



SAN JOAQUIN COUNCIL OF GOVERNMENTS

2017 / 2018

MEASURE K ANNUAL REPORT



2018 | A PROGRESS REPORT ON MEASURE K ACCOMPLISHMENTS

Measure K has been making a mark on transportation in San Joaquin County for nearly 30 years, and 2017/18 was no different. A number of construction projects neared completion this year. (Thornton Road and Hammer Lane in Stockton are prominent on the list). But preparing the way for new construction projects is key to success and 2017-18 was a big year in Measure K for environmental, design, and right of way activity for future projects. Let's see what has been happening in the transportation incubators.

With the help of new funding from the State of California, several major projects are moving to construction on local roadways in this coming year. For instance, the Manteca Union Road/120 project has completed environmental, design, and right of way and will begin construction in the spring of 2019. In Tracy, the design of Corral Hollow widening and right of way for utility relocation is underway. Getting these projects through the development

process is complex. Committed public works departments throughout the county are preparing for a new round of construction.

Major highway projects are in our future. The Highway 99/120 interchange project is at the top of the region's list and 2017-18 was a key year in advancing the effort. Project Study Reports are now underway for improvements on Highway 120 and Interstate 5 in south San Joaquin County.

The San Joaquin Regional Transit District has developed an "Uber type" transit innovation that is now in service in the north part of the county. And the District's commitment to lead the transit industry in moving to an all-electric fleet contributed to it being named Transit System of the Year by the American Public Transit Association. The Altamont Commuter Express Service continues to break records in terms of ridership growth which is requiring adding new cars (currently on order with a build and

deliver estimate of 18 months). The service also has begun design work as part of over \$900 million in new funding for expansion to Merced and Sacramento. Rail improvements at bridges, rail siding and new stations are now in design so that future passengers can experience the value of passenger rail service.

Whether it be in construction, environmental protection, or design of new facilities, Measure K is delivering for the traveling public in San Joaquin County.



Andrew T. Chesley
Executive Director
SJCOG



Robert Rickman
SJCOG Board Chair,
Mayor – City of Tracy

About SJCOG
The San Joaquin Council of Governments administers all aspects of the Measure K program and is responsible for improving San Joaquin County's transportation system through planning, funding, and delivering infrastructure projects; supporting ongoing operations and maintenance of the county's transportation system; as well as implementing policies and programs that expand mobility and improve transportation and efficiency.



MEASURE K PAVES THE WAY

In 1990, voters approved Measure K (MK), San Joaquin County's first half-cent sales tax for transportation improvements. Developed as a 20-year plan, MK allocated 25 percent of the sales tax revenue to freeways, 35 percent to streets and roads, 7.5 percent to railroad crossing safety, and 32.5 percent to transit and active transportation improvements.

The voters entrusted the San Joaquin Council of Governments (SJCOG) to administer the MK program. That trust was rewarded with by more than \$735 million in transportation improvements in San Joaquin County. This included adding freeway lanes on I-205, I-5, and SR 99; improving numerous intersections and freeway interchanges; implementing Altamont Corridor Express service in San Joaquin County; increased railroad crossing safety with grade separation projects; and improved air quality.



