SAN JOAQUIN COUNCIL OF GOVERNMENTS
Project Delivery Sub-Committee
555 East Weber Avenue
Stockton 95202

Monday, May 11, 2020
4:30 p.m.

https://sjcog.zoom.us/j/99180992346

Teleconference Number: 1-669-900-6833
Meeting ID: 991 8099 2346

Note: If you don't have access to a smart device or a computer with a webcam & a mic, you can dial in using the teleconference number and meeting ID above.

Attention Callers: Please mute the call unless speaking

NOTICE
Coronavirus COVID-19

In accordance with Governor Newsom’s Executive Order N-33-20, The San Joaquin Council of Governments and staff will be participating in this meeting via teleconference. In the interest of maintaining appropriate social distancing, members of the public may participate in the meeting electronically using the Zoom link, and shall have the right to observe and offer public comment at the appropriate time during this meeting. To be recognized to speak please use the “raise hand” or chat feature in Zoom.

We have also provided a call-in number, as identified on this Agenda, and encourage you to attend by telephone. To be recognized to speak, press *9 which will signal the moderator.

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AGENDA

1. Roll Call and Introductions:

2. Public Comments:

3. Approve Minutes of May 13, 2019:
   Additional Material: Minutes of May 13, 2019
Recommended Action: Approve as submitted

4. **2020 Measure K Ordinance and Expenditure Plan Amendment:**
   Additional Material: Staff Report
   Recommended Action: Discussion

5. **Draft 2019 Measure K Strategic Plan:**
   Additional Material: Staff Report
   Recommended Action: Discussion

6. **Crosstown Freeway Caltrans Cooperative Agreement:**
   Additional Material: Verbal Report
   Recommended Action: Discussion

7. **Update on Sales Tax Revenue:**
   Additional Material: Verbal Report
   Recommended Action: Discussion

8. **Status of Major Highway Projects:**
   Additional Material: Staff Report
   Recommended Action: Information

9. **Executive Director’s Report:**

10. **Other Matters of Business:**

11. **Adjourn to the Next Meeting of Committee:**
    Next Regularly Scheduled Meeting: TBD

**NOTE:**
The agenda packet is available for public inspection in the SJCOG Office at 555 E. Weber Avenue during normal business hours. These documents are also available on the San Joaquin Council of Governments website at [www.sjcog.org](http://www.sjcog.org) subject to staff’s ability to post the documents before the meeting.
MINUTES

1. The meeting was called to order at 4:30 p.m. by Mayor Pro Tem Doug Kuehne.

Present:
Councilman Walt Murken, City of Escalon; Mayor Pro Tem Doug Kuehne, City of Lodi; and Mayor Leo Zuber, City of Ripon.

Others Present:
Andrew Chesley, SJCOG Executive Director; Steve Dial, SJCOG Deputy Executive Director/CFO; Diane Nguyen, SJCOG Deputy Director; Ryan Niblock, SJCOG Senior Regional Planner; David Ripperda, SJCOG Associate Regional Planner; Melissa Ablang, SJCOG Administrative Clerk II; and Grace Magsayo, Caltrans.

2. Public Comments:
None.

3. Approve Minutes of April 8, 2019:
It was moved/seconded (Zuber/Murken) to approve the minutes of April 8, 2019. Motion passed unanimously (3/0) by voice vote.

4. Status of Major Highway Projects:
David Ripperda stated staff will be taking comments until the end of May for the draft environmental document that was released for public review for the SR 99/120 project. Once the environmental phase is finished, staff can move forward with final design and right-of-way acquisition in summer of 2021.

Mayor Zuber asked if the problem with the Union Road interchange has been solved. Ms. Magsayo said Caltrans reissued the right-of-way cert so the City of Manteca can move forward with the project, but there is still a PG&E issue. The City of Manteca submitted a letter outlining their plan to mitigate the problem with PG&E, but Caltrans’ right-of-way staff is not necessarily on board with it so they’re checking into legal. Mayor Zuber asked if the project will halt if the power poles are still there. Ms. Magsayo confirmed it will if PG&E will not work with the City of Manteca. PG&E is liable for 100% of the costs to relocate the poles.

This item was for information only. No action was taken.

