

STAFF REPORT

SUBJECT: 2017 Measure K Ordinance and Expenditure Plan Amendment Requests

RECOMMENDED ACTION: Discussion Only

DISCUSSION:

SUMMARY:



On January 26, 2017, SJCOG announced the annual process for interested parties to submit proposals for the amendment to the Measure K Ordinance and Expenditure Plan, with submittals due by March 31. SJCOG received requests from the City of Tracy, the City of Stockton, and the San Joaquin Regional Transit District (RTD) to amend the Measure K Expenditure Plan. For all requests for adding projects in the Measure K Expenditure Plan, SJCOG staff evaluates the proposals based upon project merits, project readiness, regional significance, and financial implications to the delivery of the Measure K Program.

The purpose of this staff report is to review the merits of the requests and develop a final recommendation to the SJCOG Board.

City of Tracy Amendment Request

As outlined in the letter included in Attachment B, the City of Tracy is requesting to alter the list of their Regional Arterial projects to add the Mountain House Parkway Corridor, which has been recently renamed International Parkway. This corridor project would consist of the following:

- a) Interchange improvements at I-580/Mountain House Parkway
- b) Interchange improvements at I-205/Mountain House Parkway
- c) Widening International Parkway from two lanes to four lanes between the interchanges
- d) Widening the two canal crossings along International Parkway from two to four lanes

This project has momentum in the City of Tracy due to its regional significance and need for the improvement to address existing and future travel demand. The letter from the City of Tracy also included a request for \$25 million in Measure K funding. This funding request would exceed Tracy's share of the Regional Arterial program funding during the period of the 2017 Measure K Strategic Plan, which has already been committed to the following projects:

- Corral Hollow Road Widening - \$13 million of Series 2014 Measure K Bonds and \$3 million of Measure K Regional Arterial funding

- I-205/Lammers Road Interchange - \$2.6 million of Measure K Regional Arterial funding

The addition of the Mountain House Parkway Corridor Project to the Regional Arterial program would align with the current priorities of the City of Tracy. However, the City's share of the Regional Arterial program would not change, resulting in a need to use other sources of revenue to be able to deliver all of their Regional Arterial projects. SJCOG's preliminary assessment is that there is benefit for these projects in the Measure K program. It would require the full understanding that there are more projects in the City of Tracy than Measure K can fund and therefore necessitate significant efforts to leverage state/federal funds.

City of Stockton Amendment Request

As outlined in the letter included in Attachment C, the City of Stockton is requesting to alter the list of their Regional Arterial projects to include the following:

- Add the Lower Sacramento Road Widening from Pixley Slough to Royal Oaks Drive to the Measure K Expenditure Plan in the Congestion Relief, Regional Arterial category. The Lower Sacramento Road Corridor was part of the original 1990-2010 Measure K program, however due to funding shortfalls this segment was unable to be completed. The pending completion of the County's widening project on Lower Sacramento Road between Harney Lane and Pixley Slough will create a bottleneck that this project will seek to solve.

The Lower Sacramento Road Widening Project would widen Lower Sacramento Road from two to four lanes from Pixley Slough to Marlette Road, and from two to six lanes from Girder Way to Royal Oaks Drive, including medians, curb, gutter, and sidewalks, and bicycle facilities. The project will also include the widening of the Bear Creek Bridge from two to six lanes with sidewalks, and Pixley Slough Bridge from two to four lanes with sidewalks.

- Revising the Pacific Avenue Widening project in the Measure K Expenditure Plan. This project was originally proposed to widen Pacific Avenue from six lanes to eight lanes between Hammer Lane and March Lane. The City is proposing to revise this project to instead construct a north-south bicycle facility on Pacific Avenue and operational and safety improvements such as turn lanes, acceleration/deceleration lanes, and medians. The limits of the project would also be extended to Harding Way instead of March Lane. This project is funded through the Final Design phase in the Measure K Strategic Plan.
- Revising the Mariposa Road Widening project in the Measure K Expenditure Plan. This project was originally proposed to widen Mariposa Road from two lanes to six lanes between Stagecoach Road and Austin Road. The City is proposing to revise this project to instead widen this segment from two to four lanes, and change the northern limits to Eighth Street. The addition of the segment from Eighth Street to SR 99 would close a gap between Eighth Street and the recently reconstructed Mariposa Road Interchange.