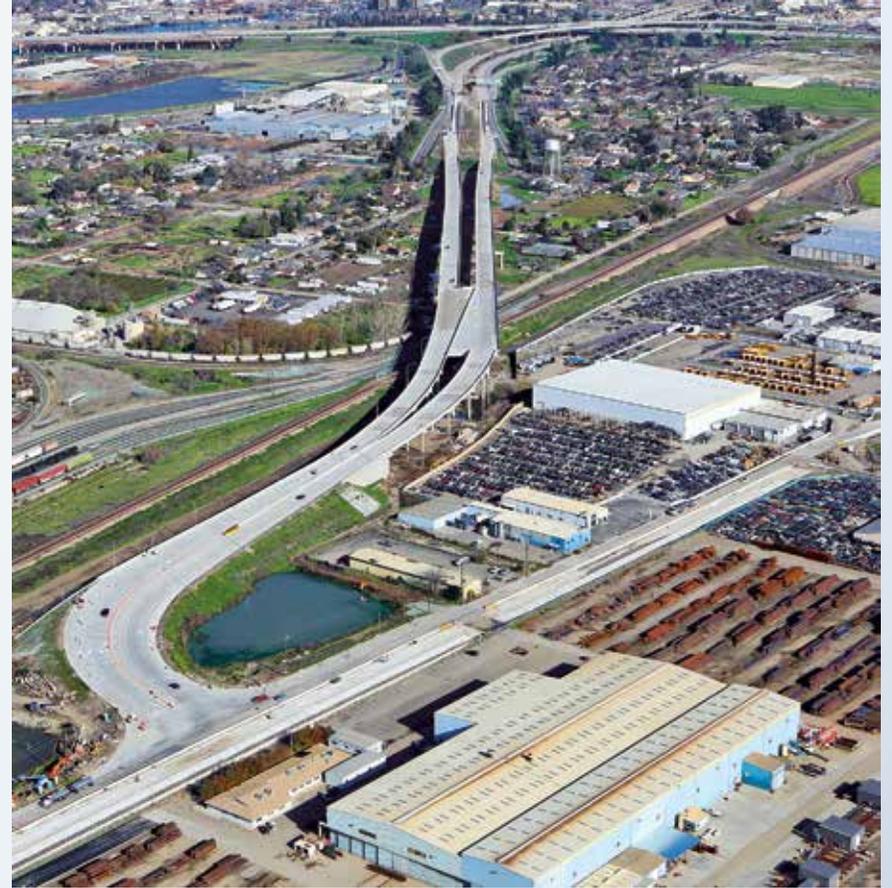
MKR KEEPS IMPROVEMENTS COMING

With MK's track record of promises kept fully realized, San Joaquin County voters renewed the sales tax in 2006. SJCOG was once again entrusted to be the steward of the Measure K Renewal (MKR) during its 30-year lifespan.

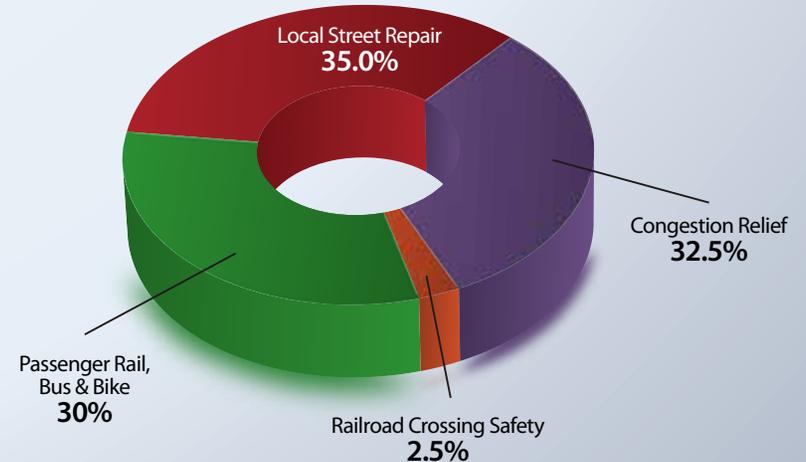
MKR is designed to reduce congestion and enhance mobility. It does this through specific projects designed to meet improvements include safety, operational improvements on local streets and roads, as well as general congestion reduction. There is also a focus on passenger rail and bus service to provide alternatives to the car, improving the air quality of the San Joaquin Valley.

MKR sales revenue began collection November 2011. Recognizing an immediate need for improvements, the SJCOG Board of Directors established the MKR Early Action Program. This program outlined a plan to expedite many needed improvements prior to MK sales tax collection. In 2008 environmental and design work on several major projects began. The result was \$442 million in improvements underway by 2012.

In 2018, the SJCOG Board approved the Measure K Ordinance and Expenditure Plan, which identifies the countywide transportation facility and service improvements to be delivered by 2041. The plan continues the focus on improving street and road conditions, reducing congestion, and improving safety on local freeways. This will be done through expanding ACE rail service, bus rapid transit services, and continuing the Bicycle, Pedestrian, and Safe Routes to School Program and the Smart Growth Incentives Program.



