC). Individual schools districts and 501 (c)(3) organizations are eligible to submit funding requests for eligible ancillary support need projects.

#### **Regional Collaboration**

A BP-SRtS advisory committee consisting of representatives from local jurisdictions and key public and private stakeholders will be maintained to support the development of the Regional BP-SRtS Master Plan, monitor and further the program's success, and update the program's implementation guidelines/standards as needed.

#### **4.4 RAILROAD CROSSING SAFETY PROGRAM**

Two and one-half percent (2.5%) of the net sales tax revenues generated under the MK Renewal program is to be allocated to railroad crossing safety projects. Railroad crossing safety projects include grade separation facility projects, meant to separate local roads and streets from railroads, as well as at-grade improvements. Funds are to be used to match state and local revenues to fund eligible railroad crossing safety projects as identified in the MK Renewal Expenditure Plan. Specific policies guiding the allocation of funds for Railroad Crossing Safety projects include the following:

##### **Allocation Criteria**

1. Improving safety for vehicle occupants, pedestrians and bicyclists shall be a higher priority than reducing vehicle delays at existing at-grade crossings.
2. In general, new railroad crossing safety projects shall be funded prior to improving existing grade separations.
3. For grade crossing projects that would benefit passenger rail service, the SJCOG shall consider using sales tax funding provided through both the Passenger Rail Transit and Railroad Crossing Safety categories.

4. Project sponsors shall submit all grade crossing projects for California Public Utilities Commission funding.
5. Should total sales tax revenues increase over time or should there exist funds that have been previously allocated but unused within a ten year programming period, the SJCOG may consider funding other railroad crossing safety projects identified in the MK Renewal Expenditure Plan.
6. As with the other MK Renewal Categories, sales tax funds should be used to fund the least expensive design alternative that can meet the project purpose and need and other applicable requirements.
7. Sales tax funds are generally intended to be used for planning, design, environmental clearance, construction management and construction. Sales tax funds may be used for right-of-way acquisition upon approval by the SJCOG Board on a case-by-case basis with consideration of both legal and financing constraints.
8. A full funding plan and detailed schedule through construction will be a part of the cooperate agreement for all capital project components, including right-of-way and construction.
9. Cost savings from construction projects will be returned to the program for use on other MK Renewal eligible projects, except for earlier phases of multi-phase projects and in cases where the local jurisdiction is using their full project

allocation towards the cost of debt service.

### **Funding Targets**

Railroad crossing safety project allocations assume the programming of ninety percent (90%) of the available funding in the category, with ten percent (10%) retained as a contingency for future allocation based upon the application of approved screening criteria. The ten percent (10%) contingency is established to provide a means to address potential changes in both railroad and roadway development over the 30-year life of the program that may result in railroad crossing impacts that currently do not exist. The SJCOG Board will periodically review the programming of the contingency.

### **Project Identification and Allocation**

1. Based on the application of screening criteria, nine projects are eligible to receive initial MK Renewal funding allocations from the ninety percent (90%) programming available under this category. These projects include the following completed projects:
  - a. City of Stockton – Lower Sacramento Road/UPRR (Bear Creek)
  - b. City of Stockton – Eight Mile Road/UPRR (West)
  - c. City of Stockton – Eight Mile Road/ UPRR/SPRR (East)
  - d. City of Lathrop – Lathrop Road/UPRR
  - e. City of Lodi – Harney Lane/UPRR

Four of the nine projects remain uncompleted as of FY 2019/20:

- f. City of Escalon, which could consist of a project at one of four locations: State Route

- 120/Yosemite/BNSF, McHenry Avenue/BNSF, St. Johns Road/BNSF, or First Street/BNSF.
- g. City of Stockton – West Lane/UPRR
  - h. City of Manteca – Airport Way/UPRR
  - i. City of Stockton – Alpine Road and UPRR/SPRR (East)
2. Each of the four remaining uncompleted projects identified for funding will receive a maximum allocation of approximately \$7.1 million (2016\$) in MK Renewal Railroad Crossing Safety funds subject to actual debt service costs identified in the MK Renewal Financial Plan. Funding allocations will be based upon “pay-go” funding availability and a first-come, first-serve prioritization.
  3. MK Renewal Crossing Safety funds will not be used by project sponsors to determine which location of the previously identified possible locations will be constructed. No MK Renewal funds will be authorized for expenditure by the SJCOG until a single project has been identified by the project sponsor.