The addition of the Lower Sacramento Road Widening project to the Regional Arterial program

and scope changes to the Pacific Avenue and Mariposa Road projects would align with the current priorities of the City of Stockton. While City's letter demonstrates an asserted attempt to down scope projects in order for the request to be "revenue neutral", the end-result arguably is that there are more projects in Stockton than Measure K revenue in the City's share of the Regional Arterial program. Similar to the City of Tracy's request, there is need to use other sources of revenue to be able to deliver all of their Regional Arterial projects. SJCOG's initial review is that there are overall merits to these project changes and they can be accommodated in the Measure K Expenditure Plan.

RTD Amendment Request

As outlined in the letter included in Attachment D, RTD is requesting an addition to the Expenditure Plan in the description of eligible items under the Bus Rapid Transit Capital Category to include buses and associated equipment, and passenger information systems. SJCOG staff analyzed the request and asserts that these are already eligible items due to the existing language in the Expenditure Plan (below in bold and highlighted):

*"Eligible projects that may be funded under this program **include, but are not limited to:***

- *Dedicated bus lanes*
- *Stations*
- *Turnouts*
- *Fare collection systems*
- *Traffic signal pre-emption systems for buses"*

At the time of this staff report, SJCOG staff is reaching out to RTD for additional information behind their request for the language revisions.

RECOMMENDATION:

This item is for discussion only. The SJCOG Board will take action on the requests to amend the Measure K Expenditure Plan at the June Board meeting following a public hearing.

FISCAL IMPACT:

Adding or removing projects to the Measure K Expenditure Plan does not have any immediate fiscal impact. This impact is determined when projects are programmed through the Measure K Strategic Plan process.

BACKGROUND:

In 2006, the voters of San Joaquin County renewed the Measure K half-cent sales tax program for a 30-year period through 2041. The Measure K Expenditure Plan calls for street repairs, safety and operational improvements on local streets and roads, projects to reduce congestion on streets and highways, passenger rail and bus service to provide alternatives to the car and improve air quality of the San Joaquin Valley, as well as separation of streets from railroads at designated crossings

to improve safety. There is a provision in Measure K that allows for the consideration of amendments to the Ordinance and Expenditure Plan every fiscal year. A flow chart of the amendment process in 2016/17 is included as Attachment A.

Examples of amendments to the Ordinance may include changes in program administration policy and procedures. Examples of amendments to the Expenditure Plan may include changes in project scope, funding category percentages, funding category distribution methodology, and the addition of new projects to the Measure K program.

This Amendment Process does not address changes specific to cost, schedule, and funding of existing Measure K projects. Those are dealt with through a separate process and are considered amendments to the Measure K Strategic Plan. The Strategic Plan is the capital improvement program that identifies the specific funding allocations of Measure K projects. Strategic Plan amendments can be done at any time during the life of the program.

In 2016, the SJCOG Board approved two amendments to the Expenditure Plan:

1. Added the County of San Joaquin's ***Grant Line Road Corridor Improvements*** project to the Congestion Relief, Regional Arterials category of the Measure K program
2. A scope change to the County of San Joaquin's ***Jack Tone Road Improvements Project***, which changed the northern limits of the project from Mariposa Road to State Route 120 (Yosemite Avenue).

NEXT STEPS:

The SJCOG Board will take action on the requests to amend the Measure K Expenditure Plan at the June Board meeting following a public hearing. If the Board approves the amendment requests, 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*,