MEASURE K RENEWAL ALLOCATIONS



MEASURE K AND OUR FREEWAYS

It takes years of planning before any construction project begins. Before you see orange cones or hear the hum of heavy equipment, environmental reports must be approved, the project design must be finalized, and the right-of-way secured. In 2018, SJCOG continued with design work and environmental studies for several new projects to address congestion and capacity improvements in southern San Joaquin County.

- Scheduled for construction in 2019, the SR 120/Union Road Interchange Project in Manteca will reconfigure the existing interchange to enhance circulation and improve safety and traffic flow for drivers, pedestrians, and bicyclists.
- Also scheduled to start construction in 2019, the SR 120/McKinley Avenue

Interchange Project will replace the existing undercrossing with a new diamond interchange and widen McKinley Avenue to six lanes in the City of Manteca.

- In addition, SJCOG continues to work with Caltrans on preconstruction activities for \$1 billion of operation and capacity improvements in southern San Joaquin County: I-205 Six Lane Widening (between I-5 and Grant Line Road), I-5 Mossdale HOV Widening, SR-120 Widening (adds new lanes in each direction between I-5 and SR-99), SR 99/120 Connector, and SR-99 HOV Widening.
- Moving to the north end of the county, the State Route 99/Turner Road Interchange Improvements Project will modify the existing interchange between State Route 99 and Turner Road in the City of Lodi to improve operations at the southbound on-ramp. The project is fully funded and moving toward final design. Construction is planned for 2020.



SR 120/Union Road Interchange Project (California's 1st diverging diamond interchange)



WHY INVEST IN ACTIVE TRANSPORTATION?

It's critical to have sustainable, multimodal transportation choices that include more than just roads. MKR provides options for other methods of transportation that will enhance public health and improve air quality by reducing greenhouse gas emissions. By redirecting traffic off the roadways, we can reduce air pollution, decrease traffic congestion, and improve safety.

An example of designing safe streets that provide room for bicycling and walking is the Miner Avenue Complete Streets project is a 10-block rehabilitation project in Stockton (from Center Street to the UPRR underpass, near the ACE Station). Scheduled to begin in 2019, the project will improve the corridor by:

- Reducing travel lanes from four to two and adding dedicated bicycle lanes,
- Adding median islands and a roundabout at the western end of the project,
- Modifying traffic signals at the intersections and adding streetlights,
- Widening sidewalks with pedestrian and seating areas, and
- Adding beautification elements.

BICYCLE AND PEDESTRIAN PLANNING

Bicycle and pedestrian projects expand healthy travel choices and promote a low-carbon economy. They also lead to improved connections between local and regional roads, public transit, and intercity and passenger rail.

To help further the goals of walkability and bikeability of San Joaquin County, in 2018 SJCOC awarded \$19.6 million to 21 bicycle and pedestrian projects and plans that support infill development, neighborhood revitalization, and downtown improvements. They include:

- 2.76 miles of Class 1 Bike Paths
- 117 Crosswalks and 12 Flashing Beacons
- 9.47 Miles of Class II Bike Lanes
- 218 Street Trees
- 1.31 Miles of Class III Bike Routes
- 4.32 Miles of Sidewalks
- 5.75 Miles of Class IV Separated Bikeways
- 4 Plans and Studies



The Elmwood Elementary School Access Improvements project out in the Garden Acres area of east Stockton is a perfect example of how the MK Bicycle, Pedestrian, and Safe Routes to School Program helps expand and enhance pedestrian and bicycle safety. This recently completed San Joaquin County project reconstructed and widened the roadway to provide sidewalk on both sides of Ardelle Avenue; installed an asphalt walkway on the west side of Bird Avenue to provide continuous pedestrian access; and, installed seven new curb ramps to provide access in accordance with Americans with Disabilities Act requirements.

MEASURE K RENEWAL AND OUR ROADWAYS

To the grocery store, to the gas station, to school, to work, to shopping, restaurants, and more.. Every trip begins with a car and local street or road. Keeping our local roads in good shape is a critical component of the MKR program. MKR provides cities and the county funds for street repair, rehabilitation, and other improvements. This financial pipeline continues to deliver critical funding for enhancements such as grade separation projects, street widening, repair, and rehabilitation.