5. Programming Recommendations to Avoid Loss of Funding from the Fixing America’s Surface Transportation (FAST) Act Rescission:
David Ripperda announced that part of the problem with Fixing America’s Surface Transportation (FAST) Act was there was not enough funding, so the government is
recalling funds from unobligated balances. The rescission started last year and the next one will take effect at the end of September this year, so staff met with local agencies and transit operators to inform them of the rescission and to review anticipated project delivery schedules. Several local agencies are unable to deliver their project commitments this year. This leaves approximately $6 million that are at-risk of being lost from the rescission in the region.

Mayor Zuber asked what happens to the rescinded funds. Mr. Niblock said it is recycled to the next year’s federal budget.

Mayor Zuber questioned why the government issues these funds and then recalls them if they are not used. Staff confirmed the funding doesn’t necessarily need to be spent immediately but the money needs to be spent within a certain time frame once claimed or they will be rescinded. Ms. Nguyen stated there is a process to claim the funds.

Mr. Ripperda stated staff is recommending using the funds to deliver the environmental phase for the I-205 Widening project because it is the only project that met all the requirements to obligate all of the funds. The funds will cover about half of the $12.5 million cost of the phase and there is a funding strategy to fund the remaining costs. Doing this will take the place of another project in line, so SJCOG made their Regional Surface Transportation Program (RSTP) share of funds available to allow those projects to hold their place in line.

Mayor Zuber questioned how this project was chosen. Ms. Nguyen stated SJCOG staff looked at several criteria: (1) projects which could receive federal funds; (2) projects available immediately so funds are not lost; and (3) projects which the SJCOG Board has previously identified as priorities for the region. Staff only identified one project that fit the criteria.

The members asked which projects are being delayed. Mr. Niblock stated there are a few projects from the City of Stockton and a couple projects from the City of Tracy as well as other jurisdictions.

Ms. Nguyen indicated delays are common so staff queues up other projects to contact in case projects are delayed, but those projects that were in the queue were not ready to be advanced.

Mayor Zuber asked why the projects being delayed cannot obligate the funds. Mr. Dial said the projects are not in a position to spend the money.

Mayor Pro Tem Kuehne asked if the I-205 widening project just needs the environmental work before moving forward, and Mr. Ripperda confirmed that is correct.

Ms. Nguyen summarized the funding strategy located on the chart in the staff report.

Mayor Pro Tem Kuehne asked for clarification whether it jeopardizes the 99/Turner Road project. Ms. Nguyen confirmed it does not.

Mayor Pro Tem Kuehne asked why the 99/Turner Road project was mentioned in the staff report. Mr. Niblock clarified the 99/Turner Road project doesn’t have funding that is at risk. Mr. Chesley indicated the project is in good shape.
Mayor Zuber questioned whether the funds would not be available to an agency if they were to come forward requesting those funds. Mr. Niblock said staff already met with the staff at Public Works in each of the cities in the county and they didn’t have a need.

It was moved/seconded (Zuber/Murken) to (1) program approximately $12.523 million of funding to the I-205 Widening project in the 2019 FTIP as described in Exhibit A; and (2) approve programming changes in any needed amendments to the 2019 Federal Transportation Improvement Program and enter into or amend any agreements, including but not limited to cooperative agreements, funding agreements, and program supplemental agreements/contracts with Caltrans. Motion passed unanimously (3/0) by voice vote.

6. **2019 Measure K Ordinance and Expenditure Plan Amendment Process Status Update:**

David Ripperda announced staff received one request from City of Lathrop to amend the Measure K Ordinance and Expenditure Plan by adding the Roth Road Corridor project under the Regional Arterial subcategory. Mr. Ripperda summarized the project and stated this is a critical freight corridor for the city, county and City of Manteca because there are portions in each city and the county. Staff partnered with the cities and county last fall to apply for a Caltrans planning grant to examine the corridor, so staff is waiting on an update. In the meantime, the city is looking to move forward with starting the environmental work soon. They’re asking to spend some of their Measure K money, but the first step is to add it in the expenditure plan. In addition, the Board will be conducting a public hearing at the end of the month to take comments on the request before it comes back for action in June.

Mayor Zuber asked if the proposal to add the project affects anyone’s money. Ms. Nguyen confirmed it does not affect anyone’s money.