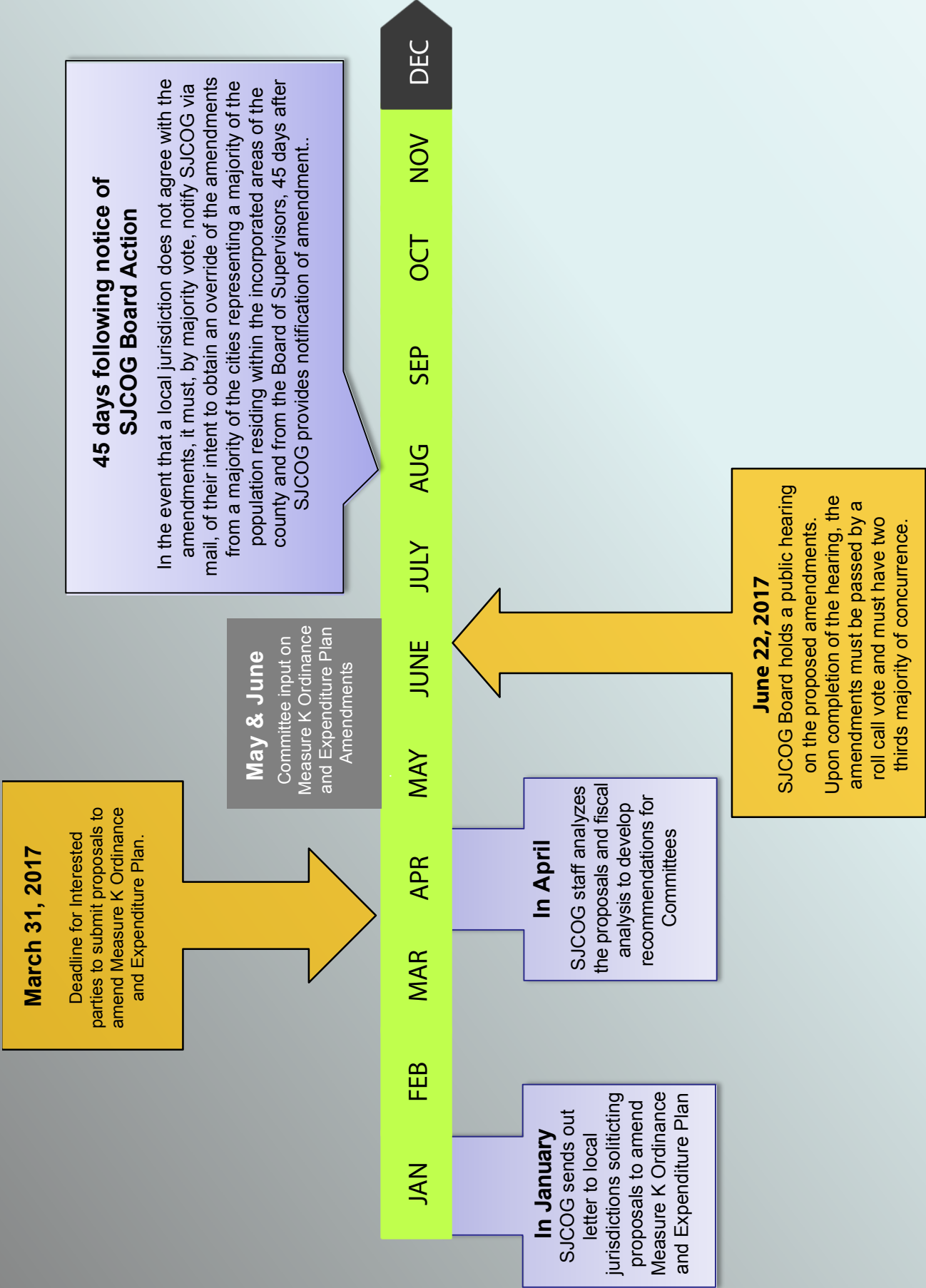
In the event that a local jurisdiction does not agree with the Authority's amendment(s), the jurisdiction's policy decision-making body must, by a majority vote, determine to formally notify the Authority of its intent, in writing by registered mail, to obtain an override of the Authority's amendment(s). 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. 2017 Measure K Ordinance and Expenditure Plan Amendment Process Schedule
- B. Letter from City of Tracy
- C. Letter from City of Stockton
- D. Letter from RTD

Prepared by: David Ripperda, Associate Regional Planner

Exhibit A: 2017 Measure K Ordinance and Expenditure Plan Amendment Process





City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

CITY MANAGER'S OFFICE

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www.ci.tracy.ca.us

February 2, 2017

Mr. Andrew Chesley, Executive Director
San Joaquin Council of Governments (SJCOG)
555 E. Weber Street
Stockton, CA 95202-2804

Re: Request for Measure K Expenditure Plan Amendment

Dear Mr. Chesley:

The City of Tracy respectfully requests an amendment to the Measure K Expenditure Plan to include funding for the Mountain House Parkway corridor in western Tracy.