### **Project Delivery Performance**

It is the intent of the Railroad Crossing Safety Category to address critical existing railroad crossing safety needs. With the advancement of the five grade crossing projects as part of the Early Action Program, the remaining projects will be funded based upon “pay-go” funding availability on a first-come, first-serve prioritization. In recognition that current revenue projections do not allow for a sixth grade crossing to be funded until beyond the current 20-year programming

horizon, project delivery performance policies will be identified in a future update of the Strategic Plan when additional Railroad Crossing Safety projects are programmed.

### **Regional Collaboration**

Local jurisdictions in San Joaquin County will utilize the SJCOG’s Technical Advisory Committee as the forum for advising and recommending to the Board of Director’s the future allocation of MK Renewal railroad crossing safety revenues.

### **4.4 SMART GROWTH INCENTIVE PROGRAM**

Sixty-five million (\$65 million) of MK Renewal funding will be made available during the life of the MK Renewal program for smart growth incentives to local jurisdictions in San Joaquin County. These funds will be available for infrastructure enhancements, such as street calming, walkable community projects, transit amenities and alternative modes of transportation that will assist local agencies in better integrating transportation and land use. These funds will be available to support infill development, neighborhood revitalization and downtown improvements.

Specific policies guiding the allocation of funds for the Smart Growth Incentive Program include the following.

### **Funding Targets**

1. \$65 million is to be allocated for smart growth incentives. Coupled with revenues from other transportation programs, it is estimated that between \$65 million and \$100 million in funding will likely be available to local jurisdictions under this program.

2. All of the funding available under this program will be allocated via a competitive allocation process.
3. The SJCOG Board should consider opportunities to use Surface Transportation Block Grant (STBG) funds to support the Smart Growth Incentive Program as an exchange for the \$65 million in MK Renewal funds. Implementation of a RSTP/MK Renewal funding exchange policy would occur on a RSTP cycle-by-cycle programming basis.
  - c. For project construction, the contribution would be the difference between funds already spent and an allocation limitation not to exceed \$2 million.
  - d. Construction funds are only to be used on Smart Growth project elements (i.e., not for utility relocation, etc.).
3. Of the \$65 million to be allocated during the 30 year period, \$5 million is to be spent for planning purposes, with the remaining \$60 million to be spent for design, engineering and construction

### **Project Identification and Allocations**

1. Program applicants must be public agencies eligible to receive federal funds. To be successful, applicants are encouraged to partner with other agencies/groups, including private and non-profit organizations, in applying for funds.
2. The maximum MK Renewal Smart Growth Incentive Program match is fifty percent (50%), with the remaining fifty percent (50%) to be provided through other funds, including funding from other MK Renewal categories. Higher matches of other funds (i.e., greater than 50%) are encouraged.
  - a. For project planning, the contribution would be capped at \$250,000 per project.
  - b. For environmental analysis, design and engineering, the contribution would be capped at \$250,000 per project.
4. During the initial years of the program, a larger percentage of MK Renewal Smart Growth Incentive Program funds shall be used to support planning activities. MK Renewal funds used for planning may be allocated based on a 50 percent match. Over time, the percentage for planning activities would decrease, with a larger share of the funds to be used for design, engineering and construction purposes.
5. Smart Growth Incentive program funds can be used for project planning, design, environmental clearance, construction management and construction. It is expected that the local sponsor (or other non-MK Renewal revenue source) will provide a significant portion of funds needed to acquire any right-of-way. Applicants will be required to provide funds for ongoing project maintenance and/or operation.
6. Cost savings from construction bids will be returned to the program for use on other MK Renewal Smart Growth

projects, except for earlier phases of multi-phase projects.

Board of Directors for the allocation of MK Renewal revenues in support of the Smart Growth Incentive Program.

7. As with the other MK Renewal categories, sales tax funds should be used to fund the most cost-effective design alternative that can meet the project purpose and need and other applicable requirements.
8. Should MK Renewal funds allocated for a project remain unspent at the end of any two-year planning period, the funds will become available for funding other Smart Growth Incentive projects. Sponsors with unspent MK Renewal funds are eligible to reapply for Smart Growth Incentive Program funding for their projects.
9. A full funding plan and detailed schedule through construction will be a part of the cooperative agreement for all capital project components, including right-of-way and construction. Each project sponsor shall adhere to its adopted project schedule and report to the SJCOG at least annually its progress in achieving schedule milestones. Should a sponsor be unable to deliver a project based on their commitment, the sponsor shall forfeit their MK Renewal allocation back to the categorical funding pool.

### **Regional Collaboration**

Starting in FY 2017/18, every two years a Smart Growth Committee will be created to review and update the program criteria as needed, evaluate and rank projects, and make funding recommendations to the SJCOG Technical Advisory Committee (TAC). Based on the work of the Smart Growth Committee, the TAC would then forward its own recommendations to the