Mr. Ripperda stated there are only two projects under the Regional Arterial subcategory so adding the Roth Road Corridor project would make it the third project in the subcategory.

Mayor Pro Tem Kuehne asked if the project is an overpass. Mr. Ripperda confirmed it is. They’re simpler and cheaper to build. Mayor Pro Tem Kuehne asked how much cheaper they are to build. Mr. Ripperda said they are fifty percent cheaper to build.

This item was for discussion only. No action was needed.

7. **Waiver of Measure K /Regional Transportation Plan Requirement to Allocate Funds for the International Parkway Project:**

Diane Nguyen stated the SJCOG Board had approved to amend the Measure K Expenditure Plan to include the Central Valley Gateway Project, which consists of the I-205/International Parkway project, the I-580 International Parkway project, and the International Parkway project. Recently, staff received a request from the City of Tracy to use the city’s Measure K allocation for the International Parkway Project because the city needs local funds tied to that project. However, there is language that indicates the project needs to be added to the Regional Transportation Plan (RTP) before the project can receive an allocation of Measure K funds, so SJCOG staff examined options to expedite the City of Tracy’s request.

Mayor Pro Tem Kuehne asked if all three projects are in the Measure K Expenditure Plan. Ms. Nguyen confirmed they are.
Mayor Pro Tem Kuehne asked if the City of Tracy is requesting to allocate their Measure K funds to just the International Parkway Project and Ms. Nguyen said that is correct.

Mr. Dial said the language indicating a project is required to be added to the RTP is SJCOG’s provision and not a state law. Mayor Zuber questioned if the rule was voter approved and staff confirmed it was voter approved.

Mr. Dial stated one of the options could be to ask the Board to amend the (expenditure) plan because the Board has that ability.

Mayor Zuber asked why the project can’t be added to the RTP. Ms. Nguyen indicated it would involve doing an air quality conformity analysis of the whole plan.

Mr. Dial reassured the members that other provisions have been waived in the past.

Mayor Zuber is concerned about losing credibility once there have been too many waivers. Mr. Dial said a waiver was done in 2008 during the recession because none of the local agencies would have been able to get their local streets repaired. In this case, adding the plan to the RTP would take much longer and may prevent getting back into conformity, particularly with the California waiver issue.

Mr. Chesley stated there is a provision in the Measure K Plan to allow amendments in case things change. Sometimes it’s better to go through the process of having the Board make a quick change.

Mayor Zuber stated another city will come forward in the future asking for a waiver, and Mr. Chesley stated it would be a discretionary decision of the Board’s. There are very few waivers that have been done for very clear and good reasons.

Ms. Nguyen indicated that another option would be to amend the language in the expenditure plan to delete the requirement of RTP consistency.

Mr. Chesley said staff could amend the RTP but it contains far greater risk, takes a longer period of time, and, at the end of the process, staff may not actually be able to amend the RTP. The other option is to simply say no.

Mayor Pro Tem Kuehne asked what the ramifications are. Staff indicated the City of Tracy wouldn’t be able to spend any of their Measure K funds on that project and they may lose some grant opportunities because they need local match money to be competitive. Mr. Chesley stated one of the grants is an Economic Development Agency (EDA) grant.

Ms. Nguyen stated staff was initially going to move the Measure K money on those two interchange projects, but the City of Tracy said the gap in funding is on the International Parkway project.

Mayor Zuber stated there should be language added to prevent this from occurring again if this does go through. Ms. Nguyen confirmed language doesn’t actually need to be added. The next time staff recommends a project to be added to the Measure K Expenditure Plan, staff will run down a checklist and ensure it is in the RTP. Going forward, there will be no waivers for anybody.

Mayor Pro Tem Kuehne expressed his support on having a limited waiver.
This was moved/seconded (Zuber/Murken) to approve a “one time only” waiver to allocate Measure K funds to the International Parkway Project without requiring the project be in the Regional Transportation Plan. Motion passed unanimously (3/0) by voice vote.

8. **Caltrans Executive Report (No Staff Report):**
Grace Magsayo announced Dan McElhinney is now the permanent director. He is looking to streamline their meetings and is turning the quarterly SB 45 meetings into executive meetings. They plan to schedule a meeting with SJCOG within the next week or two. In addition, Ms. Magsayo stated Caltrans is actively working on SHOPP funding and awaiting public comments of the environmental document for the 99/120 project. They are continuing to close out several projects.