The total project includes:

- a) Improvements to the freeway interchange for Mountain House Parkway at Interstate 580
- b) Interchange improvements for Mountain House and Interstate 205
- c) The widening of Mountain House Parkway from two lanes to four lanes (typical) between the interchanges
- d) The widening of the two canal crossings along Mountain House Parkway (in the same locale as the road widening) from two lanes to four lanes

The total estimated project costs are approximately \$65.3M in today's dollars.

Improvements to this roadway are critical at this time as the Level of Service along this arterial is below acceptable standards. The improvements are being precipitated by continual growth and expansion of the International Park of Commerce (IPC), an approximately 1,200 acre Business Park that is a vital economic engine in the region.

Over the past 20 months, IPC has seen tremendous growth with a number of buildings completing construction. FedEx, Medline Inc., Smuckers, and Amazon now occupy over 2.5M square foot of industrial space that supports an estimated 3,000 jobs. The City of Tracy has three further pending entitlement applications, with more requests for entitlements expected to be made to the City in the very near future.

The IPC is the major catalyst for goods movement in the region; this development is an enormous regional industrial hub that requires major infrastructure investment to support the employees and truck traffic generated by this project's economic potential. Tracy is certainly proud of the economic development efforts in the IPC and fortunate to have a strong partnership with Prologis. However, the impacts of the vehicular and truck traffic now using Mountain House Parkway has degraded the level of service of the interchanges to below the City's standard, and notably decreased levels of service along Mountain House Parkway. This arterial is critical for business attraction and retention, as well as quality of life for residents and workers in the IPC that use this road every day.

The City is working with the Developer to develop funding arrangements for the environmental work that needs to be completed for the I-205 interchange improvements (i.e. the PA&ED process). With this environmental documentation effort and the subsequent design effort, the City (and its development partner Prologis) is hoping to get this entire corridor shovel ready. Needless to say this is a massive undertaking that will require a serious commitment of resources from a variety of sources.

For the aforementioned reasons, the City of Tracy is looking to the Measure K Expenditure Plan for some assistance. The inclusion of Mountain House Parkway in the Measure K Expenditure Plan is consistent with the mission of Measure K --- to provide highway expansions and road improvements throughout San Joaquin County. I would urge that SJCOG consider this amendment for inclusion of Mountain House Parkway to include twenty-five million dollars (\$25M) into the Measure K expenditure Plan. Feel free to contact me with any questions you may have.

Sincerely,



Troy Brown
City Manager

cc: Robert Rickman, Mayor of City of Tracy
Andrew Malik, Development Services Director – City of Tracy
Ryan George, SVP, Investment Officer – Prologis NW Region
Tom Martin, Development Manager - Prologis



CITY OF STOCKTON

PUBLIC WORKS DEPARTMENT

22 East Weber Avenue, Room 301 • Stockton, CA 95202-2317 • 209 / 937-8411 • Fax 209 / 937-8277
www.stocktongov.com

March 30, 2017

Andrew Chesley, Executive Director
San Joaquin Council of Governments
555 Weber Avenue
Stockton, CA 95202

PROPOSED MODIFICATIONS TO THE MEASURE K EXPENDITURE PLAN

Pursuant to the San Joaquin Council of Government's annual solicitation of Measure K Expenditure Plan amendments, the City of Stockton hereby requests to revise the Measure K Renewal Expenditure Plan as it pertains to the projects within the Stockton Planning Area. The City would like to add a project and change the scope and cost estimates for two existing projects.

The City is proposing to add:

Lower Sacramento Road Widening from Pixley Slough to Royal Oaks Drive

Lower Sacramento Road was an original Measure K project corridor, and many of the segments were completed with that program. However, the segment from Pixley Slough to Royal Oaks Drive still requires widening and includes bridge replacements at Pixley Slough and Bear Creek. This widening project will become much more critical with the pending completion of the County's widening north of Pixley Slough. While development along Lower Sacramento Road is expected to fund a portion of the ultimate widening, Measure K funds will be needed to supplement other sources of funding to complete the corridor.