The City of Stockton Public Works Department completed Phase 3B of widening Hammer Lane in north Stockton. This \$9.5 million project added lanes between Alexandria Place and Thornton Road; replaced existing curb, gutter, sidewalks; and enhanced lighting, landscaping, and signage.



Phase 3B of widening Hammer Lane between Alexandria Place and Thornton Road in north Stockton



The Thornton Road widening project is also complete. These improvements will benefit both drivers and bicyclists with the addition of two driving lanes, bicycle lanes, and improvements to traffic signals, street lights, curbs, gutters, and sidewalks. The public artwork component is a large scale steel structure representative of the vessels prevalent along the waterways of the Delta.



The San Joaquin County Public Works Department continued improvements to the McHenry Avenue Corridor. Set to finish in 2020, the project will enhance safety, inter-regional traffic circulation, and air quality through 1.1 miles of widening, 2 bridge replacements, traffic signal installation at McHenry Avenue and River Road, and the addition of a two-way center turn lane.



Improvements were made in the City of Escalon with the North Street Improvements project. The improvements included new sidewalks, curb and gutter, ADA ramps, and pavement overlay on North Street, from Stanislaus Street to the easterly end. In an effort to make the area safer for students and pedestrians, new stops signs were added at the intersection.



MEASURE K RENEWAL AND TRANSIT

Helping you move by bus and rail

With high gas prices and ever-increasing traffic, getting to work or school can be a challenge. The **Altamont Corridor Express (ACE)**, operated by the San Joaquin Regional Rail Commission (SJRRRC) is a popular commute destination for many residents. By leaving their cars at home, these rail commuters helped reduce traffic congestion and improved our air quality. This year, ACE saw an increase of over 10% in ridership, with its ridership totaling approximately 1,300,000 passengers, averaging 5,120 passengers per day.

Stockton station upgrades, Modesto/Merced expansion

SJRRRC is undergoing an ambitious expansion effort to improve the capacity of existing ACE service, as well as extend service to Ceres and Merced. Expanding capacity of the existing ACE service will result in the extension of platforms at key stations and the lengthening of train sets to include adding new railcars. MKR funds (along with an influx of SB 1 funds) has kick started rail improvements at bridges and the design of new stations which will allow more passengers a chance to leave their cars behind.

ACE STATION EXPANSION MAP



The San Joaquin Regional Transit District (RTD), the regional transit service provider for San Joaquin County, provides public transit services in the Stockton Metropolitan Area, as well as intercity, interregional, and rural transit services countywide. In fiscal year 2017-18, RTD's Metro Express Routes produced 51 percent of RTD's total annual ridership with 1.78 million passenger trips within Stockton, and RTD

recorded over 3.47 million passenger trips throughout the County.

While these totals are slightly lower than in FY2017, RTD implemented its fourth BRT Route 47 – Midtown Corridor late in the fiscal year resulting in new BRT ridership in the 4th Quarter. RTD placed new Cutaway type buses in service on its Stockton-based Metro



Hopper Deviated Fixed Routes and this also resulted in new ridership in the 3rd and 4th Quarters of FY2018. Additionally, RTD was named the 2018 Outstanding Public Transportation System Achievement Award winner by the American Public Transportation Association (APTA).

The **Escalon eTrans bus service** offers three trips throughout the day for Escalon residents, including connections to medical, shopping, and educational destinations in the City of Modesto and provides local connections to regional transit such as the Modesto Area Express (MAX), Modesto Area Dial-A-Ride, and Stanislaus County's StaRT service. In March 2018, the City of Escalon completed its short-range transit plan, which will result in improved coordination with RTD to re-implement a new County Hopper route connecting Stockton, Manteca, Escalon and Modesto seven days a week and a reconstituted dial-a-ride service within the City of Escalon operating six hours a day, three to four days a week. A total of 3,262 passenger trips were made on eTrans service in fiscal year 2017-18 of which 1,036 passenger trips were made on the Measure K funded Route 1 service connecting Escalon and Modesto.



Serving a population of 64,000, in a service area of 19 square miles, the City of Lodi operates the **GrapeLine fixed-route service** seven days a week. This includes 5 weekday routes, 3 express routes and 4 weekend routes. ADA Paratransit service is provided via the VineLine and general public demand response is provided through the

Dial-a-Ride service. Regional connections are available to Stockton and Sacramento from the **Lodi Transit Station**. System-wide ridership in FY 17/18 was 301,000 passengers.