Mayor Zuber questioned what Caltrans is doing with the SR 99 Stanislaus River Bridge. Ms. Magsayo said they are replacing the bridge, but they are waiting for the water to recede.

Mayor Pro Tem Kuehne asked if there will be discussions on having a fast pass lane on the I-205 Widening project. Staff confirmed there are discussions that will be identified in the environmental document.

9. **Executive Director’s Report:**
Andrew Chesley stated the environmental document for the 99/120 project is out for public review and staff anticipates comments on the right-of-way issues.

10. **Other Matters of Business:**
None.

11. **Adjourn to the Next Meeting of Committee:**
There being no further business to discuss, the meeting was adjourned at 5:16 p.m. Next regularly scheduled meeting is TBD.
AGENDA ITEM 4
SUBJECT: 2020 Measure K Ordinance and Expenditure Plan Amendment

RECOMMENDED ACTION: Discussion Only

SUMMARY:

On February 4, 2020, SJCOG announced the annual process for interested parties to submit proposals for amendments to the Measure K Ordinance and Expenditure Plan. SJCOG staff evaluates all proposals based upon project merits, project readiness, regional significance, and fiscal impact on the delivery of the Measure K Program. SJCOG received no requests in writing from any interested parties prior to the deadline of March 31, 2020. Given the COVID-19 situation, SJCOG staff reached out to staff at the local agencies and confirmed that no amendments to the Measure K Ordinance and Expenditure Plan were being requested at this time.

In December 2019, the SJCOG Board approved starting the process of “opting-out” of the state Congestion Management Program (CMP). This was due to the change in state law that requires switching from analyzing level of service (LOS) to Vehicle Miles Traveled (VMT) for traffic impact analysis. “Opting-out” of the state CMP requirements is the first task in building a platform to consider new ways of measuring transportation system performance along with VMT that complement efforts to combat climate change, support sustainable, vibrant communities, and improve mobility. However, SJCOG compliance with the federal Congestion Management Process is still required under federal law.

To complete the opt-out process it is now necessary to amend the Measure K Renewal Ordinance to revise the Regional Congestion Management Plan language as shown in Attachment B.

RECOMMENDATION:

Discussion Only

FISCAL IMPACT:

None at this time.
BACKGROUND:

In 2006, the voters of San Joaquin County renewed the Measure K half-cent sales tax program for 30 years through 2041. The Measure K Expenditure Plan calls for local streets and roads repair, projects to reduce congestion on streets and highways, passenger rail and bus service, as well as railroad grade separations. There is a provision in Measure K that allows for amendments to the Ordinance and Expenditure Plan every fiscal year.

NEXT STEPS:

The SJCOG Board will consider this request to amend the Measure K Expenditure Plan at a public hearing on May 28, 2020. Final action will occur at the June 27th Board meeting. If the Board approves the amendment request, SJCOG staff will notify all cities in San Joaquin and the County of San Joaquin of the Board action.

As described in Section 9: Amendments the Measure K Ordinance, subsection 9.03,

In the event that a local jurisdiction does not agree with the Authority's amendments(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). The appealing jurisdiction will have 45 days from the date the Authority adopts the proposed amendment(s) to obtain resolutions supporting an override of the amendment(s) from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors. If a jurisdiction does not obtain the necessary resolutions supporting the override, the Authority's amendment(s) to the Ordinance will stand. If the necessary resolutions supporting the override are obtained within 45 days from the date the Authority adopts the proposed amendment(s), then the amendment(s) shall not become effective.

ATTACHMENTS:

A. 2020 Measure K Ordinance and Expenditure Plan Amendment Process

B. Revised Regional Congestion Management Plan Language

Prepared by: David Ripperda, Associate Regional Planner
In February, SJCOG sends out letter to local jurisdictions soliciting proposals to amend Measure K Ordinance and Expenditure Plan.

March 31, 2020
Deadline for Interested parties to submit proposals to amend Measure K Ordinance and Expenditure Plan.

In April, SJCOG staff analyzes the proposals and fiscal analysis to develop recommendations for Committees.