The Lower Sacramento Road Widening Project will widen Lower Sacramento Road from two to four lanes from Pixley Slough to Marlette Road, and from two to six lanes from Grider Way to Royal Oaks Drive including medians, curb, and gutter, sidewalk, and bicycle facilities. The project will also include the widening of the Bear Creek Bridge from two to six lanes with sidewalks, and Pixley Slough Bridge from two to four lanes with sidewalks.



The City is proposing to modify:

1. **Pacific Avenue Widening**

The existing Measure K project description calls for a widening from six to eight lanes from March Lane to Hammer Lane. The proposed modification is to widen where required, or use existing space, if possible, to accommodate a north-south bicycle facility. Medians will be constructed or restored as needed. Intersection improvements may be constructed throughout the corridor, as well as other operational improvements such as turn lanes and/or acceleration/deceleration lanes. It is further proposed that the limits of the projects be extended to the south from March Lane to Harding Way. The estimated cost of this project is expected to be reduced due to the scope modifications (see Attachment A).

2. **Mariposa Road Widening**

The existing Measure K project description calls for a two to six-lane widening from Stagecoach Road to Viceroy Avenue, and a two to four lane widening from Viceroy Avenue to Austin Road. The proposed modification is to widen from two to four lanes from 8th Street to Austin Road. The limits are extended but the overall scope is reduced, so the proposed project modifications will result in an overall cost reduction (Attachment A).

Attachment A contains project descriptions and cost estimates both for the proposed new project and the modified existing projects. The City believes the proposed modifications to existing projects will allow the addition of the Lower Sacramento Road Widening back into the Measure K Program. If you have any questions or concerns about the City's Proposed Measure K Expenditure Plan modifications, please contact me at (209) 937-8400 or Eric Alvarez of my staff at (209) 937-8228.



GORDON A. MACKAY, DIRECTOR
PUBLIC WORKS DEPARTMENT

GAM:EA:WJ:nla

Attachment

ATTACHMENT A

PROPOSED PROJECT TO ADD TO THE EXPENDITURE PLAN:

Project Name:

Lower Sacramento Road Widening

Project Sponsor:

City of Stockton

Program Category:

Congestion Relief

Project Description

Widen Lower Sacramento Road from two to four lanes from Pixley Slough to Marlette and from two to six lanes from Grider to Royal Oaks including medians, curb, gutter, sidewalk, and bicycle facilities. Project will also include the widening of the Bear Creek Bridge from two to six lanes with sidewalks and Pixley Slough Bridge from two to four lanes with sidewalks.

Project Funding/Cost:

Cost

Planning/Preliminary Engineering	\$ 1,000,000
Environmental and Design	\$ 1,000,000
Final Design	\$ 3,000,000
Right of Way	\$ 5,000,000
Construction	\$32,000,000
Construction Management	\$ 3,000,000
Total Cost:	\$45,000,000

Project Schedule

Start

Completion

Planning/Preliminary Engineering (Precise Road Plan)	2023	2024
Environmental and Design	2024	2026
Final Design	2026	2027
Right of Way	2027	2029
Construction	2029	2032

EXISTING PROJECTS PROPOSED MODIFICATIONS

Project Name:

Pacific Avenue Widening

Project Sponsor:

City of Stockton

Program Category:

Congestion Relief

Project Description

Widen Pacific Avenue or use existing right of way from Harding Way to Hammer Lane to accommodate a north-south bicycle facility. Medians will be constructed or restored as needed. Construct intersection improvements as needed as well as other operational improvements such as turn lanes and /or acceleration/deceleration lanes.

Project Funding/Cost:

	<u>Existing</u>	<u>Proposed</u>
Planning/Preliminary Engineering (Precise Road Plan)	\$ 900,000	\$ 500,000
Environmental and Design	\$ 1,500,000	\$ 1,500,000
Final Design	\$ 4,000,000	\$ 1,500,000
Right of Way	\$ 3,000,000	\$ 2,000,000
Construction	\$30,000,000	\$25,000,000
Construction Management	<u>\$ 6,000,000</u>	<u>\$ 3,000,000</u>
Total Cost:	\$45,400,000	\$33,500,000

Project Schedule

	<u>Start</u>	<u>Completion</u>
Planning/Preliminary Engineering (Precise Road Plan)	2025	2028
Environmental and Design	2028	2030
Final Design	2030	2032
Right of Way	2032	2033
Construction	2033	2035

Project Name:

Mariposa Road Widening

Project Sponsor:

City of Stockton

Program Category:

Congestion Relief

Project Description

Widen Mariposa Road from two to four lanes from 8th Street to Austin Road.