Ripon's Blossom Express connects riders through Ripon and Modesto and provides local connections to regional transit service providers San Joaquin RTD and Modesto Area Express (Max). 1,024 passengers used the service this year.

MEASURE K RENEWAL AND SMART TRAVEL

MKR continues to meet the transportation needs of the county through SJCOG's transportation Demand Management Program, dibs. The dibs team works with commuters, employers, member agencies, and community organizations to promote smart travel options such as transit, biking, walking, carpooling, and vanpooling.

There are 142 vans currently participating in the dibs program, with destinations all over the Valley and Bay Area.

Fall of 2017 was the inaugural dibs Day event – a day to celebrate all things Smart Travel! dibs Day encourages participants to try a new Smart Travel mode of their choice for one day. All told, dibsters eliminated 2,144 vehicles miles from the roadway in just one day with their Smart Travel Choices.

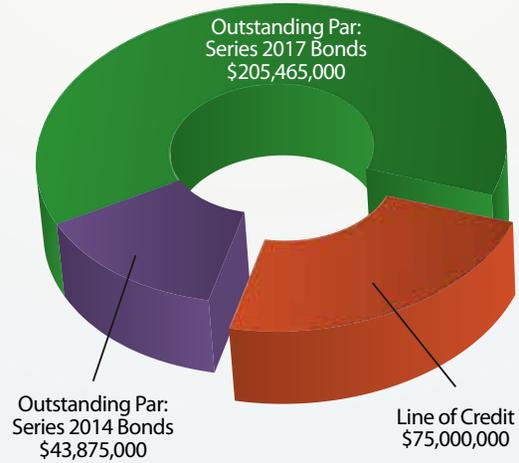
Each year, dibs teams up with local communities to get the wheels rolling for National Bike Month. In May, 17 events were hosted throughout the region, and promotional items and educational materials were also available to employers, community organizations, and schools. Dibsters logged 13,367 miles of biking and walking trips during Bike Month.

There are 9,274 people are enrolled in the dibs program. Of these, 5,133 originate in San Joaquin County, with 819 participants added in this fiscal year.