June 25, 2019
SJCOG Board holds a public hearing on the proposed amendments. Upon completion of the hearing, the amendments must be passed by a roll call vote and must have two thirds majority of concurrence.

May & June
Committee input on Measure K Ordinance and Expenditure Plan Amendments.

April
SJCOG staff analyzes the proposals and fiscal analysis to develop recommendations for Committees.

45 days following notice of SJCOG Board Action
In the event that a local jurisdiction does not agree with the amendments, it must, by majority vote, notify SJCOG via mail, of their intent to obtain an override of the amendments from a majority of the cities representing a majority of the population residing within the incorporated areas of the county and from the Board of Supervisors, 45 days after SJCOG provides notification of amendment.
MEASURE K RENEWAL CMP REQUIREMENTS

SECTION 7. REGIONAL CONGESTION MANAGEMENT PLAN

7.01 The Authority must have in place and be fully implementing a Regional Congestion Management Plan by January 1, 2008.

7.02 The primary goals of this Plan shall include:

(a) Monitoring Vehicle Mile Traveled (VMT) as a key indicator of growth and jobs/housing targets.
(b) Adopting programs that strive to keep the increase in VMT to an annual rate that is equal or less than the population increase.
(c) Supporting and planning for improved heavy passenger rail and regional bus connections with the Bay Area and Sacramento.
(d) Ensuring new development contributes a fair share and provides transportation improvements at the time of new construction.

7.03 The Regional Congestion Management Plan shall be in compliance with the federal Congestion Management Process. the following:

(a) Traffic Level of Service standards for all regional roadway facilities.
(b) Standards for the frequency and routing of public transit.
(c) A trip reduction and travel demand element that promotes alternative transportation modes.
(d) A program to coordinate the development review process to reduce automobile trip generation from newly developed residential and employment centers.
(e) The San Joaquin Council of Governments will review all environmental documents and/or development applications for residential, commercial, retail, and industrial development in San Joaquin County generating 125 or more peak hour trips, based on ITE factors. The San Joaquin Council of Governments will comment on each of these developments as to their impact on the region and recommend the appropriate mitigation to address the impacts the new development will have on the existing transportation system. The San Joaquin Council of Governments will coordinate with the California Department of Transportation on these comments.
(f) Use of a regional transportation and traffic computer model and database to determine the quantitative impacts of traffic from new and existing development on the regional transportation system.

7.04 An Annual Report will be produced and adopted by the Authority determining the compliance of all local agencies and the San Joaquin Council of Governments with sections 7.01 through 7.03. Should a local agency fail to comply with the requirements of this section that agency will be suspended from being allocated Congestion Relief funds for new projects until found to be in compliance. Should the San Joaquin Council of Governments fail to comply with the requirements of this section the agency will suspend expenditure of the 1% administrative funds until compliance is achieved.
Pursuant to the Measure K Renewal Expenditure Plan, a Strategic Plan is to be updated every two years:

SJCOG will prepare a Strategic Plan every two years. The Strategic Plan will be the master document for delivery of the Expenditure Plan projects and can be amended at any time. The purposes of the Strategic Plan are as follows:

- Defines the scope, cost, and schedule of each project
- Identifies accomplishments and critical issues
- Lists a set of amendments to these projects
- Details the revenue projections and possible financing tools needed to deliver the Expenditure Plan
- Gathers into one document the policies and procedures of the Expenditure Plan
- Serves as an annual budget

In January 2020, the SJCOG Board approved keeping the Measure K Renewal revenue estimate at the level, $2.6 billion. While the COVID-19 crisis has had a drastic impact on sales tax revenues it is currently difficult to quantify the magnitude of the economic impacts. Therefore, SJCOG staff proceeded with the Draft 2019 Strategic Plan using the $2.6 billion estimate. This estimate will be reevaluated during Fiscal Year 2020/21 as part of the 2021 Strategic Plan update.

The draft document is available for public review online at: [https://www.sjcog.org/302/Plans-Publications](https://www.sjcog.org/302/Plans-Publications).

**RECOMMENDATION:**

Discussion Only.

**FISCAL IMPACT:**

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

Throughout spring 2020, 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. Staff worked with project sponsors to finalize the scope, cost, and schedule of all Measure K projects. In January 2020, the SJCOG Board approved keeping the Measure K Renewal revenue estimate at the level previously adopted in the 2017 Strategic Plan update, $2.6 billion.