Project Funding/Cost:

	<u>Existing</u>	<u>Proposed</u>
Planning/Preliminary Engineering	\$ 1,179,000	\$ 800,000
Environmental and Design	\$ 1,966,000	\$ 1,350,000
Final Design	\$ 3,636,000	\$ 2,450,000
Right of Way	\$ 1,637,000	\$ 1,100,000
Construction	\$39,312,000	\$26,000,000
Construction Management	\$ 3,636,000	\$ 2,500,000
Total Cost:	\$51,366,000	\$34,200,000

Project Schedule

	<u>Start</u>	<u>Completion</u>
Planning/Preliminary Engineering (Precise Road Plan)	2023	2024
Environmental and Design	2024	2026
Final Design	2026	2027
Right of Way	2027	2029
Construction	2029	2032

David



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MAR 30 2017

San Joaquin
Council of Governments

March 30, 2017

Andrew T. Chesley, Executive Director
Attn: David Ripperda
San Joaquin Council of Governments
555 E. Weber Ave
Stockton, CA 95202

RE: Measure K Ordinance and Expenditure Plan Amendment Request

Dear Mr. Chesley:

The San Joaquin Regional Transit District (RTD) would like to request an addition to the description of eligible items under the Bus Rapid Transit Capital Category to include buses and associated equipment, and passenger information systems. Although the list does not limit the eligibility of other items related to BRT, the buses and information systems are significant BRT capital items that would make the list more comprehensive.

RTD is requesting the following underlined revisions:

Measure K Ordinance and Expenditure Draft (Pages 18-19)

Bus Rapid Transit Capital

Bus Rapid Transit provides express bus service with fewer stops and higher frequencies that are similar to light rail. Bus Rapid Transit requires priority to be given to buses through traffic signal priority and could allow buses to run on designated high occupancy roadway lanes or separate lanes, including off roadway corridors. Bus Rapid Transit can include interregional/intra-city commute, inter-city, and elderly/persons with disabilities bus service. Bus Rapid Transit Capital provides funding specifically for infrastructure to support Bus Rapid Transit service. Local jurisdiction transit programs are eligible to apply for funding provided that, with the exception of local jurisdictions less than 75,000 in 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 Public Utilities Code, Chapter 4, Article 8, Section 99400a for local streets and roads purposes, excluding pedestrian and bicycle facilities.

CHIEF EXECUTIVE OFFICER: Donna DeMartino

BOARD OF DIRECTORS: CHAIR Michael Restuccia • VICE CHAIR Les J. Fong • Joni Bauer • Gary S. Giovanetti • Balwinder T. Singh

SAN JOAQUIN REGIONAL TRANSIT DISTRICT

P.O. Box 201010 • Stockton, CA 95201 • (209) 943-1111 • (209) 948-8516 Fax • sanjoaquinRTD.com

Eligible projects that may be funded under this program include, but are not limited to:

- Dedicated bus lanes
- Stations
- Turnouts
- Fare collection systems
- Traffic signal pre-emption systems for buses
- Buses and associated equipment
- Passenger information systems

RTD appreciates the opportunity to review and propose amendments to the Measure K Ordinance and Expenditure Plan, as well as all the work that goes into programming and expending local sales tax dollars.

If you have any questions regarding this request, please contact George Lorente, Grants Manager at (209) 467-6674.

Sincerely,

A handwritten signature in dark ink, reading "Donna DeMartino". The signature is fluid and cursive, with the first name "Donna" being more prominent than the last name "DeMartino".

Donna DeMartino
Chief Executive Officer

cc: Gloria Salazar, Deputy CEO
George Lorente, Grants Manager
Dero In, Grants Specialist
Matthew Taia Jr., Grants Specialist
Diane Nguyen, Deputy Director, SJCOG
David Ripperda, Associate Regional Planner, SJCOG
Ryan Niblock, Senior Regional Planner, SJCOG