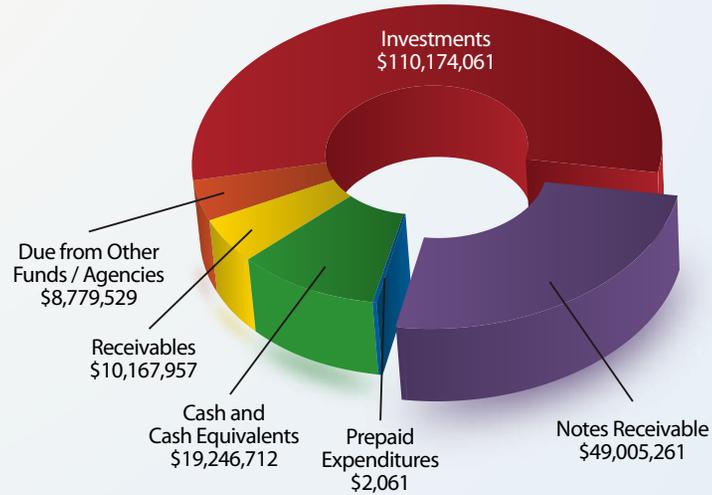


SAN JOAQUIN COUNTY TRANSPORTATION AUTHORITY 2017-2018

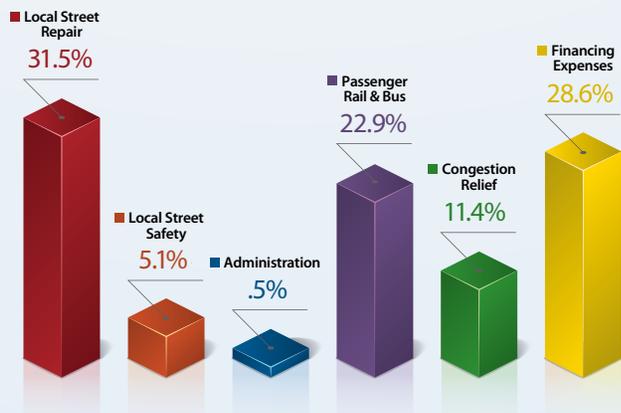
LONG TERM DEBT \$324,340,000



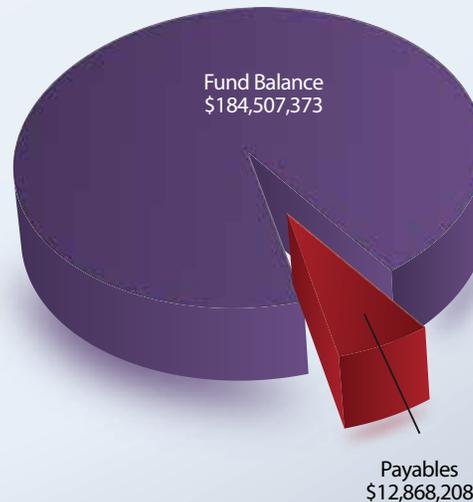
ASSETS \$197,375,581



TOTAL EXPENDITURES \$54,273,394



LIABILITIES & FUND BALANCE \$197,375,581



Schedule of Revenues, Expenditures, and Changes in Fund Balance Measure K Renewal Expendable Trust Fund For the Twelve Months Ended June 30, 2018

REVENUES	For the Year Ended June 30, 2018
Sales Tax	59,089,178
Earnings on Investments	1,626,472
State and Local Matching Funds	-
Total Revenues	60,715,650
EXPENDITURES	
Local Street Repair	
City of Escalon	258,000
City of Lodi	894,028
City of Manteca	1,064,145
City of Ripon	258,000
City of Stockton	4,473,826
City of Tracy	1,268,510
City of Lathrop	322,536
County of San Joaquin	8,539,045
Local Street Safety	
City of Escalon	42,000
City of Lodi	145,539
City of Manteca	175,233
City of Ripon	42,000
City of Stockton	728,297
City of Tracy	206,502
City of Lathrop	52,506
County of San Joaquin	1,390,077
MK Administration	264,494
Railroad Safety Crossing	-
Smart Growth	-
Passenger Rail & Bus	12,422,110
Congestion Relief	6,213,846
Investment Expense	96,228
Debt Service	
Principal	3,765,000
Interest	11,653,471
Total Expenditures	54,273,394
Excess (Deficit) of Revenues Over Expenditures	6,442,256
Net Change in Fund Balances Other Financing	6,442,256
Fund Balance, Beginning	173,130,717
Restatement	4,934,400
Fund Balance, End of Period	184,507,373

Internally Generated - Unaudited

SJCOG BOARD OF DIRECTORS 2017-2018

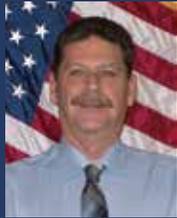
Members of the San Joaquin Council of Governments (SJCOG) Board of Directors are appointed by their local jurisdictions to serve as representatives. Each of the seven cities and the County of San Joaquin have members who work together to address a wide variety of transportation issues and priorities.



Chair:
Mayor Robert Rickman
City of Tracy



Vice Chair: Mayor Pro Tem
Doug Kuehne
City of Lodi



Councilmember
Walt Murken
City of Escalon



Mayor
Leo Zuber
City of Ripon



Vice Mayor
Steve Dresser
City of Lathrop



Mayor
Steve DeBrum
City of Manteca



Vice Mayor
Elbert Holman
City of Stockton
District 1



Councilmember
Jesús Andrade
City of Stockton
District 6



Councilmember
Susan Lofthus
City of Stockton
District 3



Supervisor
Chuck Winn
San Joaquin County
District 4



Supervisor
Kathy Miller
San Joaquin County
District 2



Supervisor
Bob Elliott
San Joaquin County
District 5



Ex-Officio:
Mr. Dennis Agar
Caltrans
District 10



Ex-Officio:
Mr. Gary Giovanetti
San Joaquin RTD



Ex-Officio:
Mr. Victor Mow
Port of Stockton



SAN JOAQUIN COUNCIL OF GOVERNMENTS

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