In April 2020, SJCOG’s financial consultant PFM completed a cash flow analysis of the Measure K Capital Program based upon existing and future anticipated debt service and revenue as shown in Figure 1. The cash flow analysis indicated that only approximately $74.5 million would be available to program to new Congestion Relief projects between Fiscal Year 2020/21 and Fiscal Year 2030/31. SJCOG developed a preliminary Strategic Plan programming scenario based upon this cash flow analysis and several underlying policies and assumptions.

Figure 1:

San Joaquin County Transportation Authority
Total Debt Service and Capital Program Capacity

![Figure 1: San Joaquin County Transportation Authority Total Debt Service and Capital Program Capacity](image)
**Congestion Relief and Railroad Crossing Safety Categories**

For the $74.5 million of projected new capital project capacity through FY 2030/31, staff continued to devote the entire amount to the Regional Arterial program, as the Board approved in the previous 2017 Strategic Plan update. No new capacity for the State Highway and Railroad Crossing Safety categories will be available until the last ten years of the program other than any costs savings from existing projects as they are closed out.

Of the 20 Regional Arterial projects shown below, the majority of the projects in the early years of the Strategic Plan period previously were approved for funding by the Board using available cash on hand. These existing projects include:

- Lodi: SR 99/ Turner Road Interchange - $3 million for construction
- Manteca: SR 120/ McKinley Avenue Interchange - $7.7 million for construction
- Ripon: Stockton Avenue Widening - $2.2 million for construction
- San Joaquin County: Pershing Avenue Widening - $2.364 million for construction
- San Joaquin County: Grant Line Road Corridor - $2.45 million for final design
- Stockton: Lower Sacramento Road Widening - $4 million for final design
- Tracy: Corral Hollow Road Widening - $13 million for construction

New programming in the early years of the Strategic Plan is very conservative. Recommended funding includes:

- Escalon: Ullrey Ave/ McHenry Ave Intersection - $160,000* for environmental and design
- Manteca: SR 120/ Main Street Interchange - $250,000 for Project Study Report (PSR) phase
- Manteca: SR 120/ Airport Way Interchange - $250,000 for PSR phase
- San Joaquin County: Grant Line Road Corridor s - $6 million* for construction
- Stockton: Pacific Avenue Widening - $250,000 for PSR phase
- Tracy: I-580/ International Parkway Interchange - $816,000 for right of way phase and $1,725,000* for construction management

*Due to uncertain cash flow availability, SJCOG staff do not recommend entering into cooperative agreements for funding programmed in Fiscal Year 2021/22 or beyond until the 2021 Strategic Plan.

Starting in Fiscal Year 2025/26, funding is available for the following projects:

- Lathrop: I-5/Louise Avenue Interchange - $3,768,000 for construction
- Lodi: Harney Lane Widening - $3,250,000 for construction
- Lodi: Harney Lane Interchange - $4,000,000 for PSR phase, environmental, and design
- Lodi: SR 12 (Victor Road) Widening - $1,100,000 for PSR phase and environmental
- Ripon: SR 99/ Wilma Avenue Interchange - $712,000 for PSR phase and environmental
- Stockton: Pacific Avenue Widening - $3,000,000 for construction
- Stockton: Eight Mile Road Widening - $4,000,000
- San Joaquin County: 11th Street Improvements - $5.78 million
- San Joaquin County: Escalon Bellota Road Widening - $4.7 million
Passenger Rail, Bus, and BRT Subcategories

No significant changes were made to the Passenger Rail, Bus, and BRT Subcategories. No new significant capital expenditures are recommended until after Fiscal Year 2021/22 to ensure that sufficient operating funds are available to sustain critical operations. Measure K funding for the SJCOG Travel Demand Management program is proposed to increase to $1.1 million annually by Fiscal Year 2023/24 through Fiscal Year 2030/31.

SJCOG staff recommend extending the existing Measure K cooperative agreements by one fiscal year rather than entering into new long-term agreements until the financial situation is better understood.

Bicycle, Pedestrian, and Safe Routes to School Subcategory

The Bicycle Pedestrian and Safe Routes to School Competitive Program received an advancement of funding in 2017 through the release of the $8.17 million SJCOG debt service reserve fund. As a result, funding will level out at approximately $988,500 annually from Fiscal Year 2024/25 through Fiscal Year 2040/41.

The Non-Competitive Program requires a “catch up” allocation of $2.7 million in fiscal Year 2021/22 for funding that was not distributed in Fiscal Years 2010/11 through 2015/16, and actual revenue amounts for Fiscal Years 2016/17 through 2020/21. Subsequently, starting in Fiscal Year 2022/23 the funding amount will be equal to the 40% non-competitive share of the projected revenue for the subcategory, growing from $624,127 in Fiscal Year 2022/23 to $1.1 million in Fiscal Year 2039/40.

Smart Growth Incentive Program

No changes are recommended to the programming of the Smart Growth Incentive Program. Off the top allocations will continue to increase by 4.5% annually through Fiscal Year 2040/41 to meet the $65 million requirement of the program.

Local Roadway Repair and Local Roadway Safety Program

No changes are recommended.

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 began laying 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.
Measure K Renewal: On November 7, 2006, San Joaquin County voters decided to extend Measure K for an additional 30 years.

The categorical allocations of Measure K Renewal (hereafter 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.

The renewal of Measure K was initially estimated to generate $3 billion, but current estimates as of January 2020 are at $2.6 billion, representing a $370 million decrease.

Measure K Strategic Plan:

The Measure K Strategic Plan serves as the guiding document for the delivery of Measure K (Renewal) projects and programs. The Strategic Plan functions as a Measure K capital improvement program (CIP) for all eligible categories approved by San Joaquin voters. 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 2017 Measure K Strategic Plan, provides a twenty-year outlook of Measure K projects through Fiscal Year 2030/31.

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 Great Recession and the COVID-19 crisis, 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.

SCHEDULE:

Prepared by: David Ripperda, Associate Regional Planner
May 2020
PDC

STAFF REPORT

SUBJECT: Status of Major Highway Projects

RECOMMENDED ACTION: Information only

SUMMARY:

Attached to this staff report is a project matrix on the current delivery status of major projects. SJCOG serves as an implementing agency, financial sponsor, or a partner on all of the projects and shares the responsibility in helping to insure the successful delivery of the projects. Please see the discussion below and the project notes section on the spreadsheet for information on specific projects.

DISCUSSION:

State Route 99/120 Connector Project Phase 1A

The project is current in the final design and right of way acquisition phases. SJCOG’s consultant Mark Thomas is currently preparing the 65% plans which are due July 2020. The Union Pacific Railroad is requiring precast concrete girders for the Austin Road bridge design, similar to the precast girders used on the SR 4 Crosstown Freeway viaduct.

The environmental revalidation for the revised local connector road (Betschart Drive) is ahead of schedule, with final Caltrans approval in May. Both the City of Manteca and the County of San Joaquin have executed the Freeway Agreements needed for Caltrans to make right of way offers in Fall 2020, acquire the property needed to relocate the overhead utility lines, and advertise for construction Spring 2022.

A meeting was held with the City of Manteca, SJCOG, Caltrans, and Mark Thomas on April 29th to discuss the timing of the next phase of the project (Phase 1B) and the potential to advance portions of the last phase (Phase 1C) into Phase 1B if funding becomes available. The City will be updating their development fee program to include the necessary improvements.

ATTACHMENTS:

1. Major Highway Project Matrix

Prepared by David Ripperda, Associate Regional Planner
### Project Schedule Meeting Expectations

<table>
<thead>
<tr>
<th>Measure #</th>
<th>DTV</th>
<th>Other Local</th>
<th>PHF 1A</th>
<th>Sample BC 1</th>
<th>DCP</th>
<th>Other State</th>
<th>Federal Funds</th>
<th>Project Phase</th>
<th>Project Initiation</th>
<th>Comments</th>
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<td>Project Description</td>
<td>Total Project Cost (millions)</td>
<td>Measure A</td>
<td>Measure B</td>
<td>Measure C</td>
<td>Measure D</td>
<td>Measure E</td>
<td>Measure F</td>
<td>Measure G</td>
<td>Measure H</td>
<td>Measure I</td>
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